

**STATUTORY INSTRUMENTS**

**SUPPLEMENT No**

**Date . . . . .**

**STATUTORY INSTRUMENTS SUPPLEMENT**

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

**2021 No...**

**DRAFT CIVIL AVIATION (OPERATION OF AIRCRAFT- GENERAL AVIATION-  
AEROPLANES)  
REGULATIONS, 2021**

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**THE CIVIL AVIATION ACT**  
(NO.....)

**THE CIVIL AVIATION (OPERATION OF AEROPLANE - GENERAL AVIATION-  
AEROPLANES) REGULATIONS, 2021**

<b>PART 1 PRELIMINARY PROVISIONS</b>	
<b>Title</b>	<b>1.</b> These Regulations may be cited as the Civil Aviation (Operation of Aircraft –General Aviation - Aeroplanes) Regulations 2021 .
<b>Interpretation.</b>	<b>2.</b> In these Regulations, unless the context otherwise requires:  “ <i>Accelerate-stop distance available or ASDA</i> ” means the length of the take-off run available plus the length of stopway, if provided;  “ <i>Act</i> ” means the Civil Aviation Act as Amended;  “ <i>Acts of unlawful interference</i> ” means acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, and includes:  (a) unlawful seizure of aeroplane in flight; (b) unlawful seizure of aeroplane on the ground; (c) hostage-taking on board an aeroplane or on 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 or at an airport of a weapon or hazardous device or material intended for criminal purposes; and (f) communication of false information as to jeopardize 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.  “ <i>Advisory airspace</i> ” means an airspace of defined dimensions, or designated route, within which air traffic advisory service is available;  “ <i>Aerial work</i> ” means an aeroplane operation in which an aeroplane is used for specialised services including, but not limited to agriculture, construction, photography, surveying, observation and patrol, search and rescue and aerial advertisement;  “ <i>Aerodrome</i> ” 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 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/height (MDA or MDH) and, where necessary, cloud conditions; and
- (a) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.

**“Aeronautical product”** means any aeroplane, aeroplane engine, propeller, or subassembly, 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”** means any machine that can derive support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth’s surface; **“aeroplane component”** means any component part of an aeroplane up to and including a complete power plant or any operational or emergency equipment;

**“Agreement summary”**. means when an aircraft is operating under an Article 83 bis agreement between the State of Registry and another State, a document transmitted with the Article 83 bis Agreement registered with the ICAO Council that identifies succinctly and clearly which functions and duties are transferred by the State of Registry to that other State;

**“Aircraft operating manual”** means a manual, acceptable to 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 excluding propellers and rotating airfoils of a powerplant) and landing gear of an aeroplane and their accessories and controls;

**“Aeroplane Tracking”**. A process, established by the operator, that maintains and updates, at standardized intervals, a ground-based record of the four dimensional position of individual aeroplane in flight;

**“Air operator certificate or AOC”** means a certificate authorizing 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:
  - (i) between aeroplane; and
  - (ii) on maneuvering area between aeroplane and obstructions.
- (b) expediting and maintaining an orderly flow of air traffic;

**“Air traffic control unit”** is a generic term meaning variously an area control centre, approach control unit or aerodrome control tower;

**“Air traffic service or ATS”** means a generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service, area control service, approach control service or aerodrome control service;

**“Aeroplane type”** means all aeroplane of the same basic design;

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

**“Alternate aerodrome”** means an aerodrome to which an 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; an alternate aerodrome at which an aeroplane can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;
- (b) en-route alternate- an alternate aerodrome at which an aeroplane would be able to land after experiencing an abnormal or emergency condition while en route; and
- (c) destination alternate- 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 or 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 or APV”** means a performance-based navigation or PBN instrument approach procedure designed for 3D instrument approach operations Type A;

**“Approach and landing operations using instrument approach procedures”** means instrument approach and landing operations classified as follows:

(a) non-precision approach and landing operations- an instrument approach and landing which utilizes lateral guidance but does not utilize vertical guidance;

approach and landing operations with vertical guidance-an instrument approach and landing which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations;

(b) precision approach and landing operations- an instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation;

**“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) regarding flight over the high seas, the relevant authority of the state of registry;

(b) regarding flight other than over the high seas, the relevant authority of the state having sovereignty over the territory being overflown;

**“Area navigation or 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 these;

**“Automatic deployable flight recorder or ADFR”**. A combination flight recorder installed on the 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 when conducting ground training;

(b) holds a current flight instructor rating issued under the Civil Aviation (Personnel Licensing) Regulations 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) and the Civil Aviation (Approved Training Organisations) Regulations;

**“Authority”** means the [State] Civil Aviation Authority;

**“Cabin crew member”** means a crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aeroplane, but who shall not act as a flight crew member;

**“Category II or CAT II operations”** means, a precision instrument approach and landing with a decision height lower than 60 m (200 ft) , but not lower than 30 m or 100 ft, and a runway visual range not less than 350 m;

**“Category IIIA or CAT IIIA operations”** means, a precision instrument approach and landing with:

(a) a decision height lower than 30 m or 100 ft or no decision height; and

(b) a runway visual range not less than 200 m.

**“Category IIIB or CAT IIIB operations”** means, a precision instrument approach and landing with:

(a) a decision height lower than 15 m or 50ft or no decision height; and

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

**“Category IIC or CAT IIC 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;

**“COMAT”** Operator material carried on an operator’s aeroplane for the operator’s own purposes;

**Combined vision system or CVS”** means a system to display images from a combination of an enhanced vision system or EVS and a synthetic vision system or SVS;

**“Commercial air transport”** means an aeroplane operation involving the transport of passengers, cargo, or mail for remuneration or hire;

**“Configuration deviation list or CDL”** means a list established by the organization responsible for the type design with the approval of the Manufacturer which identifies any external parts of an aeroplane type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction;

**“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;

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

**“Corporate aviation operation”** means the non-commercial operation or use of aeroplane by a company for the carriage of passengers or goods as an aid

to the conduct of company business, flown by a professional pilot(s) employed to fly the aeroplane;

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

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

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

“*crew resource management or CRM*” means a program designed to improve the safety of flight operations by optimising the safe, efficient, and effective use of human resources, hardware, and

information through improved crew communication and co-ordination;

“*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;

“*Dangerous goods*” means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions;

“*Decision altitude or DA or decision height or DH, duty*” means a specified altitude or 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;

“*Defined point after take-off*” means the point, within the take-off and initial climb phase, before which the performance class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required;

“*Duty*” Means any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue;

“*Duty period*” means a period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties;

**“Extended diversion time operations or 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;

**“EDTO critical fuel”** Means the fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure;

**“EDTO significant system”** means an aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion;

**“Electronic flight bag or 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 or ELT”** means a generic term describing 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 or ELTAF** means an automatically activated ELT which is permanently attached to an aeroplane;
- (b) **Automatic portable ELT or ELTorAP** means an automatically activated ELT which is rigidly attached to an aeroplane but readily removable from the aeroplane;
- (c) **Automatic deployable ELT or ELTorAD** means an ELT which is rigidly attached to an aeroplane and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided;and
- (d) **Survival ELT or ELT or ELTS** means an ELT which 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 it consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable);

**“Enhanced vision system or EVS”** means a system to display electronic real-time images of the external scene achieved through the use of image sensors;

**“Extended flight over water”** means a flight operated over water at a distance of more than 93 km or 50 NM, or 30 minutes at normal cruising

speed, whichever is the lesser, away from land suitable for making an emergency landing;

**“Estimated time of arrival”** means for 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 and for VFR flights, the time at which it is estimated that the aeroplane will arrive over the aerodrome;

**“Evaluator”** means a person employed by an Approved Training Organisation who performs tests for licensing, added ratings, authorizations, and proficiency checks that are authorised by the certificate holder's training specification, and who is authorised by the Authority to administer such checks and tests;

**“Examiner”** means any person authorised by the Authority to conduct a proficiency test, a practical test for a licence or rating, or a knowledge test under these Regulations:

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

**“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/she is a crew member;

**“Flight manual”** means a manual, associated 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” herein also referred to as “flight dispatcher”** means a person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Civil Aviation (Personnel Licensing) Regulations, who supports, briefs and/ or assists the pilot-in-command 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 safety documents system”*** means a set of interrelated documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator’s maintenance control manual;

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

(a) ***Aflight simulator***, which provides an accurate representation of the flight deck of a particular aeroplane type to the extent that the mechanical, electrical, electronic, etc. 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 flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aeroplane systems, and the performance and flight characteristics of aeroplane of a particular class;

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

**“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 helicopter 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;and

(c) for airships or free balloon 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 thereon.

