



BASIC REGULATION

FOREWORD

1. This Civil Aviation Regulations – Basic Regulation (CAR-BR) is developed by the General Civil Aviation Authority (GCAA) of the UAE pursuant to the provisions of the UAE Civil Aviation Law and fulfilling the obligations of Chicago Convention and related Annexes.
2. All operators and organisations under the purview of this regulation shall comply with the provisions therein to ensure safe conduct of aircraft operations, unless otherwise approved by the GCAA.
3. For the purpose of this regulation, the competent authority shall be the General Civil Aviation Authority as established by the United Arab Emirates Federal Government.
4. This document contains high level requirements in the field of civil aviation. It also establishes the essential requirements on specific subject matters through dedicated annexures.
5. The term 'RESERVED' is used throughout the document to facilitate future inclusions as applicable.
6. This document will be revised and updated as and when necessary. Depending on the nature, impact and size of the amendment the GCAA may decide to consult the industry through a Notice of Proposed Amendment (NPA) process.
7. Comments on the content may be provided through P&R@gcaa.gov.ae
8. This document is issued under the authority of His Excellency the Director General of the General Civil Aviation Authority.



RECORD OF REVISIONS

Issue	Date of Issue	Change	Date of Applicability
Issue 1	16 May 2021	Initial issue based on NPA 2020-11 and associated CRD	Refer to Article 20 for the date of applicability and Article 19 for the transitional process
Issue 02	8 June 2023	Addition of escalation provisions	8 June 2023



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CHAPTER I - PRINCIPLES

ARTICLE 1 - SUBJECT MATTER AND OBJECTIVES

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the UAE.
2. The objectives will be achieved in accordance with the provisions in the FEDERAL ACT NO. 20 (1991) PROMULGATING THE CIVIL AVIATION LAW and the FEDERAL LAW NO. 04 of 1996 REGARDING GENERAL CIVIL AVIATION AUTHORITY through the following approaches:
 - (a) Development and promulgation of regulations, rules and technical standards related to Operation of Aircraft;
 - (b) Certification and Authorizations of Operation of Aircraft;
 - (c) Surveillance and Resolution of Safety Occurrences related to Operations of Aircraft.

ARTICLE 2 - SCOPE

1. This Regulation shall apply to:
 - (a) Reserved
 - (b) the operation of aircraft, as well as their engines, propellers, parts, non-installed equipment and equipment to control aircraft remotely, where the aircraft is or will be:
 - (i) registered in the UAE, unless and to the extent that the UAE has transferred its responsibilities pursuant to the Chicago Convention to a foreign country and the aircraft is operated by a foreign country aircraft operator;
 - (ii) registered in a foreign country and operated by an aircraft operator established, residing or with a principal place of business in the territory of the UAE.
 - (c) Reserved
2. This Regulation shall also apply to the personnel and organisations involved in the activities referred to in paragraph 1.
3. This Regulation shall not apply to:
 - (a) aircraft, and their engines, propellers, parts, non-installed equipment and equipment to control aircraft remotely, while carrying out military, customs, police, search and rescue, firefighting, border control, coastguard or similar activities or services under the control and responsibility of UAE, undertaken in the public interest by or on behalf of a body vested with the powers of a public authority, and the personnel and organisations involved in the activities and services performed by those aircraft;
4. Reserved
5. Reserved
6. The competent authority may decide to apply any, or any combination, of Section I, II or III, of Chapter II, to some or all activities referred to in point (a) of the first subparagraph of paragraph 3 and to the personnel and organisations involved in those activities, where it considers that, in light of the characteristics of the activities, personnel and organisations in question and the purpose and content of the provisions concerned, those provisions can be effectively applied.



ARTICLE 2A.G - COMPLIANCE WITH OTHER REGULATIONS

An organisation or a person holding a certificate, an authorisation or an approval shall comply with the applicable requirements and any additional mandates that are prescribed in other civil aviation regulations such as Aviation Security, Dangerous Goods and Psychoactive Substances Management Programme.

ARTICLE 3 - DEFINITIONS

For the purposes of this Regulation, the following definitions apply:

- (1) 'oversight' means the verification, by or on behalf of the competent authority, on a continuous basis that the requirements of this Regulation and of the applicable rules adopted on the basis thereof, on the basis of which a certificate has been issued or in respect of which a declaration has been made, continue to be complied with;
- (2) 'Chicago Convention' means the Convention on International Civil Aviation and the Annexes thereto, signed in Chicago on 7 December 1944;
- (3) 'product' means an aircraft, an engine or a propeller;
- (4) 'part' means any element of a product, as defined by that product's type design;
- (5) 'ATM/ANS' means air traffic management and air navigation services and covers all of the following: the air traffic management functions and services; the air navigation services, including the network management functions and services, as well as services which augment signals emitted by satellites of core constellations of GNSS for the purpose of air navigation; flight procedures design; and services consisting in the origination and processing of data and the formatting and delivering of data to general air traffic for the purpose of air navigation;
- (6) 'ATM/ANS constituent' means tangible objects such as hardware and intangible objects such as software upon which the interoperability of the EATMN depends;
- (7) 'ATM/ANS system' means the aggregation of airborne and ground-based constituents, as well as space-based equipment, that provides support for air navigation services for all phases of flight;
- (8) 'ATM Master Plan' means the plan endorsed by UAE;
- (9) 'certification' means any form of recognition in accordance with this Regulation, based on an appropriate assessment, that a legal or natural person, product, part, non-installed equipment, equipment to control unmanned aircraft remotely, aerodrome, safety-related aerodrome equipment, ATM/ANS system, ATM/ANS constituent or flight simulation training device complies with the applicable requirements of this Regulation and of the applicable rules adopted on the basis thereof, through the issuance of a certificate attesting such compliance;
- (10) 'declaration' means any written statement made in accordance with this Regulation under the sole responsibility of a legal or natural person subject to this Regulation and which confirms that the applicable requirements of this Regulation and of the applicable rules adopted on the basis thereof relating to a legal or natural person, product, part, non-installed equipment, equipment to control unmanned aircraft remotely, safety-related aerodrome equipment, ATM/ANS system, ATM/ANS constituent or flight simulation training device are complied with;
- (11) 'qualified entity' means an accredited legal or natural person which may be charged with certain certification or oversight tasks under this Regulation by and under the control and the responsibility of the competent authority;



