STATUTORY INSTRUMENTS
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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. 86

THE CIVIL AVIATION (OPERATION OF AIRCRAFT) (GENERAL AVIATION) (AEROPLANES) REGULATIONS, 2022

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2022 No. 86

Civil Aviation (Operation of Aircraft) (General Aviation) (Aeroplanes) Regulations, 2022

(Under sections 34 (2) and 61 of the Civil Aviation Authority Act, Cap. 354)

IN EXERCISE of the powers conferred upon the Minister by sections, 34 (2) and 61 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) (General Aviation) (Aeroplanes) Regulations, 2022.

2. Application

These Regulations apply to all aeroplanes engaged in general aviation operations and operators of aeroplanes used in general aviation.

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 applicable;

"Act" means the Civil Aviation Authority Act, Cap. 354;

"acts of unlawful interference" means an act or attempted act such as to jeopardise the safety of civil aviation and air transport, and includes—

(a) unlawful seizure of an aeroplane in flight;

(b) unlawful seizure of an aeroplane on the ground;

(c) hostage-taking on board an aeroplane or in aerodromes;

(d) forcible intrusion on board an aeroplane, at an airport or on the premises of an aeronautical facility;

(e) introduction on board an aeroplane,1 or at an airport, of a weapon or hazardous device or material intended for criminal purposes; or

(f) communication of false information so as to jeopardise the safety of an aeroplane 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;

"advisory airspace" means an airspace of defined dimensions or designated route, within which air traffic advisory service is available;

"aerial work" means an aeroplane operation in which an aeroplane is used for specialised services including agriculture, construction, photography, surveying, observation and patrol, search and rescue and aerial advertisement;

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

"aerodrome operating minima" means the limits of usability of an aerodrome for—

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

(b) landing in 2D instrument approach operations, expressed in terms of visibility or runway visual range, minimum descent altitude or height (MDA/H) and, if necessary, cloud conditions; or

(c) landing in 3D instrument approach operations, expressed in terms of visibility or runway visual range and decision altitude (DA) or decision height (DH) as appropriate to the type or category of the operation;

"aeronautical product" means any aeroplane, an aeroplane engine, propeller, or sub-assembly, appliance, material, part, or component to be installed;

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

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

"aeroplane type" means all aeroplane of the same design;

"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 surface;

"aircraft operating manual" means a manual approved by the authority, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aeroplane systems and other material relevant to the operation of the aeroplane;

"airframe" means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces, including rotors but, excludes propellers and rotating airfoils of a power plant and landing gear of an aeroplane and their accessories and controls;

"air operator certificate (AOC)" means a certificate authorising an operator to carry out specified commercial air transport operations;

"air traffic control service" means a service provided for the purpose of—

(a) preventing collisions between aeroplanes; and on manoeuvring area between aeroplanes and obstructions; and

(b) expediting and maintaining an orderly flow of air traffic;

"air traffic control (ATC) unit" means variously, an area control centre, approach control unit or aerodrome control tower;

"air traffic service (ATS)" means variously, flight information service, alerting service, air traffic advisory service, air traffic control service, area control service, approach control service or aerodrome control service;

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

"alternate aerodrome" means an aerodrome to which an aeroplane may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing including the following—

(a) take-off alternate which is an alternate aerodrome at which an aeroplane can land should it 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 aeroplane would be able to land after experiencing an abnormal or emergency condition while en-route; or

(c) destination alternate which is an alternate aerodrome to which an aeroplane may proceed 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;

"appliance" means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aeroplane in flight, is installed in or attached to the aeroplane, and is not part of an airframe, power plant, or propeller;

"approach procedure with vertical guidance (APV)" means a performance- based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A;

"appropriate airworthiness requirements" means the comprehensive and detailed airworthiness codes established, adopted or accepted by a contracting State for the class of aeroplane, engine or propeller under consideration;

"appropriate authority" means—

(a) in the case of a flight over the high seas, the relevant authority of the State of registry;
(b) in the case of a flight other than over the high seas, the relevant authority of the State having sovereignty over the territory being overflown;

"area navigation (RNAV)" means a method of navigation which permits aeroplane 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 both;

"automatic deployable flight recorder (ADFR)" means a combination flight recorder installed on an aeroplane which is capable of automatically deploying from the aeroplane;

"authorised instructor" means a person who—

(a) holds a valid ground instructor licence issued under the Civil Aviation (Personnel Licensing) Regulations, 2022 when conducting ground training;

(b) holds a current flight instructor rating issued under the Civil Aviation (Personnel Licensing) Regulations, 2022 when conducting ground training or flight training; or

(c) is authorised by the authority to provide ground training or flight training under the Civil Aviation (Personnel Licensing) Regulations, 2022 and the Civil Aviation (Approved Training Organisations) Regulations, 2022;

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

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

"Category II (CAT II) operations" means a precision instrument approach and landing with a decision height lower than 60

metres (200 feet), but not lower than 30 metres (100 feet), and a runway visual range not less than 350 metres;

"Category IIIA (CAT IIIA) operations" means a precision instrument approach and landing with—

(a) a decision height lower than 30 metres (100 feet) or no decision height; and

(b) a runway visual range not less than 200 metres;

"Category IIIB (CAT IIIB) operations" means a precision instrument approach and landing with—

(a) a decision height lower than 15 metres (50 feet) or no decision height; and

(b) a runway visual range less than 200 metres but not less than 50 metres;

"Category IIIC (CAT IIIC) operations" means a precision instrument approach and landing with no decision height and no runway visual range limitations;

"check pilot" means a pilot approved by the authority who has the appropriate training, experience, and demonstrated ability to evaluate and certify the knowledge and skills of other pilots;

"commercial air transport operation" means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or higher;

"commercial material (COMAT)" means operator material carried on an operator's aeroplane for the operator's own purposes;

"continuing airworthiness" means the set of processes by which an aeroplane, 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 aeroplane, engine, propeller or associated part;

"co-pilot" means a licensed pilot serving in any piloting capacity other than as a PIC but excluding a pilot who is on board the aeroplane for the sole purpose of receiving flight instruction;

"corporate aviation operation" means the non-commercial operation or use of an aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business flown by a professional pilot employed to fly the aircraft;

"crew member" means a person assigned by an operator to duty on an aeroplane during a flight duty period;

"critical engine" means the engine whose failure would most adversely affect the performance or handling qualities of an aeroplane;

"critical phases of flight" means those portions of operations involving taxiing, take-off and landing, and all flight operations below 10,000 feet, except cruise flight;

"cruising level" means a level maintained during a significant portion of a flight;

"currency point" has the value assigned to 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 technical instructions;

"decision altitude (DA)" means a specified altitude in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established;

"decision height (DH)" means a specified height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established;

"duty" means any task that a flight or cabin crew member is required by the operator to perform, including 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;

"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 equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated and an ELT may be any of the following—

(a) automatic fixed ELT (ELT(AF)) which is an automatically activated ELT that is permanently attached to an aeroplane;

(b) automatic portable ELT (ELT(AP)) which is an automatically activated ELT that is rigidly attached to an aeroplane but readily removable from the aeroplane;

(c) automatic deployable ELT (ELT(AD)) which is an ELT that is rigidly attached to an aeroplane and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors or manual deployment; or

(d) survival ELT (ELT(S)) which is an ELT that is removable from an aeroplane, 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 aeroplane propulsion and consists of at least those components and equipment necessary for functioning and control, but excludes the propeller or motors, where applicable;

"enhanced vision system (EVS)" means a system that displays electronic real-time images of the external scene achieved through the use of image sensors;

"estimated time of arrival" means for —

(a) instrument flight rules (IFR) flights, the time at which it is estimated that the aeroplane will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aeroplane will arrive over the aerodrome; or

(b) visual flight rules (VFR) flights, the time at which it is estimated that the aeroplane will arrive over the aerodrome;

"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 authority;

"Extended Diversion Time Operations (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;

"Extended Diversion Time Operations (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;