**“General aviation operation”** means an aeroplane operation other than a commercial air transport operation or an aerial work operation;

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

**“Head-up display or 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 procedure or IAP”** means series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply;

**“Instrument approach operations”** means an approach and landing using instruments for navigation guidance based on an instrument approach procedure;

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

- a) ***Non-precision approach or NPA procedure***- an instrument approach procedure designed for 2D instrument approach operations Type A;
- b) **Approach procedure with vertical guidance or APVA** - performance -based navigation or PBN instrument approach procedure designed for 3D instrument approach operations Type A; and
- c) **Precision approach (PA) procedure**. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.

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

***Isolated aerodrome***” Means a destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type;

***“Journey log”*** 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;

***“Knowledge test”*** means a test on the aeronautical knowledge areas required for a pilot licence or rating that can be administered in written form or by a computer;

***“Landing distance available or LDA”*** means the length of runway which is declared available and suitable for the ground run of an aeroplane landing;

***“Large aeroplane”*** means an aeroplane having a maximum certified take-off mass of over 5,700 kg or 12,500 lbs;

***“Lighter-than-air aeroplane”*** means any aeroplane supported chiefly by its buoyancy in the air;

***“Low-visibility operations or LVO”*** means approach operations in RVRs less than 550 m or with a DH less than 60 m or 200 ft or take-off operations in RVRs less than 400 m

***“Maintenance”*** means the performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or 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 their 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;

**“Master Minimum Equipment List or MMEL”** means a list established for a particular aeroplane type by the organisation responsible for the type design with the approval of the Manufacturer containing items, one or more of which is permitted to be unserviceable on the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures;

**Maximum diversion time** Means maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome;

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

**“Minimum descent altitude or MDA or minimum descent height or MDH”** means a specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference;

**“Minimum equipment list or MEL”** means a list approved by the Authority which provides for the operation of the aeroplane, subject to specific conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for a particular aeroplane type;

**“Missed approach point”** means that point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.

**“Missed approach procedure”** means the procedure to be followed if the approach cannot be continued;

**“Modification”** means a change to the type design of an aeroplane or aeronautical product which is not a repair;

**“Navigation specification”** means a set of aeroplane and flight crew requirements needed to support performance-based navigation operations within a defined airspace which are of two kinds-

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

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

**“Night”** The hours between the end of evening civil twilight and the beginning of morning civil twilight where Civil twilight ends in the evening when the centre of the sun’s disc is 6 degrees below the horizon and begins in the morning when the centre of the sun’s disc is 6 degrees below the horizon;

**“Non-precision approach or NPA procedure”** means an instrument approach procedure designed for 2D instrument approach operations Type A;

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

**“Operator”** means a person, organization 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 acceptable to 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 or PMA or Technical Standard Order or TSO;

**“Package”** means the complete product of the packing operation consisting of the packaging and its contents prepared for transport;

**“Packaging”** means receptacles and any other components or materials necessary for the receptacle to perform its containment function;

**“Passenger exit seats”** means those seats having direct access to an exit, and those seats in a row of seats through which passengers would have to pass to gain access to an exit, from the first seat inboard of the exit to the first aisle inboard of the exit;

**“Performance-based communication or PBC”**. Communication based on performance specifications applied to the provision of air traffic services;

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

**“Performance-based surveillance or PBS”**. Surveillance based on performance specifications applied to the provision of air traffic services;

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

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

**“Psychoactive substances”** means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded;

**“Specific approval”** means an approval which is documented in the Operations Specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations;

**Special VFR”** means a controlled VFR traffic authorized by air traffic control to operate within the control zone under meteorological conditions below the visual meteorological conditions or at night;

**“State of the Aerodrome”**. The State in whose territory the aerodrome is located;

**“State of Registry”**. The State on whose register the aeroplane is entered;

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

**“State safety programme”** means an integrated set of regulations and activities aimed at improving safety;

**“State of the principal location of a general aviation operator”** means the State in which the operator of a general aviation aircraft has its principal place of business or, if there is no such place of business, its permanent residence;

**“Substance”** means alcohol, sedatives, hypnotics, anxiolytics, hallucinogens, opioids, cannabis, inhalants, central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics, phencyclidine or similarly acting arylcyclohexylamines, and other psychoactive drugs and chemicals;

**“Synthetic vision system or SVS”** means a system to display data-derived synthetic images of the external scene from the perspective of the flight deck;

**“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, etc. 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;

	<p>(b) a flight procedures trainer, which provides a realistic cockpit environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aeroplane systems, and the performance and flight characteristics of aeroplane of a particular class;</p> <p>(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;</p> <p><b>“Take-off decision point”</b> means the point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued.;</p> <p><b>“Target level of safety or TLS”</b> means a generic term representing the level of risk which is considered acceptable in particular Circumstances;</p> <p><b>“Technical Instructions”</b> means edition of 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;</p> <p><b>“Threshold time”</b> 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;</p> <p><b>“Total vertical error or TVE”</b> means the vertical geometric difference between the actual pressure altitude flown by an aeroplane and its assigned pressure altitude (flight level);</p> <p><b>“Training program”</b> 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;</p> <p><b>“VI”</b> means take-off decision speed;</p> <p><b>“Vmo”</b> means maximum operating speed;</p> <p><b>“Vso”</b> means stalling speed or the minimum steady flight speed in landing configuration; and</p> <p><b>“Visual meteorological conditions or VMC”</b> means meteorological conditions expressed in terms of visibility distance from cloud, and ceiling, equal to or better than specified minima;</p>
<p><b>Application</b></p>	<p><b>3.</b> These Regulations are applicable to all operations of aeroplanes engaged in general aviation.</p>

**PART 2**

**GENERAL AVIATION OPERATIONS**

<b>Compliance with laws, regulations and procedures</b>	<b>4.</b> (1) The pilot-in-command of an aeroplane to which this part applies shall comply with the laws, regulations and procedures of any other States in which operations are conducted.
	(2) The pilot in Command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his or her duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto.
	(3) The Pilot in Command shall ensure that other members of the flight crew are familiar with such laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.
	(4) The Pilot in Command shall have responsibility for operational control.
	(5) Where an emergency situation which endangers the safety or security of the aeroplane or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay.
	(6) Where required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State, in that event, the pilot-in-command shall also submit a copy of it to the State of Registry of the aeroplane.
	(7) The reports referred to in sub-regulation (6) shall be submitted to the State in which the incident occurs and the State of Registry within ten days.
	(8) The pilot-in-command 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) The pilot-in-command shall ensure that flight crew members demonstrate the ability to speak and understand the English language used for aeronautical radiotelephony communications as specified in the Civil Aviation (Personnel Licensing) Regulations as amended.

	<p>(10)The pilot in command shall ensure that an areroplane;</p> <p>(a) has instruments and equipment and:</p> <p>(b) has communication, navigation and surveillance equipment in the manner provided in the Civil Aviation (Aircraft Instruments and Equipment) Regulations as amended.</p>
<b>Carriage of Dangerous goods by air.</b>	<p>5. A Pilot in Command of an aeroplane registered in Uganda shall not carry any dangerous goods unless he or she complies with the requirements of the relevant regulations relating to the transportation of dangerous goods by air.</p>
<b>Use of Psychoactive Substances</b>	<p>6. (1) A member of a flight crew shall not perform any function specified in the privileges applicable to the member’s license where that member is under the influence of any psychoactive substance which may render the member unable to perform such functions in a safe and proper manner.</p>
	<p>(2) Safety-sensitive personnel shall not undertake any function while under the influence of any psychoactive substance, by reason of which human performance is impaired.</p>
	<p>(3) The person referred to in sub regulation (1) and (2) shall not engage in any kind of problematic use of substances as specified in the applicable Civil Aviation (Personnel Licensing) Regulations and the Civil Aviation (Rules of the Air) Regulations as amended.</p>
<b>Specific Approval</b>	<p>7. (1) The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the Authority.</p>
	<p>(2) Specific approvals shall follow the layout and contain at least the information listed in First Schedule.</p>
<p><b><i>Part 2.1 Flight Operations</i></b></p>	
<b>Operating Facilities</b>	<p>8. (1) The pilot-in-command shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.</p>
	<p>(2) “Reasonable means” as used in sub-regulation (1) is intended to denote the use, at the point of departure, of information available to the pilot-in-command either through official information published by the aeronautical information services or readily obtainable from other sources.</p>
<b>Operational management-operating</b>	<p>9. An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls is an appropriately qualified pilot or:</p>

