



GOVERNMENT OF INDIA  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 8 – AIRCRAFT OPERATIONS**  
**SERIES 'O' PART III**  
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**Subject: Operation of General Aviation Aeroplanes**

## **1. INTRODUCTION**

- 1.1 This CAR lays down provisions for an aircraft operation other than commercial air transport operation or an aerial work operation for aeroplanes registered in India and engaged in general aviation and lays down the minimum operational, equipment and instrument requirements.
- 1.2 This CAR has been issued under the provision of Rule 29 and Rule 133A of the Aircraft Rules 1937, for adoption of the minimum operational, equipment and instrument requirement of ICAO as per Annex 6 Part II upto Amendment 35
- 1.3 This CAR is issued in supersession of CAR Section 8 Series 'O' Part III, Issue I, Revision 3 dated 14th November 2014.

## **2. APPLICABILITY**

- 2.1 The provisions of CAR are applicable to Indian registered aeroplanes engaged in general aviation which include aeroplanes to general Aviation such as certified in private or passenger category for *state governments*, corporate business houses, individual owner(s) or when such aeroplanes are not engaged in commercial air transport operations and aerial work.
- 2.2 The Section 2 of this CAR is applicable to all the general aviation operations of aeroplanes and Section 3 adds additional requirements when general aviation operations are conducted with the following:
  - a) Aeroplanes with a maximum certificated take-off mass exceeding 5700 kg;  
or

- b) Aeroplanes equipped with one or more turbine engines; or
- c) Aeroplanes with a seating configuration of more than 9 passenger's seats.

The above applicability does not preclude a general aviation operator from satisfying the requirements of Section "3" where it may be to the operator's advantage or in the interest of safety.

## SECTION 1 GENERAL

### 1.1 DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for the operation of aeroplanes in international general aviation, they have the following meanings:

**Acts of unlawful interference.** These are acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.:

- unlawful seizure of aircraft in flight,
- unlawful seizure of aircraft on the ground,
- hostage-taking on board an aircraft or on aerodromes,
- forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

**Aerial work.** An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

**Aerodrome.** A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

**Aerodrome operating minima.** The limits of usability of an aerodrome for:

- a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
- b) landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.
- c) landing in approach and landing operations with vertical guidance, expressed

in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and

- d) 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.

**Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

**Aircraft.** 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.

**Air traffic service (ATS).** 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).

**Airworthy.** The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

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

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

*Note.— The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.*

**Altimetry system error (ASE).** 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.

**Area navigation (RNAV).** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or spaced-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

*Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.*

**Cabin crew member.** A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

**Combined vision system (CVS).** A system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS).

**Commercial air transport operation.** An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

**Continuing airworthiness.** The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

**Continuous descent final approach (CDFA).** A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft.) above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.

**Corporate aviation operation.** The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.

**Dangerous goods.** 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.

*Note.— Dangerous goods are classified in accordance with “Carriage of Dangerous Goods” Rules, 2003.*

**Decision altitude (DA) or decision height (DH).** A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

*Note 1.— Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.*

*Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.*

*Note 3.— For convenience where both expressions are used they may be written in the form “decision altitude/height” and abbreviated “DA/H”.*

**Electronic flight bag (EFB).** An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.

**Emergency locator transmitter (ELT).** 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. An ELT may be any of the following:

*Automatic fixed ELT (ELT(AF)).* An automatically activated ELT which is permanently attached to an aircraft.

*Automatic portable ELT (ELT(AP)).* An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.

*Automatic deployable ELT (ELT(AD)).* An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.

*Survival ELT (ELT(S)).* An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

**Engine.** A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

**Enhanced vision system (EVS).** A system to display electronic real-time images of the external scene achieved through the use of image sensors.

*Note.— EVS does not include night vision imaging systems (NVIS).*

**Extended flight over water.** A flight operated over water at a distance of more than 93 km (50 NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.

**Final approach segment (FAS).** That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

**Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

**Flight manual.** A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.

**Flight plan.** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

**Flight recorder.** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

*Automatic deployable flight recorder (ADFR).* A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.