- (12) 'certificate' means any certificate, approval, licence, authorisation, attestation or other document issued as the result of a certification attesting compliance with the applicable requirements;
- (13) 'aircraft operator' means any legal or natural person operating or proposing to operate one or more aircraft;
- (14) 'aerodrome operator' means any legal or natural person operating or proposing to operate one or more aerodromes;
- (15) 'flight simulation training device' means any type of device in which flight conditions are simulated on the ground, including flight simulators, flight training devices, flight and navigation procedures trainers and basic instrument training devices;
- (16) 'aerodrome' means a defined area, on land or on water, on a fixed, fixed offshore or floating structure, including any buildings, installations and equipment thereon, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;
- (17) 'safety-related aerodrome equipment' means any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory that is used or intended to be used to contribute to the safe operation of aircraft at an aerodrome;
- (18) 'apron' means a defined area of an aerodrome intended to accommodate aircraft for purposes of loading or unloading passengers, baggage, mail or cargo, fuelling, parking or maintenance;
- (19) 'apron management service (AMS)' means a service provided to regulate the activities and the movement of aircraft and vehicles on an apron;
- (20) 'flight information service' means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;
- (21) 'general air traffic' means all movements of civil aircraft and state aircraft carried out in conformity with the procedures of the International Civil Aviation Organization ('ICAO');
- (22) 'international standards and recommended practices' means the international standards and recommended practices adopted by ICAO in accordance with Article 37 of the Chicago Convention;
- (23) 'groundhandling service' means any service provided at aerodromes comprising safety - related activities in the areas of ground supervision, flight dispatch and load control, passenger handling, baggage handling, freight and mail handling, apron handling of aircraft, aircraft services, fuel and oil handling, and loading of catering; including the case where aircraft operators provide those groundhandling services to themselves (self-handling);
- (24) 'commercial air transport' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;
- (25) 'safety performance' means the UAE's or an organisation's safety achievement, as defined by its safety performance targets and safety performance indicators;
- (26) 'safety performance indicator' means a parameter used for monitoring and assessing safety performance;
- (27) 'safety performance target' means a planned or intended objective for complying with safety performance indicators over a given period of time;
- (28) 'aircraft' means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface;



- (29) 'non-installed equipment' means any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory carried on board of an aircraft by the aircraft operator, which is not a part, and which is used or intended to be used in operating or controlling an aircraft, supports the occupants' survivability, or which could impact the safe operation of the aircraft;
- (30) 'unmanned aircraft' means any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot on board;
- (31) 'remote pilot' means a natural person responsible for safely conducting the flight of an unmanned aircraft by operating its flight controls, either manually or, when the unmanned aircraft flies automatically, by monitoring its course and remaining able to intervene and change the course at any time;
- (32) 'equipment to control unmanned aircraft remotely' means any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory that is necessary for the safe operation of an unmanned aircraft, which is not a part, and which is not carried on board of that unmanned aircraft;
- (33) 'Single European Sky airspace' means airspace above the territory to which the Treaties apply, as well as any other airspace where Member States apply Regulation (EC) No 551/2004 in accordance with Article 1(3) of that Regulation;
- (34) 'competent authority' or 'national competent authority' means the General Civil Aviation Authority (GCAA) of the United Arab Emirates (UAE);
- (34.a).G 'complex motor-powered aircraft' shall mean:
- (i) an aeroplane:
 - a. with a maximum certificated take-off mass exceeding 5 700 kg, or
 - b. certificated for a maximum passenger seating configuration of more than nineteen, or
 - c. certificated for operation with a minimum crew of at least two pilots, or
 - d. equipped with (a) turbojet engine(s) or more than one turboprop engine, or
 - (ii) a helicopter certificated:
 - a. for a maximum take-off mass exceeding 3 175 kg, or
 - b. for a maximum passenger seating configuration of more than nine, or
 - c. for operation with a minimum crew of at least two pilots, or
 - (iii) a tilt rotor aircraft;
- (34.b).G 'leisure pilot licence' also referred as Light aircraft pilot licence (LAPL) in Subpart B of CAR-FCL, shall be understood as a reference to the license covering non-commercial activities involving aircraft with a maximum certificated take off mass of 2 000 kg or less and which do not meet any of the criteria of complex motor-powered aircraft.



CHAPTER II - SUBSTANTIVE REQUIREMENTS

SECTION I - AIRWORTHINESS AND ENVIRONMENTAL PROTECTION

ARTICLE 4 - ESSENTIAL REQUIREMENTS

1. Aircraft referred to in point (b) of Article 2(1), other than unmanned aircraft, and their engines, propellers, parts and non-installed equipment shall comply with the essential requirements for airworthiness set out by the competent authority.
2. As regards noise and emissions, those aircraft and their engines, propellers, parts and non-installed equipment shall comply with the environmental protection requirements contained in Amendment 12 of Volume I, in Amendment 9 of Volume II, and in the initial issue of Volume III, all as applicable on 1 January 2018, of Annex 16 to the Chicago Convention.

SECTION II - AIRCREW

ARTICLE 5 - ESSENTIAL REQUIREMENTS

Pilots and cabin crew involved in the operation of aircraft referred to in point (b) of Article 2(1), other than unmanned aircraft, as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, shall comply with the essential requirements set out in Annex I.

ARTICLE 6 - PILOTS

1. Pilots shall be required to hold a pilot licence and a pilot medical certificate appropriate to the operation to be performed, except for situations in which the competent authority determines that, taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, such licences or medical certificates are not required.
2. The pilot licence referred to in paragraph 1 of this Article shall be issued upon application, when the applicant has demonstrated that he or she complies with the applicable licensing regulations prescribed by the competent authority to ensure compliance with the essential requirements referred to in Article 5.
3. The pilot medical certificate referred to in paragraph 1 of this Article shall be issued upon application, when the applicant has demonstrated that he or she complies with the applicable licensing regulations prescribed by the competent authority to ensure compliance with the essential requirements referred to in Article 5.
4. The pilot licence and the pilot medical certificate referred to in paragraph 1 of this Article shall specify the privileges granted to the pilot.
5. The pilot licence and pilot medical certificate may be amended to add or remove privileges, in accordance with the applicable licensing regulations prescribed by the competent authority.
6. The pilot licence or the pilot medical certificate referred to in paragraph 1 of this Article may be limited, suspended or revoked when the holder no longer complies with the rules and procedures for issuing and maintaining a licence or a medical certificate in accordance with the applicable licensing regulations prescribed by the competent authority.



7. Training and experience on aircraft not subject to this Regulation may be recognised for the purpose of obtaining the pilot licence referred to in paragraph 1 of this Article, in accordance with the applicable licensing regulations prescribed by the competent authority.