<p><b>instructions - general</b></p>	<p>(a) has been duly authorized by the owner or in the case where it is leased the lessee, or a designated agent;</p> <p>(b) is fully competent to taxi the aeroplane;</p> <p>(c) is qualified to use the radio if radio communications are required; and</p> <p>(d) has received instruction from a competent person in respect of aerodrome layout, and where appropriate, information on routes, signs, marking, lights, ATC signals and instructions, phraseology and procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.</p>
<p><b>Aerodrome Operating Minima</b></p>	<p><b>10.</b> (1) A pilot- in-command shall establish aerodrome operating minima in accordance with criteria specified by the Authority in the aeronautical information publications, for each aerodrome to be used in operations.</p> <p>(2) When establishing aerodrome operating minima, any conditions that may be prescribed in the list of specific approvals shall be observed.</p> <p>(3) Such minima specified in sub regulation (1) shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State.</p> <p>(4) The Authority shall authorize operational credit or credits for operations with aeroplanes equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS.</p> <p>(5) Where the operational credit relates to low visibility operations, the Authority shall issue a specific approval. Such specific approval shall not affect the classification of the instrument approach procedure.</p> <p>(6) Such authorizations specified in sub regulation (4) shall not affect the classification of the instrument approach procedure.</p> <p>(7) Subject to sub-regulation (4), “Operational credit” includes:</p> <ul style="list-style-type: none"> <li>(a) for the purposes of an approach ban, a minima below the aerodrome operating minima;</li> <li>(b) reducing or satisfying the visibility requirements; or</li> <li>(c) requiring fewer ground facilities as compensated for by airborne capabilities.</li> </ul> <p>(8) Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows:</p> <ul style="list-style-type: none"> <li>(a) Type A- a minimum descent height or decision height at or above 75 m or 250 ft; and</li> <li>(b) Type B- a decision height below 75 m or 250 ft, where Type B instrument approach operations are categorized as:</li> </ul>

	<ul style="list-style-type: none"> <li>(i) Category I or CAT I- a decision height not lower than 60 m or 200 ft and with either a visibility not less than 800 m or a runway visual range not less than 550 m;</li> <li>(ii) Category II or CAT II- a decision height lower than 60 m or 200 ft but not lower than 30 m or 100 ft and a runway visual range not less than 300 m;</li> <li>(iii) Category III or CAT III- a decision height lower than 30 m or 100 ft or no decision height and a runway visual range less than 300 m; or no runway visual range limitations;</li> </ul> <p>(9) The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude or MDA or minimum descent height or MDH, minimum visibility and, where necessary, cloud conditions.</p> <p>(10) The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude or DA or decision height or DH and the minimum visibility or RVR.</p> <p>(11)The Authority shall issue a specific approval for instrument approach operations in low visibility which shall only be conducted when RVR information is provided.</p> <p>(12)For take-off in low visibility, the Authority shall issue a specific approval for the minimum take-off RVR.</p>
<b>Passengers</b>	<p><b>11.</b> The pilot-in-command shall ensure that passengers are made familiar with the location and use of:</p> <ul style="list-style-type: none"> <li>(a) seat belts</li> <li>(b) emergency exits;</li> <li>(c) life jackets, if the carriage of life jackets is prescribed</li> <li>(d) oxygen dispensing equipment where the use of oxygen is anticipated; and</li> <li>(e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul> <p>(2) The pilot-in-command 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.</p> <p>(3) In an emergency during flight, the pilot-in-command shall ensure that passengers are instructed in such emergency action as may be appropriate to the circumstances.</p> <p>(4) The pilot-in-command shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane are secured in their seats by means of the seat belts or harnesses provided.</p>

<p><b>Flight Preparation</b></p>	<p><b>12.</b> (1) A flight shall not be commenced until the pilot-in command is satisfied that:</p> <ul style="list-style-type: none"> <li>(a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;</li> <li>(b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;</li> <li>(c) any necessary maintenance has been performed in accordance with PART VII, of these regulations;</li> <li>(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;</li> <li>(e) any load carried is properly distributed and safely secured; and</li> <li>(f) the aeroplane</li> <li>(g) , contained in the flight manual, or its equivalent, will not be exceeded.</li> </ul> <p>(2) The pilot in command shall have 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 and intended take-off technique.</p>
<p><b>Flight Planning</b></p>	<p><b>13.</b> Before commencing a flight, the pilot-in command shall be familiar with all available meteorological information appropriate to the intended flight.</p> <p>(1) Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include:</p> <ul style="list-style-type: none"> <li>(a) a study of available current weather reports and forecasts; and</li> <li>(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.</li> </ul>
<p><b>Meteorological conditions- VFR Flights</b></p>	<p><b>14.</b> 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</p>

	<p>flown under VFR will, at the appropriate time, be such as to enable compliance with these rules.</p>
<b>IFR Flights</b>	<p><b>15.</b> (1) A flight to be conducted in accordance with the instrument flight rules shall not:</p> <p>(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</p> <p>(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 Regulation 17, and the current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the aerodrome operating minima for that operation.</p>
	<p>(2) A Pilot in command shall comply with criteria for use of the estimated time of an aerodrome including a margin of time specified by Authority in the aeronautical information publications.</p>
<b>Flight in Known Icing Conditions</b>	<p><b>16.</b> (1) A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.</p>
	<p>(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, if necessary, has been given appropriate de-icing/anti-icing treatment.</p>
	<p>(3) A pilot in command shall ensure that 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.</p>
<b>Destination alternate aerodromes</b>	<p><b>17.</b> For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the flight plans, unless:</p> <p>(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:</p> <p>(i) the approach and landing may be made under visual meteorological conditions; and</p>

	<ul style="list-style-type: none"> <li>(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</li> <li>(b) the aerodrome of intended landing is isolated and: <ul style="list-style-type: none"> <li>(i) a standard instrument approach procedure is prescribed for the aerodrome of intended landing;</li> <li>(ii) a point of no return has been determined; and</li> <li>(iii) a flight is not continued past the point of no return unless available current meteorological information indicates that the following meteorological conditions will exist at the estimated time of use: <ul style="list-style-type: none"> <li>(aa) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and</li> <li>(bb) visibility of at least 5.5 km (3 NM) or of 4 km or 2 NM more than the minimum associated with the instrument approach procedure.</li> </ul> </li> </ul> </li> </ul>
<p><b>Fuel and Oil Requirements</b></p>	<p><b>18. (1)</b> A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight.</p> <p><b>(2)</b> The amount of fuel to be carried must permit:</p> <ul style="list-style-type: none"> <li>(a) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is not required in accordance with Regulation 17, 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 45 minutes at normal cruising altitude; or</li> <li>(b) when the flight is conducted in accordance with the instrument flight rules 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 45 minutes at normal cruising altitude; or</li> <li>(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 30 minutes at normal cruising altitude; or</li> </ul>

	<p>(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 45 minutes at normal cruising altitude.</p>											
	<p>(3)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.</p>											
<b>Refuelling with passengers on board</b>	<p><b>19.</b> (1)An aeroplane should not be refuelled when passengers are embarking, on board or disembarking unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.</p>											
	<p>(2)When refuelling with passengers embarking, on board or disembarking, two-way communications should 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 required by sub regulation (1).</p>											
<b>Oxygen supply</b>	<p><b>20.</b> (1) The pilot-in-command 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.</p>											
	<p>Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure shall be as follows:</p> <table border="1"> <thead> <tr> <th>Absolute pressure</th> <th>Metres</th> <th>Feet</th> </tr> </thead> <tbody> <tr> <td>700 hPa</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620 hPa</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376 hPa</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table>	Absolute pressure	Metres	Feet	700 hPa	3 000	10 000	620 hPa	4 000	13 000	376 hPa	7 600
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700 hPa	3 000	10 000										
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<b>In Flight Procedures- Aerodrome Operating Minima.</b>	<p><b>21.</b> (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 Regulation 10 (1)</p>											
	<p>(2)An aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.</p>											
	<p>(3)After entering the final approach segment or after descending below 300 m or 1 000 f above the aerodrome elevation,and where the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA or DH or MDA or MDH.</p>											