"fatigue" means a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness or physical activity that can impair a crew member's alertness and ability to safely operate an aeroplane or perform safety related duties;

"final approach segment" means that segment of an instrument approach procedure in which alignments and descents for landing are accomplished;

"flight crew member" means a licensed crew member charged with duties essential to the operation of an aeroplane during flight time;

"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, associate with the certificate of airworthiness, containing limitations within which the aeroplane is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aeroplane;

"flight operations officer" means a person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, and is suitably qualified in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022, and 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 aeroplane;

"flight recorder" means any type of recorder installed in the aircraft for the purpose of complimenting accidents or incidents investigation;

"flight time" means—

(a) for aeroplanes and gliders, the total time from the moment an aeroplane or a glider moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight and it is synonymous with the term "block to block" or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight;

(b) for helicopters, the total time from the moment a helicopter rotor blades start turning until the moment a helicopter comes to rest at the end of the flight and the rotor blades are stopped; or

(c) for airships or free balloons, the total time from the moment an airship or free balloon first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest;

"general aviation operation" means an aeroplane operation other than a commercial air transport operation or an aerial work operation;

"head-up display (HUD)" means a display system that presents flight information into the pilot's forward external field of view;

"heavier-than-air aeroplane" means any aeroplane deriving its lift in flight chiefly from aerodynamic forces;

"helicopter" means a heavier-than-air aeroplane supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

"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;

"inspection" means the examination of an aeroplane or aeronautical product to establish conformity with a standard approved by the authority;

"instrument approach operations" means an approach and landing using instruments for navigation guidance based on an instrument approach procedure;

"Instrument Approach Procedure (IAP)" means a series of pre-determined manoeuvres 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, if a landing is not completed, to a position at which holding or en- route obstacle clearance criteria apply and instrument approach procedures may be classified as follows—

(a) Non-Precision Approach (NPA) procedure which is an instrument approach procedure designed for 2D instrument approach operations Type A;

(b) Approach Procedure with Vertical Guidance (APV) which is a performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A; or

(c) Precision Approach (PA) procedure which 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;

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

"journey logbook" means a form signed by the PIC of each flight that records the aeroplane's registration, crew member names and duty assignments, the type of flight, and the date, place, and time of arrival and departure;

"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 combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

"maintenance programme" means a document which describes the specific scheduled maintenance tasks and the frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aeroplane 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;

"manufacturer" means the contracting State which approved the original type certificate and any subsequent supplemental type certificates for an aeroplane, or which approved the design of an aeroplane, aeroplane component or appliance;

"maximum mass" means maximum certificated take-off mass;

"Minimum Descent Altitude (MDA)" means a specified altitude in a non-precision approach or circling approach below which descent must not be made without the required visual reference;

"Minimum Descent Height (MDH)" means a specified height in a non-precision approach or circling approach below which descent must not be made without the required visual reference;

"Minimum Equipment List (MEL)" means a list approved by the authority which provides for the operation of an aeroplane, subject to specific conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the Master Minimum Equipment List (MMEL) established for a particular aeroplane type;

"modification" means a change to the type design of an aeroplane or aeronautical product which is not a repair;

"night" means 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 aeroplane or other unlighted prominent object cannot clearly be seen at a distance of 4,572 metres;

"Non-Precision Approach (NPA) procedure" means an instrument approach procedure designed for 2D instrument approach operations Type A;

"operator" means a person, organisation or enterprise engaged in or offering to engage in an aeroplane operation;

"operating base" means the location from which operational control is exercised;

"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 aeroplane 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;

"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 aeroplane on time and in a controlled and satisfactory manner;

"overhaul" means the restoration of an aeroplane or aeronautical product using methods, techniques, and practices approved by the authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the authority, which have been developed and documented by the manufacturer, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under parts manufacturing authorisation (PMA) or technical standard order (TSO);

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

"Point of No Return (PNR)" means the last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight;

"power plant" means an engine that is used or intended to be used for propelling aeroplane and includes turbo superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers;

"practical test" means a competency test on the areas of operations for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight or in an approved synthetic flight trainer;

"Precision Approach (PA) procedure" means an instrument approach procedure based on navigation systems such as Instrument Landing System (ILS), microwave landing system (MLS), ground based augmentation landing system (GLS) and satellite based augmentation system (SBAS) CAT I designed for 3D instrument approach operations Type A or B;

"pressure altitude" means an atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the standard atmosphere;

"propeller" means a device for propelling an aeroplane that has blades on an engine driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engines;

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

"rating" means an authorisation entered on or associated with a licence or certificate and forming part of the licence or certificate, stating special conditions, privileges or limitations pertaining to such licence or certificate except as used in engine thrust rating;

"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;

"runway surface condition" means the state of the surface of a runway, including —

(a) contaminated runway, which is a runway where more than twenty five per cent of the runway surface area, whether in isolated areas or not, within the required length and width being used is covered by—

(i) water or slush more than 3 millimetres (0.125 inches) deep;

(ii) loose snow more than 20 millimetres (0.75 inches) deep; or

(iii) compacted snow or ice, including wet ice;

(b) dry runway, which is a runway which is clear of contaminants and visible moisture within the required length and the width being used; or

(c) wet runway, which is a runway that is neither dry nor contaminated;

"Runway visual range (RVR)" means the range over which the pilot of an aeroplane on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;

"safety management system" means a systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures;

"safety-sensitive personnel" means persons who might endanger aviation safety if they perform their duties and functions improperly and includes crew members, aeroplane maintenance personnel and air traffic controllers;

"serious injury" means an injury which is sustained by a person in an accident and—

(a) requires hospitalisation for more than forty-eight hours, commencing within seven days from the date the injury was received;

(b) results in a fracture of any bone except simple fractures of fingers, toes or nose;

(c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage;

(d) involves injury to any internal organ;

(e) involves second or third-degree burns, or any burns affecting more than five percent of the body surface; or

(f) involves verified exposure to infectious substances or injurious radiation;

"small aeroplane" means an aeroplane having a maximum certified take-off mass of 5,700 kg (12,500 lbs) or less;

"State of the aerodrome" means the State in whose territory the aerodrome is located;

"State of Registry" means the State on whose register the aeroplane is entered;

"synthetic flight trainer" 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 cockpit of a particular aeroplane type to the extent that the mechanical, electrical, electronic, aeroplane systems control functions, the

normal environment of flight crew members and the performance and flight characteristics of that type of aeroplane are realistically simulated;

(b) a flight procedures trainer, which provides a realistic cockpit environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic aeroplane systems, and the performance and flight characteristics of aeroplane of a particular class; or

(c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the cockpit environment of an aeroplane in flight in instrument flight conditions;

"technical instructions" means the technical instructions for the safe transport of dangerous goods by air approved and published by decision of the Council of the International Civil Aviation Organisation;

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

"training program" means a program that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective and may include a core curriculum and a specialty curriculum;

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

4. Application of this Part

This Part applies to small aeroplanes.

5. Compliance with laws, regulations and procedures

(1) A PIC of a small aeroplane shall comply with the laws, regulations and procedures of any other State in which the operations are conducted.

(2) A PIC of a small aeroplane shall be familiar with the—

(a) laws, regulations and procedures pertinent to the performance of his or her duties;

(b) prescribed areas to be traversed; and

(c) aerodromes to be used and the air navigation facilities relating to the aerodromes.

(3) A PIC of a small aeroplane shall ensure that members of the flight crew are familiar with the laws, regulations and procedures that are pertinent to the performance of their respective duties in the operation of the aeroplane.

(4) A PIC of a small aeroplane is responsible for the operational control of the aeroplane.

(5) Where an emergency situation which endangers the safety or security of an aeroplane or persons necessitates the taking of action which involves a violation of the local regulations or procedures of a State, the PIC shall notify the appropriate local authority in the State without delay.