**Flight simulation training device.** Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

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

*A flight procedures trainer*, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

*A basic instrument flight trainer*, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

**Flight time — Aeroplanes.** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

*Note.— Flight time as here defined is synonymous with the term “block to block” time 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.*

**General aviation operation.** An aircraft operation other than a commercial air transport operation or an aerial work operation.

**Head-up display (HUD).** A display system that presents flight information into the pilot's forward external field of view.

**Industry codes of practice.** Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.

*Note.— Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 6, Part II, and make available, for the industry codes of practice, their sources and how they may be obtained.*

**Instrument approach operations.** An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

- a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

- a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

*Note.*— *Lateral and vertical navigation guidance refers to the guidance provided either by:*

- *a ground-based radio navigation aid; or*
- *computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.*

*Note.*—*Specified minima for visual Meteorological conditions are contained in CAR, Section –8, Series ‘C’ Part –I*

**Instrument approach procedure (IAP).** A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows: *Non-precision approach (NPA) procedure.* An instrument approach procedure designed for 2D instrument approach operations Type A.

*Note.*— *Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory vertical navigation (VNAV) guidance calculated by on-board equipment (see PANSOPS (Doc 8168), Volume I, Part I, Section 4, Chapter 1, 1.8.1) are considered 3D instrument approach operations.*

*CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168), Volume I, Part I, Section 4, Chapter 1, 1.7 and 1.8.*

**Approach procedure with vertical guidance (APV).** A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.

**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.

*Note.*— *Refer to Section 2, Chapter 2.2, 2.2.2.2.2, for instrument approach operation types.*

**Instrument meteorological conditions (IMC).** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

*Note.*—*Specified minima for visual Meteorological conditions are contained CAR, Section –8, Series ‘C’ Part –I*

**Isolated aerodrome.** A destination aerodrome for which there is no destination

alternate aerodrome suitable for a given aeroplane type.

**Large aeroplane.** An aeroplane of a maximum certificated take-off mass of over 5700 kg.

**Maintenance.** The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

**Maintenance programme.** A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.

**Maintenance release.** A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.

**Meteorological information.** Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

**Minimum descent altitude (MDA) or minimum descent height (MDH).** A specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference.

*Note 1.— Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft.) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.*

*Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.*

*Note 3.— For convenience when both expressions are used they may be written in the form "minimum descent altitude/height" and abbreviated "MDA/H".*

**Navigation specification.** A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:

**Required navigation performance (RNP) specification.** 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.



*Area navigation (RNAV) specification.* 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.

*Note 1.— The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II contains detailed guidance on navigation specifications and CAR Section 8 Series S Part IV. Performance Based Navigation (PBN) – Aircraft Airworthiness, Operational and Flight Crew Training Requirements for Required Navigation Performance (RNP)/ Area Navigation (RNAV).*

*Note 2.— The term RNP, previously defined as “a statement of the navigation performance necessary for operation within a defined airspace”, has been removed from this CAR as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this CAR is now solely used in the context of navigation specifications that require performance monitoring and alerting, e.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on-board performance monitoring and alerting that are detailed in Doc 9613.*

**Night.** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by DGCA.

*Note.— 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.*

**Obstacle clearance altitude (OCA) or obstacle clearance height (OCH).** 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.

*Note 1.— Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approach procedures to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft.) below the aerodrome elevation. An obstacle clearance height for a circling approach procedure is referenced to the aerodrome elevation.*

*Note 2.— For convenience when both expressions are used they may be written in the form “obstacle clearance altitude/height” and abbreviated “OCA/H”.*

**Operating base.** The location from which operational control is exercised.

*Note.— An operating base is normally the location where personnel involved in the operation of the aeroplane work and the records associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.*

**Operational control.** The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

**Operational flight plan.** 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.** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

**Operator.** The person, organization or enterprise engaged in or offering to engage in an aircraft operation.

*Note.* — *In the context of this CAR, the operator is not engaged in the transport of passengers, cargo or mail for remuneration or hire.*

**Performance-based communication (PBC).** Communication based on performance specifications applied to the provision of air traffic services.