	(4)An aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.
<b>Meteorological and operational observations by pilots</b>	<b>22.</b> (1) When meteorological conditions likely to affect the safety of other aircraft are encountered, the pilot shall report the weather condition as soon as possible.
	(2)The pilot-in-command shall report runway braking action when the runway braking action encountered is not as good as reported
<b>Hazardous flight conditions</b>	<b>23.</b> (1) 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 specified in sub regulation (1) shall give such details as may be pertinent to the safety of other aircraft.
<b>Flight crew members at duty stations</b>	<b>24.</b> (1) <i>Take-off and landing</i> -All flight crew members required to be on flight deck duty shall be at their stations during <i>take</i> -off and landing.
	(2) <i>During en route</i> - 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) <i>seat belts</i> - All flight crew members shall keep their seat belts fastened when at their stations. <i>safety harness</i> - When 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 and
	(4) All other flight crew members shall keep their safety harnesses fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened.
<b>Aeroplane operating procedures for landing performance</b>	<b>25.</b> An approach to land shall not be continued below 300 m or 1 000 ft above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.
<b>Use of Oxygen</b>	<b>26.</b> 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 supply has been prescribed in regulation 20 of these regulations.

<p><b>Safeguarding of cabin crew and passengers in pressurized aeroplanes</b></p>	<p><b>27.</b> Cabin crew shall be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurization and, in addition, they shall have such means of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency.</p>
<p><b>In the event of loss of pressurization</b></p>	<p><b>28.</b> Passengers shall be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.</p>
<p><b>In-flight fuel management</b></p>	<p><b>29.</b> (1) The operator shall establish policies and procedures to ensure that in-flight fuel checks and fuel management are performed.</p> <p>(2) The pilot-in-command 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.</p> <p>(3) The pilot-in-command shall request delay information from ATC when 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.</p> <p>(4) The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel. The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</p> <p>(5)The pilot-in- command 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.</p>
<p><b>Instrument approach procedures</b></p>	<p><b>30.</b> (1)One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the aerodrome is located to serve each instrument runway or aerodrome utilized for instrument flight operations.</p>

	(2) Aeroplanes operated in accordance with the instrument flight rules shall comply with the instrument approach procedures approved by the State in which the aerodrome is located.
<b>Duties of Pilot in Command</b>	<b>31.</b> (1)The pilot-in-command 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 pilot-in-command shall be responsible for ensuring that a flight: (a) will not be commenced when any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of any psychoactive substance; and (b) will not be 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 pilot- in-command 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.
<b>Cabin baggage-Take-off and Landing</b>	<b>32.</b> The pilot in command shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is securely stowed.
<b>PART 2.2</b>	
<b>AEROPLANE PERFORMANCE OPERATING LIMITATIONS</b>	
<b>General</b>	<b>33.</b> (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) Where applicable, within the mass limitations imposed by compliance with the applicable noise certificate requirements in the Civil Aviation (Environmental protection )Regulation issued by the Authority, unless otherwise authorized 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.

	<p>(2) Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certificating authority of the State of Registry for visual presentation, shall be displayed in the aeroplane.</p>
	<p>(3)The pilot-in-command shall determine that aeroplane performance will permit the take-off and departure to be carried out safely.</p>
<p><b>PART 2.3</b> <b>AEROPLANE CONTINUING AIRWORTHINESS</b></p>	
<p><b>Owner’s continuing airworthiness responsibilities</b></p>	<p><b>34.</b> (1) An owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that, in accordance with procedures acceptable to the Authority:</p> <ul style="list-style-type: none"> <li>(a) the aeroplane is maintained in an airworthy condition;</li> <li>(b) the operational and emergency equipment necessary for an intended flight is serviceable; and</li> <li>(c)the certificate of airworthiness of the aeroplane remains valid.</li> </ul> <p>(2) The owner or the lessee shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out:</p> <ul style="list-style-type: none"> <li>(a) by an organization complying with the Civil Aviation (Approved Maintenance Organization )Regulations that is either approved by the Authority or by another Contracting State, and the organization is acceptable by the Authority; or</li> <li>(b) by a qualified person or organization in accordance with procedures that are authorized by the Authority, and there is a maintenance release in relation to the maintenance carried out.</li> </ul> <p>(3) The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the Authority.</p>
<p><b>Continuing Airworthiness Records;</b></p>	<p><b>35.</b> (1) The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that the following records are kept for the periods mentioned in sub- regulations (2):</p> <ul style="list-style-type: none"> <li>(a) the total time in service -hours, calendar time and cycles, as appropriate of the aeroplane and all life-limited components;</li> <li>(b) the current status of compliance with all applicable mandatory continuing airworthiness information;</li> <li>(c) appropriate details of modifications and repairs;</li> </ul>

	<p>(d) the time in service -hours, calendar time and cycles, as appropriate since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life;</p> <p>(e) the current status of the aeroplane's compliance with the maintenance programme; and</p> <p>(f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.</p>
	<p>(2) records kept and transferred in accordance with these regulations shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.</p>
	<p>(3) The records in sub- regulation9(a) to(e) shall be kept for a minimum period of 180 days after the unit to which they refer has been permanently withdrawn from service and the records in sub-regulation (1)(f) for a minimum period of 2 years after the signing of the maintenance release.</p>
	<p>(4) In the event of a temporary change of owner or lessee, the records shall be made available to the new owner or lessee, and notice of the change shall be made to the Authority.</p>
	<p>(5) In the event of any permanent change of owner or lessee, the records shall be transferred to the new owner or lessee, and notice of the change shall be made to the Authority.</p>
	<p>(6) records kept and transferred in accordance with these regulations shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.</p>
<p><b>Modifications and Repairs</b></p>	<p><b>36.</b> An Owner shall ensure all modifications and repairs shall comply with airworthiness requirements acceptable to the Authority.</p>
	<p>(2)The owner or lessee shall establish procedures to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.</p>
<p><b>Maintenance release</b></p>	<p><b>37.</b> (1) When maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the applicable Civil Aviation Regulations.</p>
	<p>(2)When maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with Civil Aviation (Personnel Licensing) Regulations to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the Authority.</p>
	<p>(3)When maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:</p>

	<ul style="list-style-type: none"> <li>(a) basic details of the maintenance performed;</li> <li>(b) the date such maintenance was completed; and</li> <li>(c) the identity of the authorized person or persons signing the release.</li> </ul>
<p><b>PART 2.4</b></p> <p><b>AEROPLANE FLIGHT CREW</b></p>	
<b>Composition of Flight Crew</b>	<b>38.</b> The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.
<b>Qualifications</b>	<b>39.</b> (1)The pilot-in-command shall: <ul style="list-style-type: none"> <li>(a) ensure that each flight crew member holds a valid licence issued by the Authority, or where issued by another State, rendered valid by the Authority;</li> <li>(b) ensure that flight crew members are properly rated; and</li> <li>(c) be satisfied that flight crew members have maintained competency.</li> </ul>
	(2)The pilot-in-command of an aeroplane equipped with an airborne collision avoidance system or 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.
<p><b>PART 2.5</b></p> <p><b>MANUALS, LOGS AND RECORDS</b></p>	
<b>Flight manual</b>	<b>40.</b> An aeroplane flight manual shall be updated by implementing changes made mandatory by the State of Registry.
<b>Journey Logbook</b>	<b>41.</b> (1)A journey log book shall be maintained for every aeroplane engaged in air navigation in which shall be entered particulars of the aeroplane, its crew and each journey.
	(2)The Aeroplane journey log book shall contain the following items: <ul style="list-style-type: none"> <li>(a) aeroplane nationality and registration</li> <li>(b) date;</li> <li>(c) crew member names and duty assignments</li> <li>(d) departure and arrival points and times</li> <li>(e) purpose of flight</li> <li>(f) observations regarding the flight; andsignature of the pilot-in-command</li> </ul>
	<b>42.</b> (1)The owner of the aeroplane, or in the case where it is leased, the lessee, shall at all times have available for immediate communication to rescue coordination centres, lists containing