(6) Where required by the State in which an emergency situation referred to under subregulation (5) arises, the PIC shall submit a report on any violation—

(a) to the appropriate authority of the State where a violation of local regulations or procedures has occurred; and

(b) to the State of Registry of the aeroplane.

(7) The reports referred to in subregulation (6) shall be submitted to the State in which the violation occurs and the State of Registry within ten days from the date of violation of the regulations and procedures.

(8) A PIC of a small aeroplane shall have available on board the aeroplane, the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.

(9) A PIC of a small aeroplane shall ensure that the flight crew members are able to speak and understand the language used for aeronautical radiotelephony communications as specified in the Civil Aviation (Personnel Licensing) Regulations, 2022.

(10) A PIC of a small aeroplane shall ensure that the aeroplane has—

(a) equipment and instruments; and

(b) communication, navigation and surveillance equipment, specified in the Civil Aviation (Instruments and Equipment) Regulations, 2022.

6. Dangerous goods

A PIC of a small aeroplane registered in Uganda shall comply with the provisions on carriage of dangerous goods by air in accordance with the Civil Aviation (Safe Transport of Dangerous Goods by Air) Regulations, 2022.

7. Use of psychoactive substances

(1) A person shall not engage in any kind of problematic use of psychoactive substances.

(2) A member of a flight crew shall not perform any function specified in the privileges applicable to the member's licence if the member is under the influence of any psychoactive substance which may render the member unable to perform the functions in a safe and proper manner.

(3) Safety-sensitive personnel shall not undertake any function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

8. Specific approval

(1) A PIC of a small aeroplane shall not conduct operations for which a specific approval is required, unless the approval has been issued by the authority.

(2) Any specific approvals required to be obtained under subregulation (1) shall follow the layout and shall contain the information specified in Schedule 2 to these Regulations.

Flight Operations

9. Operating facilities

A PIC of a small aeroplane shall not commence a flight unless he or she ascertains, by all reasonable means available that the ground facilities, water facilities, communication facilities and navigation aids required on the flight are available and adequate for the safe operation of the aeroplane, and the type of operation under which the flight is to be conducted.

10. General operational management instructions

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

(a) is an appropriately qualified pilot; and

(b) has received instructions from a competent person with respect to aerodrome layout and, where appropriate,

information on routes, signs, marking, lights, ATC signals and instructions, phraseology and procedures, and is able to conform to the operational standards required for the safe movement of an aeroplane at the aerodrome.

(2) An aeroplane may be taxied by a person who—

(a) has been duly authorised by the owner or, where it is leased, the lessee or a designated agent;

(b) is fully competent to taxi the aeroplane;

(c) is qualified to use the radio, if radio communications are required; and

(d) has received instructions from a competent person with respect to aerodrome layout and, where appropriate, information on routes, signs, marking, lights, ATC signals and instructions, phraseology and procedures, and is able to conform to the operational standards required for the safe movement of an aeroplane at the aerodrome.

11. Aerodrome operating minima

(1) A PIC shall establish aerodrome operating minima in accordance with the criteria specified by the authority for each aerodrome to be used in the operations.

(2) The minima 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 may approve operational credit for operations with aeroplanes equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, and such approvals shall not affect the classification of the instrument approach procedure.

(4) An instrument approach operation 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, which is a minimum descent height or decision height at or above 75 metres (250 feet); and

(b) Type B, which is a decision height below 75 metres (250 feet), where Type B instrument approach operations are categorised as follows—

(i) Category I (CAT I) which is a decision height not lower than 60 metres (200 feet) and with either a visibility not less than 800 metres or a runway visual range not less than 550 metres;

(ii) Category II (CAT II) which is a decision height lower than 60 metres (200 feet) but not lower than 30 metres (100 feet) and a runway visual range not less than 300 metres;

(iii) Category IIIA (CAT IIIA) which is a decision height lower than 30 metres (100 feet) or no decision height and no runway visual range limitations;

(iv) Category IIIB (CAT IIIB) which is a decision height lower than 15 metres (50 feet) or no decision height and a runway visual range less than 175 metres but not less than 50 metres; and

(v) Category IIIC (CAT IIIC) which is no decision height and no runway visual range limitations.

(5) 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, if necessary, cloud conditions.

(6) 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.

12. Passengers

(1) A PIC shall ensure that passengers are made familiar with the location and use of—

(a) the seat belts;

(b) the emergency exits;

(c) the life jackets, if the carriage of life jackets is prescribed;

(d) the oxygen dispensing equipment if the use of oxygen is anticipated; and

(e) any other emergency equipment provided for individual use, including passenger emergency briefing cards.

(2) The PIC shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.

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

(4) The PIC 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 the aeroplane are secured in their seats by means of the seat belts or harnesses provided.

13. Flight preparation

(1) A flight shall not be commenced until a PIC is satisfied that—

(a) the aeroplane is airworthy, duly registered and appropriate certificates with respect to the aeroplane are carried on board the aeroplane;

(b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;

(c) any necessary maintenance has been performed in accordance with these Regulations;

(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.

(2) The PIC shall have sufficient information on the climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off and intended take-off technique.

14. Flight planning

(1) A PIC shall, before commencing a flight, be familiar with all available meteorological information appropriate for the intended flight.

(2) The PIC shall, during the preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules include —

(a) a study of available current weather reports and forecasts; and

(b) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

15. Meteorological conditions for VFR Flights

VFR flights 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 shall, at the appropriate time, be such as to enable compliance with these Regulations.

16. IFR flights

(1) A flight to be conducted in accordance with the IFR shall not—

(a) take off from the departure aerodrome, unless the meteorological conditions, at the time of use are at or above the 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 these Regulations and the current meteorological reports or a combination of current reports and forecasts indicated that the meteorological conditions shall be, at the estimated time of use, at or above the aerodrome operating minima for that operation.

(2) The State of Registry shall establish criteria to be used for the estimated time of use of an aerodrome, including a margin of time.

17. Flight in known 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 the 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) Any accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.

18. Destination alternate aerodromes

Before a flight is conducted in accordance with the IFR, at least one destination alternate aerodrome shall be selected and specified in the 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 of intended landing is isolated and a standard instrument approach procedure is prescribed for the aerodrome of intended landing and a point of no return has been determined and a flight is not continued past the point of no return unless available current meteorological information indicates that the following meteorological conditions shall exist at the estimated time of use—

(i) a cloud base of at least 300 metres (1000 feet) above the minimum associated with the instrument approach procedure; and

(ii) visibility of at least 5.5 kilometres (3 NM) or of 4 kilometres (2 NM) more than the minimum associated with the instrument approach procedure.

19. Fuel and oil requirements

(1) A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in

flight, the aeroplane carries sufficient fuel and oil to ensure that it may safely complete the flight.

(2) The amount of fuel to be carried shall permit—

(a) when the flight is conducted in accordance with the IFR and a destination alternate aerodrome is not required in accordance with these Regulations, or when the flight is to an isolated aerodrome, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least forty- five minutes at normal cruising altitude;

(b) when the flight is conducted in accordance with the IFR and a destination alternate aerodrome is required, flight to the aerodrome of intended landing, then to an alternate aerodrome, and after that, have a final reserve fuel for at least forty-five minutes at normal cruising altitude;

(c) when the flight is conducted in accordance with day VFR, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least thirty minutes at normal cruising altitude; or

(d) when the flight is conducted in accordance with night VFR, flight to the aerodrome of intended landing and thereafter have a final reserve fuel for at least forty-five minutes at normal cruising altitude.

(3) 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.

20. Refuelling with passengers on board

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

(2) When refuelling with passengers embarking, on board or disembarking, two-way communications shall be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the pilot- in-command or other qualified personnel.

21. Oxygen supply

(1) A PIC shall ensure that breathing oxygen is available to crew members and passengers in sufficient quantities for all flights at such altitudes where a lack of oxygen might result in impairment of the faculties of crew members or harmfully affect passengers.