ARTICLE 7 - CABIN CREW

1. Cabin crew involved in commercial air transport operations shall be required to hold an attestation.
2. Taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, cabin crew involved in operations other than commercial air transport may also be required to hold an attestation, in accordance with the applicable licensing regulations prescribed by the competent authority.
3. The attestations referred to in paragraphs 1 and 2 of this Article shall be issued upon application, when the applicant has demonstrated that he or she complies with the applicable licensing regulations prescribed by the competent authority to ensure compliance with the essential requirements referred to in Article 5.
4. The attestations referred to in paragraphs 1 and 2 of this Article shall specify the privileges granted to the cabin crew. The attestations may be amended to add or remove privileges, in accordance with the applicable licensing regulations prescribed by the competent authority.
5. The attestations referred to in paragraphs 1 and 2 of this Article may be limited, suspended or revoked when the holder no longer complies with the rules and procedures for issuing or maintaining such attestation, in accordance with the applicable licensing regulations prescribed by the competent authority.
6. Before exercising their privileges, and at regular intervals thereafter, cabin crew shall be subject to a medical fitness assessment to ensure compliance with the essential requirements referred to in Article 5 on medical fitness, in accordance with the applicable licensing regulations prescribed by the competent authority.

ARTICLE 8 - TRAINING ORGANISATIONS AND AERO-MEDICAL CENTERS

1. An approval shall be required in respect of aero-medical centres.
2. An approval shall be required in respect of pilot training organisations and cabin crew training organisations, except for situations in which the competent authority determines that, taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, such approvals are not required.
3. The approvals referred to in paragraphs 1 and 2 of this Article shall be issued upon application, when the applicant has demonstrated that it complies with the applicable licensing and training organisation regulations prescribed by the competent authority to ensure compliance with the essential requirements referred to in Article 5.
4. The approvals referred to in paragraphs 1 and 2 of this Article shall specify the privileges granted to the organisation. Those approvals may be amended to add or remove privileges, in accordance with the applicable licensing and training organisation regulations prescribed by the competent authority.



5. The approvals referred to in paragraphs 1 and 2 of this Article may be limited, suspended or revoked when the holder no longer complies with the rules and procedures for issuing and maintaining such approval, in accordance with the applicable licensing and training organisation regulations prescribed by the competent authority.
6. When the competent authority determines that, taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, an approval referred to in paragraph 2 of this Article is not required, the pilot training organisation or a cabin crew training organisation may still be required to declare its capability, and the availability to it of the means, to discharge its responsibilities associated with the activities that it performs in compliance with the applicable licensing and training organisation regulations prescribed by the competent authority.

ARTICLE 9 - FLIGHT SIMULATION TRAINING DEVICES

1. A certificate shall be required in respect of each flight simulation training device used for the training of pilots, except for situations in which the competent authority determines that, taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, such certificates are not required.
2. The certificate referred to in paragraph 1 of this Article shall be issued upon application, when the applicant has demonstrated that the applicant and the device comply with the applicable synthetic training devices regulations prescribed by the competent authority to ensure compliance with the essential requirements referred to in Article 5.
3. The certificate referred to in paragraph 1 of this Article shall specify the functionalities of the device. The certificate may be amended to reflect changes to those functionalities, in accordance with the applicable synthetic training devices regulations prescribed by the competent authority.
4. The certificate referred to in paragraph 1 of this Article may be limited, suspended or revoked when the holder or the device no longer complies with the rules and procedures for issuing and maintaining such certificate, in accordance with the applicable synthetic training devices regulations prescribed by the competent authority.
5. Where the applicable synthetic training devices regulations so provide, the organisation responsible for the operation of the flight simulation training device shall be required to declare the compliance of the device with the essential requirements referred in Article 5 and with the detailed specifications established in accordance with the applicable synthetic training devices regulations prescribed by the competent authority.

ARTICLE 10 - INSTRUCTORS AND EXAMINERS

1. Persons responsible for providing flight training, flight simulation training, or for assessing pilots' skills, as well as aero-medical examiners, shall be required to hold a certificate, except for situations in which the competent authority determines that, taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, such certificates are not required.
2. Taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, persons responsible for providing cabin crew training or for assessing cabin crew skills may be required to hold a certificate, in accordance with the applicable licensing and training organisation regulations prescribed by the competent authority.



3. The certificates referred to in paragraphs 1 and 2 of this Article shall be issued upon application, when the applicant has demonstrated that he or she complies with the applicable licensing and training organisation regulations prescribed by the competent authority to ensure compliance with the essential requirements referred to in Article 5.
4. The certificates referred to in paragraphs 1 and 2 of this Article shall specify the privileges granted.

Those certificates may be amended to add or remove privileges, in accordance with the applicable licensing and training organisation regulations prescribed by the competent authority.
5. The certificates referred to in paragraphs 1 and 2 of this Article may be limited, suspended or revoked when the holder no longer complies with the rules and procedures for issuing and maintaining such certificates, in accordance with the applicable licensing and training organisation regulations prescribed by the competent authority.



SECTION III - AIR OPERATIONS

ARTICLE 11 - ESSENTIAL REQUIREMENTS

The operation of aircraft referred to in point (b) of Article 2(1), other than unmanned aircraft, shall comply with the essential requirements set out in Annex II and, if applicable, Annex IV, CAR Part IV, CAR PART VIII and CAR PART IX.

ARTICLE 12 - AIRCRAFT OPERATORS

1. In order to ensure compliance with the essential requirements referred to in Article 11, and taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, aircraft operators established, residing or with a principal place of business in the territory of the UAE may be required, in accordance with the applicable regulations for air operations prescribed by the competent authority, to:
 - (a) declare their capability, and the availability to them of the means, to discharge the responsibilities associated with the operation of aircraft in compliance with those applicable rules; or
 - (b) hold a certificate.
2. The certificate referred to in paragraph 1 of this Article shall be issued upon application, when the applicant has demonstrated that it complies with the applicable regulations for air operations prescribed by the competent authority adopted to ensure compliance with the essential requirements referred to in Article 11.
3. The certificate referred to in paragraph 1 of this Article shall specify the privileges granted to the aircraft operator. The certificate may be amended to add or remove privileges, in accordance with the applicable regulations for air operations prescribed by the competent authority.
4. The certificate referred to in paragraph 1 of this Article may be limited, suspended or revoked, when the holder no longer complies with the rules and procedures for issuing and maintaining such certificate, in accordance with the applicable regulations for air operations prescribed by the competent authority.
5. Taking into account the objectives and principles set out in Article 1, and in particular the nature and risk of the activity concerned, the aircraft operators referred to in paragraph 1 of this Article may be required, in accordance with the applicable regulations for air operations prescribed by the competent authority, to:
 - (a) meet specific requirements, when entering into code sharing agreements or lease agreements;
 - (b) meet specific requirements when operating an aircraft which is registered in a foreign country;
 - (c) establish a Minimum Equipment List (MEL) or equivalent document providing for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight.