<b>Records of emergency and survival equipment</b>	<p>information on the emergency and survival equipment carried on board the aeroplane engaged in international air navigation</p> <p>(2)The information specified in sub regulation (1) shall include, as applicable,</p> <ul style="list-style-type: none"> <li>(a) the number, color and type of life rafts and pyrotechnics;</li> <li>(b) details of emergency medical supplies;</li> <li>(c) water supplies; and</li> <li>(d) the type and frequencies of the emergency portable radio equipment.</li> </ul>
<p><b>PART 2.6</b> <b>SECURITY</b></p>	
<b>Security of Aeroplane</b>	<p><b>43.</b> The pilot-in-command shall be responsible for the security of the aeroplane during its operation</p>
<b>Reporting acts of unlawful interference</b>	<p><b>44.</b> Following an act of unlawful interference, the pilot-in-command shall submit a report of such an act to the designated local authority.</p>
<p><b>PART 3</b> <b>LARGE AND TURBOJET AEROPLANES</b></p>	
<b>Application</b>	<p><b>45.</b> (1) The following operations shall be subject to the provisions of PART 2 of these regulations and shall apply to general aviation operations with respect to:</p> <ul style="list-style-type: none"> <li>(a) aeroplanes with a maximum certificated take-off mass exceeding 5700 kg; or</li> <li>(b) aeroplanes equipped with one or more turbojet engines.</li> </ul> <p>(2)An operation involving an Aeroplane with a seating configuration of more than 9 passenger seats shall be conducted in accordance with the provisions of these Regulations.</p>
<p><b>PART 3.1</b> <b>CORPORATE AVIATION OPERATIONS</b></p>	
<b>Corporate Aviation Operations</b>	<p><b>46.</b> (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.</p>

	<p>(2) For the purpose of sub-regulation (1), the term “aircraft” means corporate aviation operation using a mix of aeroplanes and helicopters subject to this Regulation as long as at least one aeroplane is involved.</p>
<p><b>PART 3.2</b> <b>GENERAL</b></p>	
<p><b>Compliance with laws, regulations and procedures</b></p>	<p><b>47.</b> (1) An operator shall ensure that all personnel comply with the laws, regulations and procedures of those States in which operations are conducted.</p> <p>(2) The Operator 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 used and the air navigation facilities relating thereto.</p> <p>(3) The Operator shall ensure that other members of the flight crew are familiar with such regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.</p> <p>(4) The pilot-in-command shall be responsible for operational control.</p> <p>(5) The operator shall describe the operational control system in the operations manual and identify the roles and responsibilities of those involved with the system.</p> <p>(6) The operator shall ensure that the pilot-in-command has available on board the aeroplane all the essential information concerning search and rescue services in the area over which the aeroplane is to be flown.</p> <p>(7) The operator shall ensure that the flight crew members demonstrate the ability to speak and understand the English language used for aeronautical radiotelephony communication as prescribed in the Civil Aviation (Personnel Licensing) Regulations as amended.</p>
<p><b>Safety Management</b></p>	<p><b>48.</b> (1) An operator shall not allow the use of recordings or transcripts of CVR, CARS and Class A AIRS for purposes other than the investigation of an accident or incident in accordance with the Civil Aviation (Aircraft Accidents and Incidents Investigations) Regulations, except where the recordings or transcripts are:</p> <p>(a) related to a safety-related event identified in the context of a safety management system, are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by Civil Aviation (Safety Management) Regulations;</p>

	<p>(b) 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; or</p> <p>(c) used for inspections of flight recorder systems as provided in the Civil Aviation (Instruments Equipment) Regulations</p> <hr/> <p>(2)Non operator shall not allow 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 in accordance with the Civil Aviation (Aircraft Accidents and Incidents Investigations) Regulations, except where the recordings or transcripts are subject to the protections accorded by Civil Aviation (Safety Management) Regulations; and are:</p> <p>(a) used by the operator for airworthiness or maintenance purposes;</p> <p>(b) sought for use in proceedings not related to an event involving an accident or incident investigation;</p> <p>(c) de-identified; or</p> <p>(d) Disclosed under secure procedures.</p>
<p><b>PART 3.3</b></p> <p><b>FLIGHT OPERATIONS</b></p>	
<p><b>Operating Facilities</b></p>	<p><b>49.</b> An operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.</p>
<p><b>Operational Management-operator notification</b></p>	<p><b>50.</b> (1)Where the 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.</p> <hr/> <p>(2)Upon notification in accordance with sub-regulation (1), safety and security oversight shall be coordinated between the State in which the operating base is located and Uganda.</p>

<b>Operations Manual</b>	<b>51.</b> (1)The operator shall provide, for the use and guidance of personnel concerned, an operations manual containing all the instructions and information necessary for operations personnel to perform their duties.
	(2)The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date.
	(3)All amendments or revisions in sub regulation (2) shall be issued to all personnel that are required to use this manual.
<b>Operating Instructions General</b>	<b>52.</b> (1)The operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole
	(2)The operator shall issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique and the information shall be included in the operations manual.
	(3)The operator shall issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique and the information shall be included in the operations manual.
<b>In Flight Simulation of Emergency Situations.</b>	<b>53.</b> The operator shall ensure that when passengers are being carried, no emergency or abnormal situations shall be simulated.
<b>Checklists</b>	<b>54.</b> (1) Checklists shall be used by flight crew 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 operator shall that the design and utilization of checklists shall observe Human Factors principles.
<b>Minimum Flight Altitudes</b>	<b>55.</b> The operator shall specify, for flights which are to be conducted in accordance with the instrument flight rules, the method of establishing terrain clearance altitudes.

<b>Aerodrome Operating Minima</b>	<b>56.</b> (1)The operator shall establish aerodrome operating minima, in accordance with criteria specified by the Authority in the aeronautical information publications for each aerodrome to be used in operations.
	(2)When establishing aerodrome operating minima, any conditions that may be prescribed in the list of specific approvals shall be observed.
<b>Fatigue Management Programme.</b>	<b>57.</b> (1) The operator shall establish and implement a fatigue management programme that ensures that all operator personnel involved in the operation and maintenance of aeroplane do not carry out their duties when fatigued.
	(2) The programme shall address flight and duty times and be included in the operations manual.
<b>Passengers</b>	<b>58.</b> (1)An operator shall ensure that passengers are made familiar with the location and use of: <ul style="list-style-type: none"> <li>(a) seat belts;</li> <li>(b) emergency exits;</li> <li>(c) life jackets, where the carriage of life jackets is prescribed;</li> <li>(d) oxygen dispensing equipment, where the provision of oxygen for the use of passengers is prescribed; and</li> <li>(e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</li> </ul>
	(2)The operator shall ensure that during take-off and landing and whenever considered necessary, by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane are secured in their seats by means of the seat belts or harnesses provided.
	(3)The operator 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.
	(4)The operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.
	(5)The operator shall ensure that during take-off and landing and whenever considered necessary, by reason of turbulence or any emergency occurring during flight, all passengers on board an

	aeroplane are secured in their seats by means of the seat belts or harnesses provided.
<b>Flight Preparation.</b>	<p><b>59.</b> (1) The operator shall develop procedures to ensure that a flight is not commenced unless:</p> <ul style="list-style-type: none"> <li>(a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;</li> <li>(b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;</li> <li>(c) any necessary maintenance has been performed in accordance with PART 3.3 of these Regulations;</li> <li>(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;</li> <li>(e) any load carried is properly distributed and safely secured; and</li> <li>(f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, shall not be exceeded.</li> </ul> <p>(2) The 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.</p>
<b>Operational Flight Planning</b>	<b>60.</b> 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 these procedures shall be included in the operations manual.
<b>A take-off-Alternate aerodromes.</b>	<p><b>61.</b> 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 it would not be possible to return to the aerodrome of departure for other reasons.</p> <p>(1) The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>