(2) For the purposes of supplying sufficient oxygen, the pilot-in-command shall take into consideration the approximate altitudes in the standard atmosphere corresponding to the values of absolute pressure as follows—

Absolute pressure	*Metres*	*Feet*
700 hPa	3 000	10 000
620 hPa	4 000	13 000
376 hPa	7 600	25 000

22. In-flight procedures for aerodrome operating minima

(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 the operating minima established in these Regulations.

(2) An instrument approach shall not be continued below 300 metres (1000 feet) 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 metres (1000 feet) above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to the descent altitude (DA) or minimum descent altitude (MDA) or minimum descent height (MDH).

(4) Notwithstanding subregulation (3), an aeroplane shall not continue its approach to land beyond a point at which the limits of the aerodrome operating minima would be infringed.

23. Meteorological and operational observations by pilots

(1) Where meteorological or weather conditions likely to affect the safety of other aircraft are encountered, a PIC shall, as soon as possible, report the weather conditions to the nearest appropriate aeronautical station or any other appropriate authority.

(2) The PIC shall report any runway braking action where the runway braking action encountered is not as good as given by the appropriate aeronautical station.

24. Hazardous flight conditions

(1) Any hazardous flight conditions encountered, other than those associated with meteorological conditions, shall be reported to the appropriate aeronautical station as soon as possible.

(2) The reports referred to in subregulation (1) shall give such details as may be pertinent to the safety of other aircraft.

25. Flight crew members at duty stations

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

(2) During the en-route phase of a flight, all flight crew members required to be on flight deck duty shall remain at their stations

except when 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 safety harnesses are provided, any flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases.

(5) All 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 must remain fastened.

26. Aeroplane operating procedures for landing performance

An approach to land shall not be continued below 300 metres (1000 feet) 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.

27. Use of oxygen by flight crew members

All flight crew members shall, when engaged in performing duties essential to the safe operation of an aeroplane in flight, use breathing oxygen continuously whenever the circumstances prevail for which its supply has been prescribed in these Regulations.

28. Safeguarding of cabin crew and passengers in event of loss of pressurisation

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

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

29. In-flight fuel management

(1) 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.

(2) The PIC shall request delay information from ATC where unanticipated circumstances may 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.

(3) A PIC shall advise ATC of a minimum fuel state by declaring "MINIMUM FUEL" when, having committed to land at a specific aerodrome, the PIC calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.

(4) For the purposes of subregulation (3), a declaration of "MINIMUM FUEL" informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than the planned final reserve fuel.

(5) A declaration of "MINIMUM FUEL" does not qualify as an emergency situation but an indication that an emergency situation is possible should any additional delay occur.

(6) The PIC shall declare a situation of fuel emergency by broadcasting "MAYDAY MAYDAY MAYDAY FUEL" when the

calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

30. Instrument approach procedures

(1) A State in which an aerodrome is located shall approve one or more instrument approach procedures designed to support instrument approach operations to serve each instrument runway or aerodrome utilised for instrument flight operations.

(2) An aeroplane operated in accordance with the IFR shall comply with the instrument approach procedures approved by the State in which the aerodrome is located.

31. Duties of PIC

(1) A PIC shall be responsible for the operation, safety and security of the aeroplane and the safety of all crew members, passengers and cargo on board.

(2) The PIC shall be responsible for ensuring that a flight shall not be—

(a) commenced, if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue or the effects of any psychoactive substance; and

(b) continued beyond the nearest suitable aerodrome when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness or lack of oxygen.

(3) The PIC shall 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.

32. Cabin baggage to be securely stowed

A PIC shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is securely stowed.

Aeroplane Performance Operating Limitations

33. General aeroplane performance operating limitations

(1) An aeroplane shall be operated—

(a) in compliance with the terms of its airworthiness certificate or equivalent documents;

(b) within the operating limitations prescribed by the authority; and

(c) within the mass limitations imposed by compliance with the applicable noise certificate issued by the authority, 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, where applicable.

(2) The placards, listings, instrument markings or combinations, containing operating limitations prescribed by the authority of the State of Registry for visual presentation, shall be displayed in the aeroplane.

(3) A PIC shall determine that an aeroplane performance shall permit the take-off and departure to be carried out safely.

Aeroplane Continuing Airworthiness

34. Owner's continuing airworthiness responsibilities

(1) An owner or lessee of an aeroplane, shall ensure that, in accordance with procedures approved by the authority—

(a) the aeroplane is maintained in an airworthy condition;

(b) the operational and emergency equipment necessary for an intended flight is serviceable; and

(c) the certificate of airworthiness of the aeroplane remains valid.

(2) An owner or the lessee of an aeroplane shall not operate the aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out—

(a) by an organisation complying with airworthiness regulations approved by the authority or by another contracting State, and the organisation is acceptable by the authority; or

(b) by a qualified person or organisation in accordance with procedures authorised by the authority, and there is a maintenance release in relation to the maintenance carried out.

(3) The owner or the lessee of an aeroplane shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the authority.

35. Continuing airworthiness records

(1) An owner or lessee of an aeroplane, shall ensure that the following records are kept for the periods stated in these Regulations—

(a) the total time in service, including hours, calendar time and cycles, as appropriate, of the aeroplane and all life-limited components;

(b) the current status of compliance of the aeroplane with all applicable mandatory continuing airworthiness information;

(c) the appropriate details of modifications and repairs to the aeroplane;

(d) the time in service, including hours, calendar time and cycles, as appropriate, since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life;

(e) the current status of the aeroplane's compliance with the maintenance programme; and

(f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.

(2) An owner or lessee of an aeroplane shall keep the records referred to in subregulations (1) (a) to (e) for a minimum period of one hundred and eighty days after the unit to which the records refer has been permanently withdrawn and the records referred to in subregulation (1) (f) for a minimum period of two years after the signing of the maintenance release.

(3) In the event of a temporary change of owner or lessee of the aeroplane, the owner or lessee of an aeroplane shall make the records available to the new owner or lessee, and a notice in writing of the temporary change of ownership or lessee shall be made to the authority.

(4) In the event of any permanent change of owner or lessee of the aeroplane, the records shall be transferred to the new owner or lessee, and a notice in writing of the permanent change of owner or lessee shall be made to the authority.

(5) The records required to be kept or transferred in accordance with this regulation shall be maintained in a form and format that ensures the readability, security and integrity of the records.

36. Modifications and repairs

(1) All modifications and repairs shall comply with airworthiness requirements acceptable to the authority.

(2) An owner shall establish procedures to ensure that the substantiating data supporting compliance with airworthiness requirements are retained.

37. Maintenance release

(1) Where an Approved Maintenance Organisation carries out maintenance work on an aeroplane under this Part, the approved maintenance organisation shall issue a maintenance release in accordance with of the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022.

(2) Where an organisation that is not an Approved Maintenance Organisation carries out the maintenance work on an aeroplane, under this Part a maintenance release shall be completed by a person appropriately licensed in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022.

(3) A person referred to in subregulation (2) shall certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures approved by the authority.

(4) Where an organisation that is not an approved maintenance organisation carries out the maintenance work, the maintenance release under subregulation (2) shall include—

(a) the basic details of the maintenance work performed;

(b) the date on which the maintenance work was completed; and

(c) the identity of the authorised person or persons signing the release.

Aeroplane Flight Crew

38. Composition of flight crew

The number and composition of a flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.

39. Qualifications of crew members

(1) A PIC shall—

(a) ensure that each flight crew member holds a valid licence issued by the authority or by another State, and where the licence is issued by another State, that the licence is rendered valid by the authority;

(b) ensure that flight crew members are properly rated; and

(c) be satisfied that flight crew members have the required competency.

(2) A PIC of an aeroplane equipped with an Airborne Collision Avoidance System (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision.

Manuals, Logs and Records

40. Flight manual

A flight manual shall be updated by implementing the mandatory changes made by the State of design.

41. Journey logbook

(1) A journey logbook shall be maintained for every aeroplane engaged in air navigation.