6. The competent authority will ensure that the operation of aircraft into, within, or out of the UAE by an aircraft operator established, residing or with a principal place of business outside the territory of the UAE but for which the UAE carry out the functions and duties of the state of operator under the Chicago Convention, as well as the personnel and organisations involved in those operations, meet a level of safety which is equivalent to that established by this Regulation.
7. Where the applicable regulations for air operations so require , aircraft shall be equipped with the necessary safety-related equipment and instruments, including some or all of the following:
 - (a) flight recorders;
 - (b) means to track the position of the aircraft;
 - (c) means to recover flight recorder data in a timely manner in case of aircraft in distress by relying on real-time electronic communication or other appropriate technical solutions.



CHAPTER III - CERTIFICATION, OVERSIGHT AND ENFORCEMENT SYSTEM

ARTICLE 13 - CERTIFICATION, OVERSIGHT AND ENFORCEMENT

1. Reserved
2. To ensure compliance with the civil aviation regulations, the national competent authority will:
 - (a) receive and assess the applications made, and, where applicable, issue or renew certificates and receive declarations made to them, in accordance with Chapter II;
 - (b) perform oversight of holders of certificates, of natural and legal persons that made declarations, and of flight simulation training devices subject to this Regulation;
 - (c) conduct the necessary investigations, inspections, including ramp inspections, audits and other monitoring activities to identify possible infringements by legal or natural persons subject to this Regulation of the requirements set out in civil aviation regulations. In the event of a conflict or disagreement with principal specialist, inspector or representative of the competent authority, the individual or organization involved shall first attempt to resolve the conflict directly with principal specialist, inspector or representative. If the conflict or disagreement cannot be resolved directly, the individual or organization involved may escalate the issue in written to the next higher level within the competent authority.
 - (d) take all necessary enforcement measures, including amending, limiting, suspending or revoking certificates issued by them, grounding of aircraft and imposing penalties (when rendered possible), in order to terminate identified infringements;
 - (e) prohibit, limit or make subject to certain conditions the activities referred to in Chapter II, in the interest of safety;
 - (f) ensure an appropriate level of qualification of their staff involved in certification, oversight and enforcement tasks, including by providing adequate training.

ARTICLE 14 - VALIDITY OF CERTIFICATES AND DECLARATIONS

1. Certificates issued by the competent authority, and declarations made by natural and legal persons in accordance with the civil aviation regulations shall be subject to the rules, conditions and procedures laid down in such regulations and other administrative requirements and shall be valid for the period prescribed by the competent authority.
2. If the competent authority considers that a legal or a natural person to which a certificate has been issued or which has made a declaration no longer complies with the applicable requirements of the civil aviation regulations, the competent authority may take appropriate corrective action and safeguard measures, including limitation or suspension of the certificate.

From the date at which that corrective action and safeguard measures initiated, the certificate or declaration concerned may, by way of derogation from paragraph 1, no longer be valid.
3. In the event a certificate or a declaration was made invalid in accordance with paragraph 2 and once the implementation of the appropriate corrective action and safeguard measures achieve an acceptable level of safety, the competent authority may decide that the certificate or declaration concerned shall again be valid in accordance with paragraph 1.
4. This Article shall be without prejudice to the applicable foreign operator's regulations on



operators subject to an operating ban.

ARTICLE 15 - ACCEPTANCE OF FOREIGN-COUNTRY CERTIFICATION

1. The national competent authority may either issue the certificates provided for in the civil aviation regulations, on the basis of certificates issued in accordance with the laws of a foreign country, or accept certificates and other relevant documentation attesting compliance with civil aviation rules which were issued in accordance with the laws of a foreign country, where such possibility is provided for in:
 - (a) international agreements concerning the recognition of certificates concluded between the UAE and a foreign country;
 - (b) Reserved
2. In order to achieve and maintain confidence in the regulatory systems of foreign countries, the competent authority shall be authorised to conduct the necessary technical assessments and evaluations of the laws of foreign countries and of foreign aviation authorities. For the purpose of conducting such assessments and evaluations, the GCAA may conclude working arrangements.

ARTICLE 16 - QUALIFIED ENTITIES

1. The national competent authority may allocate its tasks related to certification and oversight under the civil aviation regulations to qualified entities that have been accredited as being compliant with the criteria set out in Annex III.

The national competent authority will establish a system for that accreditation and for the assessment of the compliance of qualified entities with those criteria, both at the moment of accreditation and continuously thereafter.
2. The national competent authority will amend, limit, suspend or revoke the accreditation of a qualified entity that they granted, when that entity no longer complies with the criteria set out in Annex III.
3. The national competent authority accrediting a qualified entity may grant it a privilege to issue, renew, amend, limit, suspend and revoke certificates, or to receive declarations, on behalf of the national competent authority. That privilege will be included in the scope of the accreditation.

The national competent authority may recognise, without further technical requirements or evaluation, accreditations of qualified entities granted by other agencies or national competent authorities.

However, the national competent authority shall not be obliged to use the full scope of the accreditation granted by another national competent authority or agencies, nor to use the full scope of the privileges granted.

ARTICLE 17 - SAFEGUARD PROVISIONS

1. The civil aviation regulations shall not prevent the competent authority from reacting immediately to an issue relating to civil aviation safety, where all of the following conditions have been met:
 - (a) The issue involves a serious risk to aviation safety and immediate action by the competent authority is required to address it;



- (b) it is not possible for the competent authority to adequately address the issue in compliance with the civil aviation regulations;
- (c) the action taken is proportionate to the severity of the issue.

ARTICLE 18 - FLEXIBILITY PROVISIONS

1. The competent authority may grant exemptions to any natural or legal person subject to this Regulation from the requirements applicable to that person pursuant to Chapter II, other than the essential requirements laid down in that Chapter, or to the applicable rules adopted on basis of that Chapter in the event of urgent unforeseeable circumstances affecting those persons or urgent operational needs of those persons, where all of the following conditions have been met:
 - (a) it is not possible to adequately address those circumstances or needs in compliance with the applicable requirements;
 - (b) safety and compliance with the applicable essential requirements are ensured, where necessary through the application of mitigation measures;
 - (c) Reserved; and
 - (d) the exemption is limited in scope and duration to the extent strictly necessary and it is applied in a non-discriminatory manner.