*Note.*— *An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*

**Performance-based navigation (PBN).** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

*Note.*— *Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.*

**Performance-based surveillance (PBS).** Surveillance based on performance specifications applied to the provision of air traffic services.

*Note.*— *An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*

**Pilot-in-command.** The pilot designated by the operator or the owner as being in command and charged with the safe conduct of a flight.

**Point of no return.** The last possible geographic point at which an aircraft can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight.

**Psychoactive substances.** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

**Repair.** The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate

airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.

**Required communication performance (RCP) specification.** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.

**Required surveillance performance (RSP) specification.** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.

**Runway visual range (RVR).** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

**State of Registry.** The State on whose register the aircraft is entered.

*Note.— In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).*

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

**Synthetic vision system (SVS).** A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.

**Target level of safety (TLS).** A generic term representing the level of risk which is considered acceptable in particular circumstances.

**Total vertical error (TVE).** The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).

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

*Note.— The specified minima are contained in CAR, Section –8, Series ‘C’ Part –I*

## 1.2 APPLICABILITY

The Standards and Recommended Practices contained in this CAR shall be applicable to international general aviation operations with aeroplanes as described in Section 2 and Section 3.

*Note — Section 2 of this CAR applies to all international general aviation aeroplane operations, including those covered in Section 3. Section 3 adds additional requirements for large aeroplanes, turbojet aeroplanes and corporate aviation operations.*

The requirements detailed in this section are applicable to all general aviation operation of aeroplanes.

*Note. — The above applicability does not preclude a general aviation operator from satisfying the requirements of Section “3” where it may be to the operator’s advantage or in the interest of safety*

## **2.1 GENERAL**

*Note 1.— Although the Convention on International Civil Aviation allocates to the DGCA certain functions which that State is entitled to discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the DGCA may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by the operator of another State and that the Convention may not adequately specify the rights and obligations of the State of the operator in such instances until such time as Article 83 bis of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the DGCA finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the DGCA that can more adequately be discharged by the State of the Operator. It was understood that pending entry into force of Article 83 bis of the Convention the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the DGCA or any third State. However, as Article 83 bis of the Convention entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States which have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions established in Article 83 bis.*

*Note 2.— In the case of international operations effected jointly with aeroplanes not all of which are registered in the same Contracting State, nothing in this Part prevents the States concerned entering into an agreement for the joint exercise of the functions placed upon the DGCA by the provisions of the relevant Annexes and CARs*

### **2.1.1 Compliance with laws, regulations and procedures**

*Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II.*

2.1.1.1 The pilot-in-command shall comply with the laws, regulations and procedures of those States in which operations are conducted.

2.1.1.2 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. The pilot-in-command shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.

*Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*

2.1.1.3 The pilot-in-command shall have responsibility for operational control.

*Note.— The rights and obligations of a State with respect to the operation of aeroplanes registered in that State are not affected by this provision.*

2.1.1.4 4 If an emergency situation which endangers the safety of the aeroplane or persons necessitates the taking of action which involves a violation of regulations or procedures, the pilot-in-command / operator shall notify the nearest Air Safety office of DGCA without delay in accordance with the procedure as prescribed in CAR, Section 5, Series 'C', Part-I. In the event such emergency situation occurs outside India, the pilot-in command shall notify the appropriate local authority without delay and if required by the State in which the incident occurs, the pilot-in-command shall also submit a report of the occurrence on any such violation to the appropriate authority of such State. The pilot-incommand shall submit a copy of the occurrence to the DGCA marked attention of Director of Air Safety (Hqrs) with a copy endorsed to the Regional Air Safety Office where the aeroplane is normally based. Such reports shall be submitted within 48 hours.

2.1.1.5 the language used for aeronautical radiotelephony communications as specified in CAR Section 7 Series G Part III

## **2.1.2 Dangerous goods**

*Note.— Provisions for carriage of dangerous goods are contained in the Aircraft (Carriage of Dangerous Goods) Rules, 2003.*

## **2.1.3 Use of psychoactive substances**

Note. — Provisions concerning the use of psychoactive substances are contained in Rule 24 of the Aircraft Rules, 1937.