(2) A journey logbook shall contain—

(a) the aeroplane nationality and registration;

(b) the date of the flight;

(c) the names of the crew members and their duty assignments;

(d) the departure and arrival points and times of the flight;

(e) the purpose of the flight;

(f) the observations regarding the flight; and

(g) the signature of the PIC.

42. Records of emergency and survival equipment

(1) An operator of an aeroplane shall, at all times, have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board the aeroplane engaged in international air navigation.

(2) The information shall include, where applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.

Security

43. Security of aeroplane

A PIC shall be responsible for the security of the aeroplane during the aeroplane's operation.

44. Reporting acts of unlawful interference

Where an act of unlawful interference occurs, the PIC shall submit a report of the act to the designated local authority.

PART III— OPERATIONS FOR LARGE AND TURBOJET AEROPLANES

45. Application of Part

This Part applies to—

(a) general aviation operations for aeroplanes with a maximum certificated take-off mass exceeding 5700 kilograms;

(b) general aviation operations for aeroplanes equipped with one or more turbojet engines; and

(c) general aviation operations for aeroplanes with a seating configuration of more than nine passenger seats.

Corporate Aviation Operations

46. Corporate aviation operations

(1) A corporate aviation operation involving three or more aircraft that are operated by pilots employed for the purpose of flying the aircraft shall be conducted in accordance with these Regulations.

(2) For the purpose of subregulation (1) the "aircraft" means an aeroplane or helicopter used for the purpose of corporate aviation.

General

47. Compliance with laws, regulations and procedures

(1) An operator of an aeroplane shall ensure that all employees comply with the laws, regulations and procedures of the States in which operations of the aeroplane are conducted.

(2) An operator of an aeroplane shall ensure that all pilots 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 to the aerodromes.

(3) An operator of an aeroplane shall ensure that members of the flight crew are familiar with the laws, regulations and procedures that are pertinent to the performance of their respective duties in the operation of the aeroplane.

(4) A PIC of an aeroplane is responsible for the operational control of the aeroplane.

(5) An operator shall describe the operational control system in the operations manual and identify the roles and responsibilities of all persons involved with the operational control system.

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

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

48. Safety management

(1) The use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident according to the Civil Aviation (Aircraft Accidents and Incidents Investigations) Regulations, 2022 is prohibited, except where the recordings or transcripts are—

(a) related to a safety-related event identified in the context of a safety management system;

(b) restricted to the relevant portions of a de-identified transcript of the recording;

(c) subject to the protections accorded by the Civil Aviation (Safety Management) Regulations, 2022;

(d) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by the Civil Aviation (Safety Management) Regulations, 2022; or

(e) used for inspections of flight recorder systems.

(2) The use of recordings or transcripts of FDR, ADRS, Class B and C AIR, and Class B and C AIRS for purposes other than the investigation of an accident or incident according to the Civil Aviation (Aircraft Accidents and Incidents Investigations) Regulations, 2022 is prohibited, except where the recordings or transcripts are subject to the protections accorded by the Civil Aviation (Safety Management) Regulations, 2022 and are—

(a) used by the operator for airworthiness or maintenance purposes;

(b) sought for use in proceedings not related to an event involving an accident or incident investigation;

(c) de-identified; or

(d) disclosed under secure procedures.

Flight Operations

49. Operating facilities

An operator shall ensure that a flight shall not be commenced unless he or she ascertains, by all reasonable means available, that the ground facilities, water facilities, communication facilities and navigation aids required for the flight are available and adequate for the safe operation of the aeroplane and for the type of operation under which the flight is to be conducted.

50. Operational management

(1) Where an operator has an operating base in a State other than the State of Registry, the operator shall notify the State in which the operating base is located of the operations to be carried out.

(2) Upon notification in accordance with subregulation (1), safety and security oversight shall be coordinated between the State in which the operating base is located and the State of Registry.

51. Operations manual

(1) An operator shall provide an operations manual for the use and guidance of the personnel concerned, containing all the instructions and information necessary for the operations personnel to perform their duties.

(2) The operations manual shall be in the format prescribed in Schedule 3 to these Regulations.

(3) The operations manual shall be amended or revised as is necessary to ensure that the information contained in the manual is kept up to date.

(4) All amendments or revisions referred to in subregulation (3) shall be issued to all personnel required to use the manual.

52. General operating instructions

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

(2) An operator shall issue operating instructions and 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.

(3) The information referred to in subregulation (2) shall be included in the operations manual.

53. In-flight simulation of emergency situations

An operator shall not simulate emergency or abnormal situations when passengers are on board an aeroplane.

54. Checklists

(1) The flight crew shall use checklists prior to, during and after all phases of operations and in emergencies, to 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) The design and utilisation of checklists shall observe human factors principles.

55. Minimum flight altitudes

An operator shall specify, for flights which are to be conducted in accordance with the instrument flight rules, the method of establishing terrain clearance altitudes.

56. Aerodrome operating minima

(1) An operator shall establish aerodrome operating minima in accordance with the criteria specified by the authority in the aeronautical information publications for every aerodrome to be used in the operations.

(2) When establishing aerodrome operating minima, any conditions that may be prescribed in the list of specific approvals shall be observed by the operator.

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

57. Fatigue management programme

(1) An operator shall establish and implement a fatigue management programme that ensures that all personnel involved in the operation and maintenance of an aeroplane do not carry out their duties when fatigued.

(2) The programme referred to in subregulation (1) shall address flight and duty times and be included in the operations manual.

58. Passengers

(1) An operator shall ensure that passengers are 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 ensure that all persons on board an aeroplane are aware of the location and general manner of use of the principal emergency equipment carried for collective use.

(3) An operator shall ensure that in case an emergency during a flight, passengers are instructed in emergency action appropriate to the circumstances.

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

59. Flight preparation

(1) An operator shall develop procedures to ensure that a flight does not commence unless—

(a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect to the aeroplane are aboard the aeroplane;

(b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;

(c) any necessary maintenance has been performed in accordance with these Regulations;

(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 on the aeroplane is properly distributed and safely secured; and

(f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, shall not be exceeded.

(2) An operator shall make available sufficient information on climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique.

60. Operational flight planning

An operator shall specify flight planning procedures to provide 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 and procedures shall be included in the operations manual.

61. Alternate aerodromes

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

(2) The 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 ISA and still - air conditions using the actual take-off mass; or

(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.

(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 applicable aerodrome operating minima for that operation.

62. 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) fuel consumption data —

(i) provided by the aeroplane manufacturer; or

(ii) if available, current aeroplane-specific data derived from a fuel consumption monitoring system; and

(b) the operating conditions for the planned flight including—

(i) anticipated aeroplane mass;

(ii) notices to airmen;

(iii) current meteorological reports or a combination of current reports and forecasts;

(iv) air traffic services procedures, restrictions and anticipated delays; and

(v) the effects of deferred maintenance items or configuration deviations.

(3) Where no specific fuel consumption data exists for the precise conditions of the flight, the aeroplane may be operated in accordance with estimated fuel consumption data.

(4) 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 (APU) fuel consumption;

(b) trip fuel, which shall be the amount of fuel required to enable the aeroplane to fly from take-off until landing at the destination aerodrome;

(c) contingency fuel, which shall be the amount of fuel required to compensate for unforeseen factors and shall be not less than five per cent of the planned trip fuel;

(d) destination alternate fuel, which shall be —

(i) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to perform a missed approach at the destination aerodrome or climb to the expected cruising altitude or fly the expected routing or descend to the point where the expected approach is initiated; and conduct the approach and landing at the destination alternate aerodrome;

(ii) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or

(iii) where the aerodrome of intended landing is an isolated aerodrome—

(aa) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or

(ab) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;

(e) final reserve fuel, which shall be the amount of fuel 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 45 minutes; or

(ii) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 metres (1500 feet) above aerodrome elevation in standard conditions;

(f) additional fuel, which shall be the supplementary amount of fuel required to enable the aeroplane to descend as necessary and proceed to land at an alternate aerodrome in the event of engine failure or loss of pressurisation based on the assumption that such a failure occurs at the most critical point along the route; and

(g) discretionary fuel, which shall be the extra amount of fuel to be carried at the discretion of the PIC.