CHAPTER IV - ADDITIONAL PROVISIONS

ARTICLE 19 – TRANSITIONAL PROVISIONS

1. Transitional period:
 - (a) 2 years after the initial issue of this regulation at the latest, aircraft operators shall have adapted their management system, training programmes, procedures and manuals to be compliant with the relevant parts of this regulation.
 - (b) Operators shall inform the competent authority within 2 months from the date of entry into force if transitional period is used; describing reasons, duration and implementation programme.

ARTICLE 20 – ENTRY INTO FORCE

This Regulation shall come into force on the day it is published on the GCAA website.



ANNEX I

ESSENTIAL REQUIREMENTS FOR AIRCREW

1. PILOT TRAINING

1.1. General

A person undertaking training to fly an aircraft must be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.

1.2. Theoretical knowledge

A pilot must acquire and maintain a level of knowledge appropriate to the functions exercised on the aircraft and proportionate to the risks associated to the type of activity. Such knowledge must include at least the following:

- (a) air law;
- (b) aircraft general knowledge;
- (c) technical matters related to the category of the aircraft;
- (d) flight performance and planning;
- (e) human performance and limitations;
- (f) meteorology;
- (g) navigation;
- (h) operational procedures, including resource management;
- (i) principles of flight;
- (j) communications; and
- (k) non-technical skills, including the recognition and management of threats and errors.

1.3. Demonstration and maintenance of theoretical knowledge

- 1.3.1. The acquisition and retention of theoretical knowledge must be demonstrated by continuous assessment during training and, where appropriate, by examinations.
- 1.3.2. An appropriate level of competence in theoretical knowledge must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

1.4. Practical skill

A pilot must acquire and maintain the practical skills as appropriate to exercise his or her functions on the aircraft. Such skills must be proportionate to the risks associated to the type of activity and must cover, if appropriate to the functions exercised on the aircraft, the following:

- (a) pre-flight and in-flight activities, including aircraft performance, mass and balance determination, aircraft inspection and servicing, fuel/energy planning, weather appreciation, route planning, airspace restrictions and runway availability;



- (b) aerodrome and traffic-pattern operations;
- (c) collision avoidance precautions and procedures;
- (d) control of the aircraft by external visual reference;
- (e) flight manoeuvres, including in critical situations, and associated 'upset' manoeuvres, as technically achievable;
- (f) normal and cross-wind take-offs and landings;
- (g) flight by reference solely to instruments, as appropriate to the type of activity;
- (h) operational procedures, including team skills and resource management, as appropriate to the type of operation, whether single or multi-crew;
- (i) navigation and implementation of rules of the air and related procedures, using as appropriate, visual reference or navigation aids;
- (j) abnormal and emergency operations, including simulated aircraft equipment malfunctions;
- (k) compliance with air traffic services and communications procedures;
- (l) aircraft type or class specific aspects;
- (m) additional practical skill training that may be required to mitigate risks associated with specific activities; and
- (n) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

1.5. Demonstration and maintenance of practical skill

1.5.1. A pilot must demonstrate the ability to perform the procedures and manoeuvres with a degree of competence appropriate to the functions exercised on the aircraft, by:

- (a) operating the aircraft within its limitations;
- (b) exercising good judgement and airmanship;
- (c) applying aeronautical knowledge;
- (d) maintaining control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured; and
- (e) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

1.5.2. An appropriate level of competence in practical skill must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

1.6. Language Proficiency

A pilot must have language proficiency to a degree appropriate to the functions exercised on the aircraft. Such proficiency shall include:

- (a) the ability to understand weather information documents;



- (b) the use of aeronautical en-route, departure and approach charts and associated aeronautical information documents; and
- (c) the ability to communicate with other flight crew and air navigation services during all phases of flight, including flight preparation, in the language used for radio communications involved in the flight.

1.7. Flight simulation training devices

When a flight simulation training device (FSTD) is used for training, or for demonstration that practical skill is acquired or maintained, this FSTD must meet a given level of performance in those areas, which are relevant to completing the related task. In particular, the replication of configuration, handling qualities, aircraft performance, and systems behaviour must adequately represent the aircraft.

1.8. Training course

1.8.1. Training must be executed through a training course.

1.8.2. A training course must meet the following conditions:

- (a) a syllabus must be developed for each type of course; and
- (b) the training course must comprise a breakdown of theoretical knowledge and practical flight instruction (including synthetic training), if applicable.

1.9. Instructors

1.9.1. Theoretical instruction

Theoretical instruction must be given by appropriately qualified instructors. They must:

- (a) have appropriate knowledge in the field where instruction is to be given; and
- (b) be capable of using appropriate instructional techniques.

1.9.2. Flight and flight simulation instruction

Flight and flight simulation instruction must be given by appropriately qualified instructors, who have the following qualifications:

- (a) meet the theoretical knowledge and the experience requirements appropriate for the instruction being given;
- (b) be capable of using appropriate instructional techniques;
- (c) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;
- (d) have demonstrated the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction; and
- (e) receive regular refresher training to ensure that the instructional standards are maintained up to date.

Flight instructors conducting training in aircraft must also be entitled to act as pilot in command on the aircraft for which instruction is being given, except for training on new aircraft types.



1.10. Examiners

Persons responsible for assessing the skill of pilots must:

- (a) meet the requirements for flight or flight simulation instructors; and
- (b) be capable of assessing pilot performance and conducting flight tests and checks.

2. EXPERIENCE REQUIREMENTS – PILOTS

A person acting as flight crew member, instructor or examiner must acquire and maintain sufficient experience for the functions being exercised, unless the civil aviation regulations provide for competence to be demonstrated in accordance with point 1.5.

3. MEDICAL FITNESS – PILOTS

3.1. Medical criteria

3.1.1. All pilots must periodically demonstrate medical fitness to satisfactorily execute their functions, taking into account the type of activity. Compliance must be shown by appropriate assessment based on aero-medical best practice, taking into account the type of activity and the possible mental and physical degradation due to age.

Medical fitness, comprising physical and mental fitness, means not suffering from any disease or disability, which makes the pilot unable:

- (a) to execute the tasks necessary to operate an aircraft;
- (b) to perform assigned duties at any time; or
- (c) to perceive correctly his or her environment.

3.1.2. Where medical fitness is not fully demonstrated, mitigation measures that provide equivalent flight safety may be implemented.

3.2. Aero-medical examiners

An aero-medical examiner must:

- (a) be qualified and licensed in the practice of medicine;
- (b) have received training in aviation medicine and regular refresher training in aviation medicine to ensure that assessment standards are maintained up to date; and
- (c) have acquired practical knowledge and experience with regard to the conditions in which pilots carry out their duties.