## **2.1.4 Specific approvals**

The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the DGCA. Specific

approvals shall follow the layout and contain at least the information listed in Appendix 2.4.

## 2.2 FLIGHT OPERATIONS

### 2.2.1 Operating facilities

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 and/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.

*Note.— “Reasonable means” in this Standard 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.*

### 2.2.2 Operational management

#### 2.2.2.1 Operating instructions — general

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:

- a) has been duly authorized by the owner or in the case where it is leased the lessee, or a designated agent;
- b) is fully competent to taxi the aeroplane;
- c) is qualified to use the radio if radio communications are required; and
- d) has received 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.

#### 2.2.2.2 Aerodrome operating minima

2.2.2.2.1 The pilot-in-command shall establish aerodrome operating minima in accordance with criteria specified by the DGCA, for each aerodrome to be used in operations. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State.

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

*Note 1.— Operational credit includes:*

- a) for the purposes of an approach ban (2.2.4.1.2), a minima below the aerodrome operating minima;*
- b) reducing or satisfying the visibility requirements; or*
- c) requiring fewer ground facilities as compensated for by airborne capabilities.*

*Note 2.— Guidance on operational credit for aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS and CVS is contained in Attachment 2.B and in the Manual of All-Weather Operations (Doc 9365).and OC 18 of 2014.*

*Note 3.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the Manual of All-Weather Operations (Doc 9365) and OC 18 of 2014.*

2.2.2.2.2 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:

- Type A: a minimum descent height or decision height at or above 75 m (250 ft.); and
- Type B: a decision height below 75 m (250 ft.). Type B instrument approach operations are categorized as:
  - 1) Category I (CAT I): a decision height not lower than 60 m (200 ft.) and with either a visibility not less than 800 m or a runway visual range not less than 550 m;
  - 2) Category II (CAT II): a decision height lower than 60 m (200 ft.) but not lower than 30 m (100 ft.) and a runway visual range not less than 300 m;
  - 3) Category IIIA (CAT IIIA): a decision height lower than 30 m (100 ft.) or no decision height and a runway visual range not less than 175 m;
  - 4) Category IIIB (CAT IIIB): a decision height lower than 15 m (50 ft.) or no decision height and a runway visual range less than 175 m but not less than 50 m; and
  - 5) Category IIIC (CAT IIIC): no decision height and no runway visual range limitations.

*Note 1.— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most demanding category*

*(e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation*

*with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).*

*Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation, the required visual reference is the runway environment.*

*Note 3.— Guidance on approach classification as it relates to instrument approach operations, procedures, runways and navigation systems is contained in the Manual of All-Weather Operations (Doc 9365).*

2.2.2.2.3 The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions.

*Note.— For guidance on applying a continuous descent final approach (CDFA) flight technique on non-precision approach procedures, refer to PANS-OPS (Doc 8168), Volume I, Part I, Section 4, Chapter 1, paragraph 1.7.*

2.2.2.2.4 The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.

### 2.2.2.3 Passengers

2.2.2.3.1 The pilot-in-command shall ensure that passengers are made familiar with the location and use of:

- a) Seat belts;
- b) Emergency exits;
- c) Life jackets, if the carriage of life jackets is prescribed;
- d) Oxygen dispensing equipment if the use of oxygen is anticipated; and
- e) Other emergency equipment provided for individual use, including passenger emergency briefing cards.

2.2.2.3.2 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.

2.2.2.3.3 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.

2.2.2.3.4 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 shall be secured in their seats by means of the seat belts or harnesses provided.

### 2.2.3 Flight preparation

2.2.3.1 A flight shall not be commenced until the pilot-in-command is satisfied that:

- a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;
- b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;
- c) any necessary maintenance has been performed in accordance with Chapter 2.6;
- d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
- e) any load carried is properly distributed and safely secured; and
- f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.

2.2.3.2 The pilot-in-command should 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 conditions and intended take-off technique.