<p><b>Fuel requirements</b></p>	<p><b>62.</b> (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.</p>
	<p>(2)The amount of usable fuel to be carried shall, as a minimum, be based on:</p> <ul style="list-style-type: none"> <li>(a) fuel consumption data: <ul style="list-style-type: none"> <li>(i) provided by the aeroplane manufacturer; or</li> <li>(ii) where available, current aeroplane-specific data derived from a fuel consumption monitoring system; and</li> </ul> </li> <li>(b) the operating conditions for the planned flight including: <ul style="list-style-type: none"> <li>(i) anticipated aeroplane mass;</li> <li>(ii) Notices to Airmen;</li> <li>(iii) current meteorological reports or a combination of current reports and forecasts;</li> <li>(iv) air traffic services procedures, restrictions and anticipated delays; and</li> <li>(v) the effects of deferred maintenance items or configuration deviations.</li> </ul> </li> <li>(c) Where no specific fuel consumption data exist for the precise conditions of the flight, the aeroplane may be operated in accordance with estimated fuel consumption data.</li> </ul>
	<p>(3)The pre-flight calculation of usable fuel required shall include:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(a) 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 taking into account the operating conditions of sub-regulation <b>(2)(b)</b>;</li> <li>(b) contingency fuel- which shall be the amount of fuel required to compensate for unforeseen factors and shall not be less than five per cent of the planned trip fuel;</li> <li>(c) destination alternate fuel- which shall be: <ul style="list-style-type: none"> <li>(i) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to: <ul style="list-style-type: none"> <li>(aa) perform a missed approach at the destination aerodrome;</li> <li>(bb)climb to the expected cruising altitude;</li> <li>(cc )fly the expected routing;</li> <li>(dd)descend to the point where the expected approach is initiated; and</li> </ul> </li> </ul> </li> </ul>

(ee)conduct the approach and landing at the destination

alternate aerodrome; or

(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 or 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

(bb)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 m or 1 500 ft 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 pressurization based on the assumption that such a failure occurs at the most critical point along the route;

	<p>(g) discretionary fuel- which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.</p> <p>(3)The operator should determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure.</p> <p>(4)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.</p>
<p><b>In-Flight Fuel Management</b></p>	<p><b>63.</b> (1) An operator shall establish policies and procedures to ensure that in-flight fuel checks and fuel management are performed.</p> <p>(2) The pilot-in-command 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.</p> <p>(3)The pilot-in-command shall request delay information from ATC when 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.</p> <p>(4)The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.</p> <p>(5)The pilot-in-command 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.</p>
<p><b>Additional requirements for operations beyond 60 minutes to an en-route alternate aerodrome</b></p>	<p><b>64.</b> (1) When conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome operators shall ensure that:</p> <p>(a)en-route alternate aerodromes are identified; and</p> <p>(b)the pilot-in-command has access to current information on the identified en-route alternate aerodromes, including operational status and meteorological conditions</p>
<p><b>Refuelling with Passengers on board</b></p>	<p><b>65.</b> (1)An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.</p>

	<p>(2)When 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.</p>
	<p>(3)Additional precautions are required when refuelling with fuels other than aviation kerosene or when refueling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.</p>
<p><b>Oxygen Supply</b></p>	<p><b>66.</b> (1)A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply:</p> <p>(a)All crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and</p> <p>(b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.</p>
	<p>(2)A flight to be operated with a pressurized 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 pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa.</p>
	<p>(3)When an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which,when operated at flight altitudes at which the atmospheric. pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.</p>
<p><b>In flight procedures- Instrument Approaches</b></p>	<p><b>67.</b> An operator shall include operating procedures for conducting instrument approaches in the aircraft operating manual specified in the Civil Aviation ( Instruments and Equipment) Regulations.</p>
<p><b>Use of Oxygen</b></p>	<p><b>68.</b> (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 supply has been required in Regulation 65.</p>
	<p>(2) All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa</p>

	shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.
<b>Aeroplane operating procedures for noise abatement</b>	<b>69.</b> (1) Aeroplane operating procedures for noise abatement shall comply with the provisions of the noise abatement procedures in the operations manual.
	(2) Noise abatement procedures specified by the operator for any one aeroplane type shall be the same for all aerodromes.
<b>Aeroplane operating procedures for rates of climb and descent</b>	<b>70.</b> Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system or ACAS II resolution advisories in aeroplane 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 m/s or 1 500 ft/min, depending on the instrumentation available, is achieved throughout the last 300 m or 1 000 ft 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.
<b>Aeroplane operating procedures for landing performance</b>	<b>71.</b> An approach to land shall not be continued below 300 m or 1 000 ft above aerodrome elevation unless the Pilot-In-Command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.
<b>Duties of Pilot in Command</b>	<b>72.</b> (1) The pilot-in-command shall ensure that the checklists specified in Regulation 53 are complied with in detail.
	(2) The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in Regulation 40.
	(3) The pilot-in-command 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.
	(4) In the event that the pilot-in-command is incapacitated the operator shall take the forgoing action.
	(5) The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.
	(6) The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in Regulation 40.

<p><b>Cabin Baggage Take- off and Landing</b></p>	<p><b>73.</b> 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.</p>
<p><b>PART 4</b></p> <p><b>AEROPLANE PERFORMANCE OPERATING LIMITATIONS</b></p>	
<p><b>General</b></p>	<p><b>74.</b> An operator of aeroplanes excluding:</p> <p>(a) aeroplanes over 5 700 kg for which application for certification was submitted on or after 13 June 1960, but before 2 March 2004;</p> <p>(b) aeroplanes over 5 700 kg for which application for certification was submitted on or after 2 March 2004; and</p> <p>(c) aircraft and aircraft equipment of types of which the prototype is submitted to the appropriate national authorities for certification prior to a date three years after the date of adoption of an international standard of airworthiness for such equipment, shall not operate such aircraft unless the level of performance specified in Regulation 74 is met as far as practicable.</p>
<p><b>Performance limitation of aeroplanes above 5700kg certificated between 13th June, 1960 and 2nd March, 2004 and those certificated after 2nd March, 2004</b></p>	<p><b>75.</b> (1) These Regulations shall be applicable to large aeroplanes to which aeroplanes certificated between 13<sup>th</sup> June, 1960 and 2<sup>nd</sup> March, 2004 and those certificated after 2<sup>nd</sup> March, 2004, an aeroplane shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.</p>
	<p>(2) The operator shall take such precautions as are reasonably possible to ensure that the general level of safety required by these Regulations is maintained under all expected operating conditions, including those not covered specifically by these Regulation.</p>
	<p>(3) A flight shall not be commenced unless the performance information provided in the flight manual indicates that the requirements of these Regulation can be complied with for the flight to be undertaken.</p>
	<p>(4) An operator shall take into account all factors that significantly affect the performance of the aeroplane including:</p> <p>(a) mass,</p> <p>(b) operating procedures,</p> <p>(c) the pressure altitude appropriate to the elevation of the aerodrome,</p> <p>(d) runway slope,</p> <p>(e) the ambient temperature,</p>

	<p>(f) wind, and  (g) surface conditions of the runway at the expected time of use-including presence of slush, water and/or ice, for landplanes, water surface condition for seaplanes.</p>
	<p>(5) Such factors specified in sub-regulation (4) 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.</p>
	<p>(6) Aeroplanes shall be operated in accordance with operating conditions and limitations specified in the type certificate, type certificate data sheets, aeroplane flight manual, manufactures recommendations, certificate of Airworthiness and any other applicable limitations in compliance with these Regulations.</p>
<p><b>Mass limitations</b></p>	<p><b>76.</b> (1) The mass of the aeroplane at the start of take-off shall not exceed the mass at which the requirements of sub-regulation (10) are complied with, or the mass at which sub regulations (11) and (12) are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged and, in applying sub-regulation (10) and (11) and, in respect of alternate aerodromes, sub-regulation (3) and (12)</p>
	<p>(2)The mass 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.</p>
	<p>(3)The estimated mass 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 when used as a parameter to determine the maximum landing mass, any other local atmospheric condition.</p>
	<p>(4)The mass 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 in the Civil Aviation (Environmental Protection) Regulations, unless otherwise authorized 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.</p>