3.3. Aero-medical centres

Aero-medical centres must meet the following conditions:

- (a) have all the means necessary for the scope of responsibilities associated with their privileges. Those means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (b) as appropriate for the type of activity undertaken and the size of the organisation, implement and maintain a management system to ensure compliance with the essential requirements set out in this Annex, manage safety risks and aim for continuous improvement of this system; and
- (c) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with those requirements.



4. CABIN CREW MEMBERS

4.1. General

Cabin crew members must:

- (a) be trained and checked on a regular basis to attain and maintain an adequate level of competency in order to perform their assigned safety duties; and
- (b) be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by appropriate assessment based on aero-medical best practice.

4.2. Training course

4.2.1. When appropriate for the type of operation or privileges, training must be executed through a training course.

4.2.2. A training course must meet the following conditions:

- (a) a syllabus must be developed for each type of course; and
- (b) the training course must comprise a breakdown of theoretical knowledge and practical instruction (including synthetic training), if applicable.

4.3. Cabin Crew Instructors

Instruction must be given by appropriately qualified instructors. Those instructors must:

- (a) have appropriate knowledge in the field where instruction is to be given;
- (b) be capable of using appropriate instructional techniques; and
- (c) receive regular refresher training to ensure that the instructional standards are maintained up to date.

4.4. Cabin crew Examiners

Persons responsible for examination of cabin crew must:

- (a) meet the requirements for cabin crew instructors; and
- (b) be capable of assessing cabin crew performance and conducting examinations.

5. TRAINING ORGANISATIONS

A training organisation providing pilot or cabin crew training must meet the following requirements:

- (a) have all the means necessary for the scope of responsibilities associated with their activity. Those means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (b) as appropriate for the training provided and the size of the organisation, the organisation must implement and maintain a management system to ensure compliance with the essential requirements set out in this Annex, manage safety risks, including risks related to deterioration in the standard of training, and aim for continuous improvement of this system; and
- (c) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with those requirements.



ANNEX II

ESSENTIAL REQUIREMENTS FOR AIR OPERATIONS

1. GENERAL

- 1.1. A flight must not be performed if the crew members and, as appropriate, all other operations personnel involved in its preparation and execution are not familiar with applicable laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes planned to be used and the air navigation facilities relating thereto.
- 1.2. A flight must be performed in such a way that the operating procedures specified in the Flight Manual or, where required the Operations Manual, for the preparation and execution of the flight are followed.
- 1.3. Before every flight, the roles and duties of each crew member must be defined. The pilot in command must be responsible for the operation and safety of the aircraft and for the safety of all crew members, passengers and cargo on board.
- 1.4. Articles or substances, which are capable of posing a significant risk to health, safety, property or the environment, such as dangerous goods, weapons and ammunition, must not be carried on any aircraft, unless specific safety procedures and instructions are applied to mitigate the related risks.
- 1.5. All necessary data, documents, records and information to record the respect of the conditions specified in point 5.3 must be retained for each flight and kept available and protected against unauthorised modification for a minimum period of time compatible with the type of operation.

2. FLIGHT PREPARATION

A flight must not be commenced unless it has been ascertained by reasonable means available that all the following conditions are complied with:

- (a) adequate facilities directly required for the flight and for the safe operation of the aircraft, including communication facilities and navigation aids, are available for the execution of the flight, taking into account available Aeronautical Information Services documentation;
- (b) the crew must be familiar with and passengers informed of the location and use of relevant emergency equipment. Sufficient information, related to the operation and specific to the equipment installed, regarding emergency procedures and use of cabin safety equipment must be made available to crew and passengers;
- (c) the pilot in command must be satisfied that:
 - (i) the aircraft is airworthy as specified in point 6;
 - (ii) if required, the aircraft is duly registered and that appropriate certificates with respect thereto are aboard the aircraft;
 - (iii) instruments and equipment as specified in point 5 required for the execution of that flight are installed in the aircraft and are operative, unless waived by the applicable MEL or equivalent document;
 - (iv) the mass of the aircraft and centre of gravity location are such that the flight can be conducted within limits prescribed in the airworthiness documentation;



- (v) all cabin baggage, hold luggage and cargo is properly loaded and secured; and
- (vi) the aircraft operating limitations as specified in point 4 will not be exceeded at any time during the flight;
- (d) information regarding meteorological conditions for departure, destination and, where applicable, alternate aerodromes, as well as en-route conditions, must be available to the flight crew. Special attention must be given to potentially hazardous atmospheric conditions;
- (e) appropriate mitigation measures or contingency plans must be in place to deal with potentially hazardous atmospheric conditions expected to be encountered in flight;
- (f) for a flight based on visual flight rules, meteorological conditions along the route to be flown must be such as to render compliance with those flight rules possible. For a flight based on instrument flight rules a destination and where applicable alternate aerodrome(s) where the aircraft can land must be selected, taking into account in particular the forecasted meteorological conditions, the availability of air navigation services, the availability of ground facilities and the instrument flight procedures approved by the State in which the destination and/or alternate aerodrome is located;
- (g) the amount of fuel/energy for propulsion and consumables on board must be sufficient to ensure that the intended flight can be completed safely, taking into account the meteorological conditions, any element affecting the performance of the aircraft and any delays that are expected in flight. In addition, a fuel/energy reserve must be carried to provide for contingencies. Procedures for in-flight fuel/energy management must be established when relevant.

3. FLIGHT OPERATIONS

With regard to flight operations, all the following conditions must be complied with:

- (a) where relevant for the type of aircraft, during take-off and landing, and whenever deemed necessary by the pilot in command in the interest of safety, each crew member must be seated at their crew station and must use the provided restraint systems;
- (b) where relevant for the type of aircraft, all flight crew members required to be on flight deck duty must be and remain at their station, with their seatbelts fastened except en-route for physiological or operational needs;
- (c) where relevant for the type of aircraft and the type of operation, before take-off and landing, during taxiing and whenever deemed necessary in the interest of safety, the pilot in command must ensure that each passenger is properly seated and secured;
- (d) a flight must be performed in such a way that appropriate separation from other aircraft is maintained and that adequate obstacle clearance is ensured, during all phases of the flight. Such separation must at least be those required by the applicable rules of the air, as appropriate to the type of operation;
- (e) a flight must not be continued unless known conditions continue to be at least equivalent to those in point 2. Furthermore, for a flight based on instrument flight rules, an approach toward an aerodrome must not be continued below certain specified heights or beyond a certain position, if prescribed visibility criteria are not met;
- (f) in an emergency, the pilot in command must ensure that all passengers are instructed in such emergency action as may be appropriate to the circumstances;



- (g) a pilot in command must take all necessary measures so as to minimise the consequences on the flight of disruptive passenger behaviour;
- (h) an aircraft must not be taxied on the movement area of an aerodrome, or its rotor must not be turned under power, unless the person at the controls is appropriately competent;
- (i) the applicable in-flight fuel/energy management procedures must be used, when relevant.