(5) An operator shall determine one final reserve fuel value for each aeroplane type and variant in the fleet rounded up to an easily recalled figure.

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

63. Additional requirements for operations beyond sixty minutes to en-route alternate aerodrome

Where conducting operations beyond sixty minutes from a point on a route to an en-route alternate aerodrome, an operator shall ensure that—

(a) en-route alternate aerodromes are identified; and

(b) the PIC has access to current information on the identified en-route alternate aerodromes, including operational status and meteorological conditions.

64. Refuelling with passengers on board

(1) An aeroplane shall not be refuelled while passengers are embarking, on board or disembarking unless the aeroplane is

properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.

(2) Where refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.

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

65. Oxygen supply

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

(a) all crew members and ten percent of the passengers for any period in excess of thirty minutes that the pressure in compartments occupied by them between 700 hPa and 620 hPa; and

(b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them less than 620 hPa.

(2) 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.

(3) Where an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four 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.

66. Use of oxygen

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

(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 shall readily supply oxygen upon demand.

67. In-flight procedures instrument approaches

An operator shall include, in the aircraft operating manual recommended in these Regulations, operating procedures for conducting instrument approaches.

68. Aeroplane operating procedures for noise abatement

(1) An aeroplane operating procedures for noise abatement shall comply with the provisions of the noise abatement procedures in the operations manual.

(2) The noise abatement procedures specified by the operator for a particular aeroplane type shall be the same for all aerodromes.

69. Aeroplane operating procedures for rates of climb and descent

Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system (ACAS II), resolution

advisories in aeroplanes at or approaching adjacent altitudes or flight levels, pilots shall consider using appropriate procedures to ensure that a rate of climb or descent of less than 8 metres/second or 1500 feet/min, depending on the instrumentation available, is achieved throughout the last 300 metres (1000 feet) of climb or descent to the assigned altitude or flight level, when made aware of another aeroplane at or approaching an adjacent altitude or flight level.

70. Aeroplane operating procedures for landing performance

An approach to land shall not be continued below 300 metres (1000 feet) 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.

71. Duties of PIC

(1) A PIC shall ensure that the checklists specified in these Regulations are complied with.

(2) A PIC shall 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.

(3) Where the PIC is incapacitated in an accident, the operator shall take over the duties of the PIC.

(4) A PIC shall be responsible for reporting,all known or suspected defects in the aeroplane to the operator at the termination of the flight.

(5) A PIC shall be responsible for the journey logbook or the general declaration containing the information listed in regulation 41.

72. Securing cabin baggage for take-off and landing

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

Part IV—Aeroplane Performance Operating Limitations For Large and Turbojet Aeroplanes

73. General

For aeroplanes above 5,700kg certificated between 13th June, 1960 and 2nd March, 2004 and aeroplanes certificated after 2nd March, 2004 for which airworthiness regulations are not applicable because of the exemption provided, the authority shall ensure that the levels of performance specified in this Part are met as far as practicable.

74. Performance limitation of aeroplanes above 5,700kg certificated between 13th June, 1960 and 2nd March, 2004 and aeroplanes certificated after 2nd March, 2004

(1) This regulation applies to large aeroplanes which were certificated between 13th June, 1960 and 2nd March, 2004 and those certificated after 2nd March, 2004.

(2) An aeroplane shall be operated in compliance with the terms of the aeroplane's certificate of airworthiness and within the approved operating limitations contained in its flight manual.

(3) The authority shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these Regulations is maintained under all expected operating conditions, including those not covered specifically by this regulation.

(4) A flight shall not be commenced unless the performance information provided in the flight manual indicates that the provisions of this regulation can be complied with for the flight to be undertaken.

(5) In applying this regulation, account shall be taken of all factors that significantly affect the performance of an aeroplane such

as mass, operating procedures, the pressure altitude appropriate to the elevation of the aerodrome, temperature, wind, runway gradient and condition of runway, including presence of slush, water or ice for landplanes and water surface condition for seaplanes.

(6) The factors referred to 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.

75. Mass limitations

(1) The mass of an aeroplane at the start of take-off shall not exceed the mass at which the requirements of subregulation (5) are complied with, or the mass at which subregulations (7) and (8) are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying subregulations (7) and (8) and, in respect of alternate aerodromes, subregulations (3) and (7).

(2) The mass of an aeroplane at the start of take-off 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 if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.

(3) The estimated mass of an aeroplane for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, shall not exceed the maximum landing mass specified in the flight manual for the pressure altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.

(4) The mass of an aeroplane at the start of take-off, or 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 requirements 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.

(5) An aeroplane shall be able, in the event of a critical engine failing at any point in the take-off, either to discontinue the take-off and stop within either the accelerate-stop distance available or the runway available, or to continue the take-off and clear all obstacles along the flight path by an adequate margin until the aeroplane is in a position to comply with the requirements of this regulation.

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

(7) An aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions, to continue the flight to an aerodrome at which this regulation can be met, without flying below the minimum obstacle clearance altitude at any point.

(8) An aeroplane shall be able, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, 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.

(9) For the purposes of subregulation (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.

Aeroplane Continuing Airworthiness

76. Operator's continuing airworthiness responsibilities

(1) An operator shall comply with the requirements prescribed under regulation 34.

(2) An operator shall ensure that all maintenance personnel receive initial and continuation training approved by the authority and appropriate to the personnel's assigned tasks and responsibilities, including human factors principles and coordination with other maintenance personnel and flight crew.

77. Continuing airworthiness information

An operator of an aeroplane of a maximum certificated take- off mass in excess of 5700kg, shall ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness, is transmitted as required by the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022.

78. Maintenance control manual

(1) An operator shall provide a maintenance control manual for the use and guidance of maintenance and operations personnel.

(2) The design and application of the operator's maintenance control manual shall observe human factors principles.

79. Maintenance programme

(1) An operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the authority.

(2) The maintenance programme shall contain the following information—

(a) maintenance tasks and the intervals at which they are to be performed, taking into account the anticipated utilisation of an aeroplane;

(b) a continuing structural integrity programme, where applicable;

(c) procedures for changing or deviating from (a) and (b) as approved by the State of Registry; and

(d) an approved by the maintenance programme State of Registry, condition monitoring and reliability programme descriptions for aeroplane systems, components and engines, where applicable.

(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) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design, or approved changes to the maintenance programme shall be identified as such.

(5) The design and application of the operator's maintenance programme shall observe human factors principles.

(6) Copies of all amendments to the maintenance programme shall be furnished promptly to all organisations or persons to whom the maintenance programme is issued.

80. Maintenance release

(1) Where an Approved Maintenance Organisation carries out maintenance work on an aeroplane under this Part, the Approved Maintenance Organisation shall issue a maintenance release in accordance with of the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022.

(2) Where an organisation that is not an Approved Maintenance Organisation carries out the maintenance work on an aeroplane under this Part, a maintenance release shall be completed by a person appropriately licensed in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022 who shall certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures approved by the authority.

(3) Where an organisation that is not an Approved Maintenance Organisation carries out the maintenance work, the maintenance release under subregulation (2) shall include the following—

(a) the basic details of the maintenance work performed;

(b) the date on which the maintenance work was completed; and

(c) the identity of the authorised person or persons signing the release.

Aeroplane Flight Crew

81. Composition of flight crew

An operator shall, for each flight, designate a pilot to act as PIC.

82. 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 specifically assigned to that station, unless the duties associated with that station can be satisfactorily performed by another flight crew member, holding a flight engineer licence, without interference with regular duties.

83. Flight crew member emergency duties

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

84. Flight crew member training programme

(1) An operator shall establish and maintain a training programme designed to ensure that a person who receives training acquires and maintains the competency to perform assigned duties, including skills related to human performance.