	<p>(5)<i>Take-off</i>-The 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 sub-regulation (6).</p>
	<p>(6)In determining the length of the runway available, account shall be taken of the loss, , of runway length due to alignment of the aeroplane prior to take-off.</p>
	<p>(7)En route — one engine inoperative-the aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions therefrom, to continue the flight to an aerodrome at which the sub-regulation (8) can be met, without flying below the minimum obstacle clearance altitude at any point</p>
<p><b>PART5</b> <b>AEROPLANE CONTINUING AIRWORTHINESS</b></p>	
<p><b>Owner’s Continuing Airworthiness Responsibilities</b></p>	<p><b>77.</b> (1)An owner shall comply with the requirements of Regulation 33 of these regulations.</p> <p>(2)The owner shall ensure that all maintenance personnel receive initial and continuation training acceptable to the Authority and appropriate to their assigned tasks and responsibilities, including human factors principles and coordination with other maintenance personnel and flight crew.</p> <p>(3)The owner shall ensure that the design of the manual observes human factors principles.</p>
<p><b>Maintenance Programme</b></p>	<p><b>78.</b> (1) An owner shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the Authority, containing the information required by Regulation 90.</p> <p>(2) Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.</p> <p>(3) The design and application of the operator's maintenance programme shall observe human factors principles.</p> <p>(4) Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.</p>
<p><b>Continuing Airworthiness Information</b></p>	<p>(5) An owner of an aeroplane of a maximum certificated take-off mass in excess of 5700 kg shall ensure that the information resulting from</p>

	<p>maintenance and operational experience with respect to continuing airworthiness, is transmitted as required by the Civil Aviation (Airworthiness of Aircraft) Regulations.</p>
<b>Maintenance release</b>	<p>(6) (1) An Owner shall comply with the requirements of maintenance release as prescribed in regulation 37.</p>
	<p>(2) when maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the applicable Civil Aviation (Approved maintenance Organization) Regulation</p>
	<p>(3) when maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with Civil Aviation (Personnel Licensing) Regulations to certify that the maintenance work has been performed in accordance with the maintenance programme or other data and procedures acceptable to the Authority.</p>
	<p>(4) when maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:</p> <p>(a) basic details of the maintenance performed;</p> <p>(b) the date such maintenance was completed; and</p> <p>(c) the identity of the person or persons signing the release.</p>
<p><b>PART 6</b> <b>AEROPLANE FLIGHT CREW</b></p>	
<b>Composition of the Flight Crew- designation of pilot in command</b>	<p>(7) (1) For each flight the owner shall designate a pilot to act as pilot-in-command</p>
<b>Flight Engineer</b>	<p>(8) When a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer especially 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.</p>

<b>Flight Crew member Emergency duties</b>	<p>(9) (1)An operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation.</p>
	<p>(2)Recurrent training in accomplishing functions referred to in sub regulation (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.</p>
<b>Flight Crew Member Training Programmes</b>	<p>(10) (1)An operator shall establish and maintain a training programme that is designed to ensure that a person who receives training acquires and maintains the competency to perform assigned duties, including skills related to human performance.</p>
	<p>(2)Ground and flight training programmes shall be established, either through internal programmes or through a training services provider, and shall include or make reference to a syllabus for those training programmes in the company operations manual.</p>
	<p>(3)The training programme shall include training competency for all equipment installed.</p>
	<p>(4)Flight simulators should be used to the maximum extent practicable for initial and Bi - Annual recurrent training.</p>
<b>Qualifications- flight crew member-licensing</b>	<p>(11) (1)An Operator shall;</p> <ul style="list-style-type: none"> <li>(a)ensure that each flight crew member assigned to duty holds a valid licence issued by the Authority, or if issued by another State, rendered valid by the Authority;</li> <li>(b) ensure that flight crew members are properly rated; and</li> <li>(c)ensure that flight crew members are competent to carry out assigned duties.</li> </ul>
	<p>(2)The operator of an aeroplane equipped with an airborne collision avoidance system or 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 collisions.</p>
<b>Recent Experience</b>	<p>(12) (1) The 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 90 days on the same type of aeroplane or in a flight simulator approved for that purpose.</p>

	<p>(2)The 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 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.</p>
<b>Pilot proficiency checks</b>	<p>(13) (1)The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked periodically in such a way as to demonstrate the pilot’s competence.</p>
	<p>(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.</p>
	<p>(3) The periodicity of the checks referred to in sub regulation (2) shall be dependent upon the complexity of both the aeroplane and the operation but, in any case, no longer than six months.</p>
<p><b>PART 7</b></p> <p><b>FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER</b></p>	
<b>Flight operations officer or flight dispatcher</b>	<p>(14) An operator shall ensure that any person assigned as a flight operations officer or flight dispatcher is trained and maintains familiarization with all features of the operation which are pertinent to their duties, including knowledge and skills related to human factors principle.</p>
<p><b>PART 8</b></p> <p><b>MANUALS, LOGS AND RECORDS</b></p>	
<b>Maintenance Programme</b>	<p>(15) (1)A maintenance programme for each aeroplane as required by under regulation 78 shall contain the following information:</p> <ul style="list-style-type: none"> <li>(a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;</li> <li>(b) when applicable, a continuing structural integrity programme;</li> <li>(c) procedures for changing or deviating from sub regulations (a) and (b) as approved by the State of Registry; and</li> <li>(d) when applicable and approved by the State of Registry, condition monitoring and reliability programme</li> </ul>

	<p>descriptions for aeroplane systems, components and engines.</p> <p>(2) The maintenance programme shall be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design, and any additional applicable experience.</p> <p>(3) 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.</p> <p>(4) The maintenance programme shall be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design, and any additional applicable experience.</p>
<p><b>Flight Recorder Records</b></p>	<p>(16) An owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, where necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Civil Aviation (Aircraft Accident and Incident Investigation) Regulations.</p>
<p><b>PART 8 CABIN CREW</b></p>	
<p><b>Cabin Crew Assignment of Emergency Duties</b></p>	<p>(17) 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.</p>
<p><b>Cabin Crew at emergency evacuation stations</b></p>	<p>(18) An owner, lessee or operator shall ensure that, each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with the applica Civil Aviation (Instruments and Equipment) Regulations during take-off and landing and whenever the pilot-in-command so directs.</p>
<p><b>Protection of cabin Crew during Flight</b></p>	<p>(19) Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.</p>

<b>Cabin Crew Training</b>	(20) (1)An operator shall ensure that a training programme is completed by all persons before being assigned as a cabin crew member.
	(2)The operator shall establish and maintain a cabin crew training programme 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 and such training programme shall include the training programme should include human factors principles.
<b>PART 9 SECURITY</b>	
<b>Security Programme</b>	(21) Each entity conducting general aviation operations, including corporate operator aviation operations, using aeroplane with a maximum take-off mass greater than 5 700 kg, shall establish, implement and maintain an approved written operator security programme that meets the requirements of the national Civil Aviation security programme of Uganda.
<b>Reporting Acts of unlawful Interference</b>	(22) Following an act of unlawful interference, the pilot-in-command shall submit a report of such an act to the designated local authority.
<b>PART 10 EXEMPTIONS</b>	
<b>Application for exemptions</b>	(23) (1) A person or operator may apply to the Authority for an exemption from any provision of these Regulations.
	(2) A request for exemption shall be made in accordance with the requirements of these Regulations and an application for such exemption shall be submitted and processed in a manner prescribed in the applicable technical guidance material.
<b>PART 11 GENERAL PROVISIONS</b>	
<b>Possession of the licence, certificate,</b>	(24) (1) A holder of a licence, certificate, approval or authorization issued by the Authority shall have in his or her physical possession or

<b>approval or authorization</b>	<p>at the work station when exercising the privileges of that licence, certificate, approval or authorization.</p>
	<p>(2) A crew member of a foreign registered aircraft shall hold a valid licence, certificate or authorization and have in his or her physical possession or at the work station when exercising the privileges of that licence, certificate, approval or authorization.</p>
<b>Inspection of licences, certificates, approval or authorization</b>	<p>(25) A person who holds a licence, certificate, approval or authorization required by these Regulations shall present it for inspection upon a request from the Authority or any other person authorized by the Authority.</p>
<b>Change of Address</b>	<p>(26) (1) A holder of a licence, certificate, approval or authorization, or any other such document issued under these Regulations shall notify the Authority of any change in the physical and mailing address and shall do so in the case of:</p> <p>(a) physical address, at least fourteen days before the change;</p> <p>and</p> <p>(b) mailing address, upon the change;</p>
	<p>(2) A person who does not notify the Authority of the change in the physical address within the time frame specified in sub-regulation (1) shall not exercise the privileges of the certificate or authorization.</p>
<b>Replacement of licence, certificate, approval or authorization</b>	<p>(27) A person may apply to the Authority in a form and manner determined by the Authority in the applicable technical guidance material for replacement of documents issued under these Regulations when such documents are lost or destroyed.</p>
<b>Suspension and revocation of licence, certificate, approval or authorization</b>	<p>(28) (1) The Authority may, where it considers it to be in public interest, suspend provisionally, pending further investigation, any licence, certificate, authorization or any such other document issued under these Regulations.</p>
	<p>(2) The Authority may, upon the completion of an investigation which has shown sufficient ground to the Authority's satisfaction and where it considers it to be in public interest, revoke, suspend, or vary any licence, certificate, approval, authorization or any other document issued or granted under these Regulations.</p>