4. AIRCRAFT PERFORMANCE AND OPERATING LIMITATIONS

- 4.1. An aircraft must be operated in accordance with its airworthiness documentation and all related operating procedures and limitations as expressed in its approved flight manual or equivalent documentation, as the case may be. The flight manual or equivalent documentation must be available to the crew and kept up to date for each aircraft.
- 4.2. Notwithstanding point 4.1, for operations with helicopters a momentary flight through the limiting height velocity envelope may be permitted, provided that safety is ensured.
- 4.3. The aircraft must be operated in accordance with the applicable environmental documentation.
- 4.4. A flight must not be commenced or continued unless the aircraft's scheduled performance, considering all factors which significantly affect its performance level, allows all phases of flight to be executed within the applicable distances/areas and obstacle clearances at the planned operating mass. Performance factors which significantly affect take-off, en-route and approach/landing are, particularly:
 - (a) operating procedures;
 - (b) pressure altitude of the aerodrome;
 - (c) weather conditions (temperature, wind, precipitation and visual range);
 - (d) size, slope and condition of the take-off/landing area; and
 - (e) the condition of the airframe, the power plant or the systems, taking into account possible deterioration.
- 4.5. Such factors must 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, as appropriate to the type of operation.

5. INSTRUMENTS, DATA AND EQUIPMENT

- 5.1. An aircraft must be equipped with all navigation, communication and other equipment necessary for the intended flight, taking account of air traffic regulations and rules of the air applicable during any phase of the flight.
- 5.2. When relevant, an aircraft must be equipped with all necessary safety, medical, evacuation and survival equipment, taking account of the risks associated to the areas of operation, the routes to be flown, the flight altitude and the duration of the flight.
- 5.3. All data necessary for the execution of the flight by the crew must be updated and available on board the aircraft taking account of applicable air traffic regulations, rules of the air, flight altitudes and areas of operation.



6. CONTINUING AIRWORTHINESS AND ENVIRONMENTAL COMPATIBILITY OF PRODUCTS

- 6.1. The aircraft must not be operated unless:
 - (a) the aircraft is airworthy and in a condition for safe and environmentally compatible operation;
 - (b) the operational and emergency equipment necessary for the intended flight is serviceable;
 - (c) the airworthiness document and, if applicable, the noise certificate of the aircraft is valid; and
 - (d) the maintenance of the aircraft is performed in accordance with the applicable requirements.
- 6.2. Before each flight or a series of consecutive flights, the aircraft must be inspected, through a pre-flight check, to determine whether it is fit for the intended flight.
- 6.3. The aircraft must not be operated unless it is released to service by qualified persons or organisations, after maintenance. The signed release to service must contain in particular, the basic details of the maintenance carried out.
- 6.4. Records necessary to demonstrate the airworthiness and environmental compatibility status of the aircraft must be kept, and protected against, unauthorised modification for the period of time corresponding to the applicable continuing airworthiness requirements, until the information contained has been superseded by new information equivalent in scope and detail but in any event not less than 24 months.
- 6.5. All modifications and repairs must comply with the essential requirements for airworthiness and, if applicable, the environmental compatibility of products. The substantiating data supporting compliance with the airworthiness requirements and requirements for the environmental compatibility of products must be retained and protected against unauthorised modification.
- 6.6. It is the responsibility of the aircraft operator to ensure that a third party performing the maintenance complies with the operator's safety and security requirements.

7. CREW MEMBERS

- 7.1. The number and composition of the crew must be determined taking into account:
 - (a) the certification limitations of the aircraft, including if applicable, the relevant emergency evacuation demonstration;
 - (b) the aircraft configuration; and
 - (c) the type and duration of operations.
- 7.2. The pilot in command must have the authority to give all commands and take any appropriate actions for the purpose of securing the operation and the safety of the aircraft and of persons and/or property carried therein.
- 7.3. In an emergency situation, which endangers the operation or the safety of the aircraft and/or persons on board, the pilot in command must take any action he/she considers necessary in the interest of safety. When such action involves a violation of local regulations or procedures, the pilot in command must be responsible for notifying the appropriate local authority without delay.



- 7.4. Without prejudice to point 8.12, when other persons are carried on board, emergency or abnormal situations may only be simulated if those persons have been duly informed and are aware of the associated risks before boarding the flight.
- 7.5. No crew member must allow their task achievement/decision making to deteriorate to the extent that flight safety is endangered because of the effects of fatigue, taking into account, inter alia, fatigue accumulation, sleep deprivation, number of sectors flown, night duties or time zone changes. Rest periods must provide sufficient time to enable crew members to overcome the effects of the previous duties and to be well rested by the start of the following flight duty period.
- 7.6. A crew member must not perform allocated duties when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes.

8. ADDITIONAL REQUIREMENTS FOR COMMERCIAL AIR TRANSPORT AND OTHER OPERATIONS SUBJECT TO A CERTIFICATION OR DECLARATION REQUIREMENT PERFORMED WITH AEROPLANES, HELICOPTERS OR TILT ROTOR AIRCRAFT EXCLUDING NON-COMMERCIAL OPERATIONS WITH OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT

- 8.1. The operation must not be undertaken unless the following conditions are met:
 - (a) the aircraft operator must have directly or through agreements with third parties the means necessary for the scale and scope of the operations. Those means comprise but are not limited to the following: aircraft, facilities, management structure, personnel, equipment, documentation of tasks, responsibilities and procedures, access to relevant data and record keeping;
 - (b) the aircraft operator must use only suitably qualified and trained personnel and implement and maintain training and checking programmes for the crew members and other relevant personnel that are necessary to ensure the currency of their certificates, ratings and qualifications;
 - (c) as appropriate for the type of activity undertaken and the size of the organisation, the aircraft operator must implement and maintain a management system to ensure compliance with the essential requirements set out in this Annex, manage safety risks and aim for continuous improvement of this system. Such system shall consider contracted activities in particular groundhandling activities referred in Annex IV
 - (d) the aircraft operator shall establish an occurrence reporting system, as part of the management system under point (c), in order to contribute to the aim of continuous improvement of the safety.
- 8.2. The operation must only be undertaken in accordance with an aircraft operator's operations manual. Such manual must contain all necessary instructions, information and procedures for all aircraft operated and for operations personnel to perform their duties. Limitations applicable to flight time, flight duty periods and rest periods for crew members must be specified. The operations manual and its revisions must be compliant with the approved flight manual and be amended as necessary.
- 8.3. The aircraft operator shall establish procedures, as appropriate, so as to minimise the consequences to safe flight operations of disruptive passenger behaviour.