(2) An operator shall establish ground and flight training programmes, either through internal programmes or through a training services provider, and shall include or make reference to a syllabus for the training programmes in the company operations manual.

(3) A training programme shall include training to competency for all equipment installed.

(4) The recurrent training in accomplishing functions referred to 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.

(5) A flight simulator shall be used to the maximum extent practicable for initial and bi-annual recurrent training.

85. Flight crew members qualifications

(1) An operator shall—

(a) ensure that each flight crew member assigned to duty holds a valid licence issued by the authority or by another State, and if the licence is issued by another State that, the licence is rendered valid by the authority;

(b) ensure that flight crew members are properly rated; and

(c) ensure that flight crew members are competent to carry out assigned duties.

(2) The operator of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member is appropriately trained to competency in the use of ACAS II equipment and the avoidance of collisions.

86. Recent experience

(1) An operator shall not assign a pilot to act as pilot-in - command of an aeroplane unless that pilot has made 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 that purpose.

(2) An operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made 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.

87. Pilot proficiency checks

(1) An operator shall ensure that piloting technique and the ability to execute emergency procedures by a PIC is checked periodically in such a way as to demonstrate the pilot's competence.

(2) Where the operation may be conducted under the instrument flight rules, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or a representative of the authority.

(3) The number of times of the checks referred to in subregulation (2) is dependent upon the complexity of both the aeroplane and the operation but, in any case, no longer than six months.

Flight Operations Officer and Cabin Crew

88. Flight operations officer

An operator shall ensure that any person assigned as a flight operations officer is trained and maintains familiarisation with all features of the operation which are pertinent to their duties, including knowledge and skills related to human factors principle.

89. Cabin crew assignment of emergency duties

The requirement for cabin crew for each type of aeroplane shall be determined by the operator, 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, and the operator shall assign these functions for each type of aeroplane.

90. Cabin crew at emergency evacuation stations

Where applicable, each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with the Civil Aviation (Instruments and Equipment) Regulations, 2022 during take-off and landing and whenever the PIC so directs.

91. Protection of cabin crew during flight

A cabin crew member shall be seated with seatbelt or, when provided, safety harness fastened during take-off and landing and whenever the PIC so directs.

92. Cabin crew training

(1) An operator shall ensure that a training programme for cabin crew members is completed by all persons before being assigned as cabin crew members.

(2) An operator shall establish and maintain a training programme for cabin crew members that is designed to ensure that persons who receive training acquire the competency to perform their assigned duties, and the operator shall include or make reference to a syllabus for the training programme in the company operations manual.

(3) The training programme shall include human factors principles.

Part V—Records

93. Flight recorder records

An operator or where an aeroplane is leased, the lessee, shall ensure, to the extent possible, in the event that 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.

Part VI—Security

94. Security Programme

The authority shall ensure that each entity conducting general aviation operations, including corporate operator aviation operations, using an aeroplane with a maximum take-off mass greater than 5,700 kg, establishes, implements and maintains an approved written operator security programme that meets the requirements of the national civil aviation security programme of Uganda.

95. Reporting acts of unlawful interference

A PIC shall, following an act of unlawful interference submit a report to a designated local authority.

Part VII—General

96. Application for exemptions

(1) An operator may apply to the authority for an exemption from any of the provisions of these Regulations.

(2) A request for exemption shall be made in accordance with the requirements of these Regulations and shall be submitted and processed in a manner prescribed by the authority.

97. Reports of violation

(1) A person who knows of a violation of the Act, rules, regulations or order issued by the authority under these Regulations, shall report the violation to the authority.

(2) The authority shall determine the nature and type of any additional investigation or enforcement action that shall be taken in respect of any violation reported under subregulation (1).

98. Enforcement of directions

(1) A person who fails to comply with any direction given by the authority or by any authorised person under these Regulations shall be deemed, for the purposes of these Regulations, to have contravened these Regulations.

(2) The authority shall take enforcement action on any regulated entity that fails to comply with any provisions of these Regulations.

(3) An inspector of the authority holding a valid instrument of delegation shall take necessary action 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 as the existing undesirable condition has been resolved; or

(b) in case of a licensed personnel, require that individual not to exercise the privileges of the licence until such a time that the undesirable condition has been resolved.

(5) In carrying out enforcement actions of subregulation (4), the inspectors of the authority shall invoke the powers with due care and act in good faith in the interest of preserving safety.

99. Aeronautical user fees

(1) The authority shall notify applicants of the fees to be charged in connection with the issue, validation, renewal, extension or variation of any licence, certificate, authorisation or such other document, including the issue of a copy or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, these Regulations.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with subregulation (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.

(3) Where payment of fees has been made and the application is withdrawn by the applicant or otherwise ceases to have effect or is rejected, the authority shall not refund the payment.

100. Application to Government and visiting forces

(1) These Regulations 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 naval, 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 provision of these Regulations to the same extent as if the visiting force formed part of the military force of the state.

101. Extra- territorial application

Except where the context otherwise requires, these Regulations—

(a) apply, whether by express reference or otherwise, to an aircraft registered in Uganda, wherever the aircraft may be;

(b) apply, whether by express reference or otherwise, to aircraft other than an aircraft in paragraph (a), to that aircraft when the aircraft is within Uganda;

(c) prohibit, require or regulate the doing of anything by a person in or by any of the crew of, an aircraft registered in Uganda, to those persons and crew, wherever they may be; and

(d) prohibit, require or regulate the doing of anything by a person, in relation to an aircraft registered in Uganda, where that person is a citizen of Uganda, apply to that person wherever he or she may be.

102. Offences and penalties

(1) A person who contravenes any provision of these Regulations commits an offence and is liable, on conviction, to have a licence, certificate, approval, authorisation, exemption or other document issued to that person revoked or suspended by the authority.

(2) Where any provision of these Regulations is contravened in relation to an aircraft, the operator and the PIC, if the operator or

the PIC is not the person who contravened the provision shall, without prejudice to the liability of any other person under these Regulations, be deemed for the purposes of these Regulations, to have contravened that provision unless the operator and the PIC prove that the contravention occurred without their consent or connivance and that due diligence was exercised to prevent the contravention.

(3) A person who contravenes any provision specified as an "A" provision in Schedule 4 to these Regulations commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points for each offence or each flight or to imprisonment for a term not exceeding two years or both.

(4) A person who contravenes any provision specified as a "B" provision in Schedule 4 to these Regulations commits an offence and is liable on conviction to a fine not exceeding one hundred currency points for each offence or each flight or to imprisonment for a term not exceeding four years or both.

(5) A person who contravenes any provision 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 one hundred currency points and in the case of a second or subsequent conviction for the same offence to a fine not exceeding two hundred currency points.

(6) 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, 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.

(7) A person who continuously commits offence under these regulations, is liable, on conviction, to a fine not exceeding fifty currency points, for each day of the contravention and the continuous contravention shall constitute a separate offence.

(8) Where an aircraft is involved in a contravention of a provision of these Regulations, and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien in lieu of the penalty.

(9) Any aircraft that is subject to a lien under subregulation (8), may be seized by and placed in the custody of the authority.

(10) Subject to subregulation (9), the authority shall not seize an aircraft without the legal advice of the Attorney General.

(11) An aircraft which is seized by and placed in the custody of the authority, under subregulation (9), shall be released where—

(a) the fine is paid;

(b) a bond of an amount to be prescribed by the authority is deposited with the authority, conditioned on the payment of the fine; or

(c) a competent court makes an order to that effect.

103. Revocation of S.I. No. 36 of 2020, savings and transitional

(1) The Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 are revoked.

(2) A licence, certificate, an authorisation, exemption or 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 a licence, certificate, an authorisation, exemption or 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) (4) Notwithstanding regulation 102, a person granted a licence, certificate, an authorisation, exemption or approval continued under subregulation (3) who does not comply with the requirements of these Regulations within the time prescribed under subregulation (3), shall have authorisation, instruction, exemption or approval cancelled by the authority.