	<p>(3) The Authority may, where it considers it to be in public interest, prevent any person or aircraft from flying.</p>
	<p>(4) A holder or any person having the possession or custody of any licence, certificate, approval, authorization or any such other documents which have been revoked, suspended or varied under these Regulations shall surrender the licence, certificate, approval, authorization or such other documents to the Authority within fourteen days from the date of revocation, suspension or variation</p>
	<p>(5) The breach of any condition subject to which any licence, certificate, authorization or any such other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.</p>
<p><b>Use and retention of licence, certificate, authorization and records</b></p>	<p>(29) (1) A person shall not:</p> <ul style="list-style-type: none"> <li>(a) use any licence, certificate, approval, authorization, or such other document issued or required under these Regulations which has been forged, altered, revoked, or suspended, or to which that person is not entitled;</li> <li>(b) forge or alter any licence, certificate, approval, authorization or any such other document issued or required by, or under these Regulations;</li> <li>(c) lend any licence, certificate, approval, authorization or any such other document issued or required under these Regulations to any other person;</li> <li>(d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of the licence, certificate, approval, authorization or any such other document.</li> </ul>
	<p>(2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or willfully omit to make a material entry in such record.</p>
	<p>(3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.</p>

	<p>(4)A person shall not purport to issue any licence, certificate, approval, authorization or any such other document for the purpose of these Regulations unless he is authorized to do so under these Regulations.</p>
	<p>(5)A person shall not issue any licence, certificate, approval, authorization any such other document of the kind referred to in these Regulations unless he has satisfied himself that all statements in the licence, certificate, approval, authorization any such other document are correct, and that the applicant is qualified to hold that licence, certificate, approval, authorization or any such other document .</p>
<b>Reports of violation</b>	<p>(30) (1) A person who knows of a violation of the Civil Aviation Act, any rule, Regulation or order made there-under, shall report it to the Authority.</p>
	<p>(2) The Authority shall determine the nature and type of any additional investigation or enforcement action that shall be taken.</p>
<b>Enforcement of directions</b>	<p>(31) (1) A person who fails to comply with any direction given to him or her by the Authority or by any authorized person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.</p>
	<p>(2) The Authority shall take enforcement action on any regulated entity that fails to comply with any provisions of these Regulations.</p>
	<p>(3)The Inspectors of the Authority holding valid delegations shall take necessary actions to preserve safety where an undesirable condition has been detected.</p>
	<p>(4)The action (s) referred to in sub-regulation (2) may include:  (a)In the case of a regulated entity, imposition of operating restrictions until such a time the existing undesirable condition has been resolved;  or  (b)In case of a licensed personnel, require that the individual does not exercise the privileges of the licence until such a time that the undesirable condition has been resolved.</p>
	<p>(5) In carrying out enforcement actions pursuant to the provisions of sub-regulation (3), the Inspectors of the Authority shall invoke the powers with due care and act in good faith in the interest of preserving safety.</p>
<b>Aeronautical user fees</b>	<p>(32) (1) The Authority shall notify applicants of the fees to be charged in connection with the issue, validation, renewal, extension or</p>

	<p>variation of any licence, certificate, authorization or such other document, including the issue of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.</p> <p>(2) Upon an application being made in connection with which any fee is chargeable in accordance with sub-regulation (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.</p> <p>(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 such payment.</p>
<p><b>Application of Regulations to government and visiting forces, etc.</b></p>	<p>(33) (1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the government, and for the purposes of such application, the department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the government, to be the owner of the interest of the government in the aircraft.</p> <p>(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 Uganda.</p>
<p><b>Extra-territorial application of Regulations</b></p>	<p>(34) (1) Except where the context otherwise requires, the provisions of these Regulations shall:</p> <p>(a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in [state], apply to such aircraft wherever they may be;</p> <p>(b) in so far as they apply, whether by express reference or otherwise, to other aircraft, apply to such aircraft when they are within [state];</p> <p>(c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in [state], shall apply to such persons and crew, wherever they may be; and</p>

	<p>(d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in [state] by other persons shall, where such persons are citizens of [state], apply to them wherever they may be.</p>
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<p><b>PART 12</b></p> <p><b>OFFENCES AND PENALTIES</b></p>	
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<p><b>Penalties</b></p>	<p>(35) (1) Where any provision of these Regulations, orders, notices or proclamations made there under is contravened in relation to an aircraft, the operator of that aircraft and the pilot-in-command, when the operator or, the pilot in command is not the person who contravened that provision the person shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of the following provisions of this Regulation to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that he or she exercised all due diligence to prevent the contravention.</p> <p>(2) Where it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations, orders, notices or proclamations made there under was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.</p> <p>(3) Where a person is charged with contravening a provision of these Regulations, orders, notices or proclamations made there under by reason of his or her having been a member of the flight crew of an aircraft on a flight for the purpose of commercial air transport operations, the flight shall be treated, without prejudice to the liability of any other person under these Regulations, as not having been for that purpose where he or she proves that he or she neither knew nor had reason to know that the flight was for that purpose.</p> <p>(4) A person who contravenes any provision of these Regulations, orders, notices or proclamations made thereunder not being a provision referred to in sub-regulation (9) shall, upon conviction, be liable to a fine, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.</p> <p>(5) Where an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.</p>
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	<p>(6) Any aircraft subject to alien for the purpose of sub- regulation may be seized by and placed in the custody of the Authority.</p>
	<p>(7) The aircraft shall be released from custody of the Authority</p> <p>Upon:</p> <ul style="list-style-type: none"> <li>(a) payment of the penalty or the amount agreed upon in compromise;</li> <li>(b) deposit of a bond in such amount as the Authority may prescribe in the applicable aeronautical information circular, conditioned upon payment of the penalty or the amount agreed upon in compromise; and</li> <li>(c) receiving an order of the court to that effect.</li> </ul>
	<p>(8) The Authority and any person specifically authorized by name or any police officer not below the rank of inspector specifically authorized by name by the [Minister], may compound offences under Part A of the third Schedule to these Regulations by assessing the contravention and requiring the person reasonably suspected of having committed the offence to pay to the Authority a sum equivalent in [state] shillings of one hundred United States dollars and three hundred United States dollars for provisions referred to Part A of the Third schedule to these Regulations.</p>
	<p>(9) Where a person contravenes any provision specified in Part B of the Third schedule to these Regulations, upon conviction is liable to a fine not less than the equivalent in [state] Shillings of one thousand United States Dollars or to imprisonment for a term of twelve months or to both.</p>
	<p>(10) Where any person is aggrieved by any order made under sub- regulation (8), he may, within twenty-one days of such order being made, appeal against the order to a higher court and the relevant provisions of the Criminal Procedure Act, shall apply <i>mutatis mutandis</i>, to every such appeal as if it were an appeal against a sentence passed by a district court in the exercise of its original jurisdiction.</p>
	<p>(11) A person who contravenes any provision specified as an “A” provision in the Third schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding a sum equivalent in [state] shillings of ten thousand United States dollars shillings for each offence and or to imprisonment for a term not exceeding one year or to both.</p>
	<p>(12) A person who contravenes any provision specified as a “B” provision in the Third schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding a sum equivalent in [state] shillings of twenty thousand United States dollars for each offence and or to imprisonment for a term not exceeding three years or to both.</p>
	<p>(13) A person who contravenes any provision of these Regulations not being a provision referred to in the Third schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding a sum equivalent in [state] shillings of twenty</p>

	thousand United States dollars, and in the case of a second or subsequent conviction for the like offence to a fine not exceeding a sum equivalent in [state] shillings of forty thousand United States dollars.
<b>Revocation</b>	(36) The Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020, is revoked.
<b>Repeal and savings</b>	(2) A valid Licence, certificate, approval, authorization, exemption or any other document issued or granted by the Authority before the commencement of these regulations shall, until its expiry, have effect as if issued under these Regulations.