- 8.4. The aircraft operator must develop and maintain security programmes adapted to the aircraft and the type of operation including particularly:
 - (a) security of the flight crew compartment;
 - (b) aircraft search procedure checklist;
 - (c) training programmes; and
 - (d) protection of electronic and computer systems to prevent intentional and non-intentional system interference and corruption.
- 8.5. When security measures may adversely affect the safety of operations, the risks must be assessed and appropriate procedures developed to mitigate safety risks, this may necessitate the use of specialist equipment.
- 8.6. The aircraft operator must designate one pilot amongst the flight crew as the pilot in command.
- 8.7. The prevention of fatigue must be managed through a fatigue management system. For a flight, or series of flights, such a system needs to address flight time, flight-duty periods, duty and adapted rest periods. Limitations established within the fatigue management system must take into account all relevant factors contributing to fatigue such as, in particular, number of sectors flown, time-zone crossing, sleep deprivation, disruption of circadian cycles, night hours, positioning, cumulative duty time for given periods of time, sharing of allocated tasks between crew members, and also the provision of augmented crews.
- 8.8. The aircraft operator must ensure that the tasks specified in point 6.1 and those described in points 6.4 and 6.5 are controlled by an organisation responsible for the continuing airworthiness management that must meet requirements of CAR-M or CAR-ML as appropriate.
- 8.9. The aircraft operator must ensure that the release to service required by point 6.3 is issued by an organisation qualified for the maintenance of products, parts and not-installed equipment. This organisation shall meet the requirements of CAR-M or CAR-ML as appropriate.
- 8.10. The organisation referred to in 8.8 shall establish an organisation manual providing, for use and guidance of personnel concerned, a description of all continuing airworthiness procedures of the organisation.
- 8.11. A checklist system must be available for use, as applicable, by crew members in all phases of operation of the aircraft under normal, abnormal and emergency conditions and situations. Procedures must be established for any reasonably foreseeable emergency situation.
- 8.12. Emergency or abnormal situations must not be simulated when passengers or cargo are being carried.



ANNEX III

ESSENTIAL REQUIREMENTS FOR QUALIFIED ENTITIES

1. The qualified entity, its Director and the staff responsible for carrying out the certification and oversight tasks, may not be involved, either directly or as authorised representatives, in the design, production, marketing or maintenance of the products, parts, non-installed equipment, constituents or systems or in their operations, service provision or use. This does not exclude the possibility of an exchange of technical information between the involved organisations and the qualified entity.

The first subparagraph shall not prevent an organisation created with the aim of promoting aerial sport or leisure aviation from being eligible for accreditation as a qualified entity, on condition that it demonstrates to the satisfaction of the accrediting authority that it has put in place adequate arrangements for the prevention of conflict of interest.

2. The qualified entity and the staff responsible for the certification and oversight tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive of any type, in particular of a financial type, which could affect their judgement and decisions or the results of their certification and oversight tasks, in particular from persons or groups of persons affected by those results.
3. The qualified entity must employ staff and possess the means required to perform adequately the technical and administrative tasks linked with the certification and oversight process; it shall also have access to the equipment needed for exceptional checks.
4. The qualified entity and its staff responsible for investigation must have:
 - (a) sound technical and vocational training, or sufficient expertise gained through experience of relevant activities;
 - (b) satisfactory knowledge of the requirements of the certification and oversight tasks they carry out and adequate experience of such processes;
 - (c) the ability required to draw up statements, records and reports to demonstrate that the certification and oversight tasks have been carried out.
5. The impartiality of the staff responsible for certification and oversight tasks must be guaranteed. Their remuneration must not depend on the number of investigations carried out or on the results of such investigations.
6. The qualified entity must take out liability insurance unless its liability is assumed by the State.
7. The staff of the qualified entity must observe professional secrecy with regard to all information acquired in carrying out their tasks under the civil aviation regulations.



ANNEX IV

ESSENTIAL REQUIREMENTS FOR GROUNDHANDLING SERVICES

1. GROUNDHANDLING SERVICES

1.1. Responsibilities of the groundhandling services provider

The provider of groundhandling service is responsible for the safe operation of its activities at the aerodrome. The responsibilities of the provider are as follows:

- (a) the provider shall have all the means necessary to ensure safe provision of service at the aerodrome. Those means shall include, but are not limited to, facilities, personnel, equipment and material;
- (b) the provider shall comply with the procedures contained in the aerodrome manual, including those in relation to movements of its vehicles, equipment and personnel and the risk related to aerodrome operations in winter, at night and in adverse weather conditions;
- (c) the provider shall provide the groundhandling services in accordance with the procedures and instructions of the aircraft operator it serves;
- (d) the provider shall ensure that manuals for the operation and maintenance of groundhandling equipment are available, applied in practice and cover operation, maintenance and repair instructions, servicing information, troubleshooting and inspection procedures;
- (e) the provider shall use only adequately trained and qualified personnel and shall ensure the implementation and maintenance of training and checking programmes to ensure the continuing competence of all relevant personnel;
- (f) the provider shall ensure that its personnel is physically and mentally fit to execute their functions satisfactorily, taking into account the type of activity and in particular its potential safety and safety-related security impact.

1.2. Management systems

- 1.2.1. As appropriate for the type of activity undertaken and the size of the organisation, the provider shall implement and maintain a management system to ensure compliance with the essential requirements set out in this Annex, manage safety risks and to aim for continuous improvement of this system. Such system shall be coordinated with the management system of the aerodrome operator and aircraft operator.
- 1.2.2. The provider shall establish an occurrence reporting system as part of the management system under point 1.2.1 in order to contribute to the aim of continuous improvement of safety. Without prejudice to other reporting obligations, the provider shall transmit all occurrences to the reporting system of the aerodrome operator, the aircraft operator and, if relevant, to that of the air traffic service provider.
- 1.2.3. The provider shall develop a groundhandling service manual and operate in accordance with that manual. Such manual shall contain all necessary instructions, information and procedures for the service, the management system and for service personnel to perform their duties.



ANNEX V

ESSENTIAL REQUIREMENTS FOR USE OF THE AIRSPACE

1. USE OF THE AIRSPACE

- 1.1. All aircraft, excluding those engaged in the activities referred to in Article 2(3)(a), in all phases of flight or on the movement area of an aerodrome, shall be operated in accordance with common general operating rules and any applicable procedure specified for the use of airspace.
- 1.2. All aircraft, excluding those engaged in the activities referred to in Article 2(3)(a), shall be equipped with the required constituents and operated accordingly.