SCHEDULES

SCHEDULE 1

regulation 3

CURRENCY POINT

One currency point is equivalent to twenty thousand shillings.

SCHEDULE 2

regulation 8(2)

GENERAL AVIATION SPECIFIC APPROVALS

PURPOSE AND SCOPE

Specific approvals shall have a standardised format which contains the minimum information required in the specific approval template.

Note: When the operations to be conducted require a specific approval, a copy of the document(s) needs to be carried.

SPECIFIC APPROVAL

UGANDA CIVIL AVIATION AUTHORITY[1] and CONTACT DETAILS[1]

_____

Address _____ Signature: _____

_____ Date[2]: _____

Telephone: _____ Fax: _____

_____ Email: _____

OWNER/OPERATOR

Name[3]: _____ Address: _____

_____

Telephone: _____ Fax: _____

Email: _____

Aircraft model[4] and registration marks:				
SPECIFIC APPROVAL	YES	NO	DESCRIPTION[5]	REMARKS
Low visibility operations Approach and landing Take-off Operational credit(s)	 □ □ □	 □ □ □	 CAT[6]: __RVR: ____m DH: _____ ft RVR[7]: _____ m[8]	
RVSM	□	□		
AR navigation specifications for PBN operations[9]	□	□		
EFB[10]	□	□		
Other [11]	□	□		

Notes.—

1. *Civil Aviation Authority name and contact details, including the telephone country code and email if available.*
2. *Issuance date of the specific approval (dd-mm-yyyy) and signature of the authority representative.*
3. *Owner or operator's name and address.*
4. *Insert the aeroplane make, model and series, or master series, if a series has been designated. The CAST/ICAO taxonomy is available at: http://www.intlaviationstandards.org/.*
5. *List in this column the most permissive criteria for each specific approval (with appropriate criteria).*
6. *Insert the applicable precision approach category (CAT II, III). Insert the minimum RVR in meters and decision height in feet. One line is used per listed approach category.*

7. *Insert the approved minimum take-off RVR in meters, or the equivalent horizontal visibility if RVR is not used. One line per approval may be used if different approvals are granted.*

8. *List the airborne capabilities (i.e. automatic landing, HUD, EVS, SVS, CVS) and associated operational credit(s) granted.*

9. *Performance-based navigation (PBN): one line is used for each PBN AR navigation specification approval (e.g. RNP AR APCH), with appropriate limitations listed in the "Description" column.*

10. *List the EFB functions used for the safe operation of aeroplanes and any applicable limitations*

11. *Other specific approvals or data can be entered here, using one line (or one multi-line block) per approval (e.g. specific approach operations approval).*

SCHEDULE 3

regulation 51(2)

COMPANY OPERATIONS MANUAL

1. The following is the suggested content of a company operations manual.

2. It may be issued in separate parts corresponding to specific aspects of an operation. It should include the instructions and information necessary to enable the personnel concerned to perform their duties safely and shall contain at least the following information—

   (a) table of contents;

   (b) amendment control page and list of effective pages, unless the entire document is reissued with each amendment and the document has an effective date on it;

   (c) duties, responsibilities and succession of management and operating personnel;

   (d) operator safety management system;

   (e) operational control system;

   (f) MEL procedures, where applicable;

   (g) normal flight operations;

   (h) standard operating procedures (SOPs);

   (i) weather limitations;

   (j) flight and duty time limitations;

   (k) emergency operations;

   (l) accident or incident considerations;

   (m) personnel qualifications and training;

(n) record keeping;

(o) a description of the maintenance control system;

(p) security procedures, where applicable;

(q) performance operating limitations;

(r) use or protection of FDR or CVR records, where applicable;

(s) handling of dangerous goods; and

(t) use of head-up displays (HUD) or enhanced vision systems (EVS).

SCHEDULE 4

regulation 102 (3), (4), (5)

OFFENCES AND PENALTIES BY CATEGORY

REGU-LATION	TITLE	CATEGORY OF OFFENCE
5	Compliance with laws, regulations and procedures	B
6	Dangerous goods	B
7	Use of psychoactive substances	B
8	Specific approval	B
9	Operating facilities	A
10	General operational management operating instructions	A
11	Aerodrome operating minimum	A
12	Passengers	A
13	Flight preparation	A
14	Flight planning	A
15	Meteorological conditions for VFR flights	B
16	IFR flights	B
17	Flight in known icing conditions	A
18	Destination alternate aerodromes	A
19	Fuel and oil requirements	A
20	Refuelling with passengers on board	B
21	Oxygen supply	B
22	In-flight procedures for aerodrome operating minima	A
23	Meteorological and operational observations by pilots	A

24	Hazardous flight conditions	A
25	Flight crew members at duty stations	A
26	Aeroplane operating procedures for landing performance	A
27	Use of oxygen by flight crew members	B
28	Safeguarding of cabin crew and passengers in the event of loss of pressurisation	B
29	In-flight fuel management	A
30	Instrument approach procedures	A
31	Duties of PIC	A
32	Cabin baggage to be securely stowed	A
34	Owner's continuing airworthiness responsibilities	B
35	Continuing airworthiness records	B
36	Modifications and repairs	B
37	Maintenance release	B
38	Composition of flight crew	B
39	Qualifications of crew members	B
40	Flight manual	B
41	Journey logbook	B
42	Records of emergency and survival equipment	B
43	Security of aeroplanes	A
44	Reporting acts of unlawful interference	B
47	Compliance with laws, regulations and procedures	A
48	Safety management	A
49	Operating facilities	A

50	Operational management	A
51	Operations manual	B
52	General operating instructions	A
53	In-flight simulation of emergency situations	B
54	Checklists	B
55	Minimum flight altitudes	B
56	Aerodrome operating minima	A
57	Fatigue management programme	B
59	Flight preparation	A
60	Operational flight planning	A
61	Alternate aerodromes	A
62	Fuel requirements	B
63	Additional requirements for operations beyond sixty minutes to en-route alternate aerodrome	A
64	Refuelling with passengers on board	B
65	Oxygen supply	B
66	Use of oxygen	B
67	In flight procedures instrument approaches	A
68	Aeroplane operating procedures for noise abatement	B
69	Aeroplane operating procedures for rates of climb and descent	A
70	Aeroplane operating procedures for landing performance	A
71	Duties of PIC	B
72	Securing cabin baggage for take-off and landing	A
74	Performance limitations of aeroplanes above 5700kg certificated after 13th June, 1960 and 2nd March, 2004 and aeroplanes certificated after 2nd March, 2004	B

75	Mass limitations	B
76	Operator's continuing airworthiness responsibilities	B
77	Continuing airworthiness information	B
78	Maintenance control manual	B
79	Maintenance programme	B
80	Maintenance release	B
81	Composition of the Flight Crew	B
82	Flight engineer	A
83	Flight crew member emergency duties	A
84	Flight crew member training programme	B
85	Flight crew member qualifications	A
86	Recent experience	A
87	Pilot proficiency checks	A
88	Flight operation officer	A
89	Cabin crew assignment of emergency duties	A
90	Cabin crew at emergency evacuation stations	A
91	Protection of cabin crew during flight	A
92	Cabin crew training	A
93	Flight recorder records	A
94	Security programme	A
95	Reporting acts of unlawful interference	B
97	Reports of violation	A
98	Enforcement of directives	B
101	Extra- territorial application of these Regulations	B

Cross References

Civil Aviation (Aircraft Accident and Incident Investigations) Regulations, 2022 S.I. No. 66 of 2022

Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 S.I. No. 77 of 2022

Civil Aviation (Approved Training Organisations) Regulations, 2022 S.I. No. 79 of 2022

Civil Aviation (Instruments and Equipment) Regulations, 2022 S.I. No. 75 of 2022

Civil Aviation (Personnel Licensing) Regulations, 2022 S.I. No. 89 of 2022

Civil Aviation (Safety Management) Regulations, 2022 S.I. No. 91 of 2022

GEN. EDWARD KATUMBA-WAMALA (MP)
Minister of Works and Transport