#### 2.2.3.3 Flight planning

Before commencing a flight the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include:

- a) a study of available current weather reports and forecasts; and
- b) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

*Note 1.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as an alternate, than for the same aerodrome when planned as that of intended landing.*

*Note 2.— The requirements for flight plans are contained in CAR Section 9 Series C Part I — Rules of the Air and Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).*

#### 2.2.3.4 Meteorological conditions

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

2.2.3.4.2 A flight to be conducted in accordance with the instrument flight rules shall not:

- a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and
- b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 2.2.3.5, 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.

2.2.3.4.3 The DGCA shall establish criteria to be used for the estimated time of use of an aerodrome including a margin of time.

*Note.— A widely accepted time margin for “estimated time of use” is one hour before and after the earliest and latest time of arrival. Additional considerations can be found in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).*

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

2.2.3.4.5 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. 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.

*Note.— Guidance material is given in the Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640).*

2.2.3.5 Alternate aerodromes

*Destination alternate aerodromes*

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:

- 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:
  - 1) the approach and landing may be made under visual meteorological conditions; and
  - 2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or
- b) the aerodrome of intended landing is isolated and:
  - 1) a standard instrument approach procedure is prescribed for the aerodrome of intended landing;
  - 2) a point of no return has been determined; and
  - 3) a flight shall not be 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:
    - I. a cloud base of at least 300 m (1 000 ft.) above the minimum associated with the instrument approach procedure; and
    - II. visibility of at least 5.5 km (3 NM) or of 4 km (2 NM) more than the minimum associated with the instrument approach procedure.

*Note.— Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.*

#### 2.2.3.6 Fuel and oil requirements

2.2.3.6.1 A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight.

The amount of fuel to be carried must permit:

- a) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is not required in accordance with 2.2.3.5, 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
- 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

- 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
- 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.

*Note 1.— Nothing in 2.2.3.6 precludes amendment of a flight plan in flight in order to replan the flight to another aerodrome, provided that the requirements of 2.2.3.6 can be complied with from the point where the flight is replanned.*

*Note 2.— Guidance on planning operations to isolated aerodromes is contained in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).*

2.2.3.6.2 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.

2.2.3.7 Refuelling with passengers on board

2.2.3.7.1 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.

2.2.3.7.2 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 2.2.3.7.1.

*Note 1.— The provisions of 2.2.3.7.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.*

*Note 2.— Provisions concerning aircraft refuelling are contained in CAR Section 4 Series B Part I, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.*

*Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*

*Note 4.— Provisions concerning aircraft refuelling and safe refuelling practices are contained in Rule 25A of the Aircraft Rules, 1937 and CAR section 2, Series H, Part II*

2.2.3.8 Oxygen supply

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.

*Note 1.— Guidance on the carriage and use of oxygen is given in Appendix 2.5.*

*Note 2.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure are as follows:*

<i>Absolute pressure</i>	<i>Metres</i>	<i>Feet</i>
<i>700 hPa</i>	<i>3 000</i>	<i>10 000</i>
<i>620 hPa</i>	<i>4 000</i>	<i>13 000</i>
<i>376 hPa</i>	<i>7 600</i>	<i>25 000</i>

## **2.2.4 In-flight procedures**

### **2.2.4.1 Aerodrome operating minima**

2.2.4.1.1 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 accordance with 2.2.2.2.

2.2.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft.) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima.

*Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*

2.2.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft.) above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.

*Note.— Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, midpoint and stop-end) used to determine*

*whether operating minima are or are not met. Where RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified by State criteria.*

- 2.2.4.2 Weather reporting by pilots When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible

**Note: Above Para 2.2.4.2 will stand deleted from 5<sup>th</sup> Nov 2020 and replaced by Para 2.2.4.2 below.**

- 2.2.4.2 Meteorological and operational observations by pilots.

- 2.2.4.2.1 When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.

*Note.— The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in CAR Section 9 Series M Part I, the PANS-ATM (Doc 4444) and the appropriate Regional Supplementary Procedures (Doc 7030).*

- 2.2.4.2.2 The pilot-in-command should report runway braking action when the runway braking action encountered is not as good as reported.

*Note.— The procedures for making special air-reports regarding runway braking action are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444), Chapter 4, and Appendix 1, Instructions for air-reporting by voice communication*

- 2.2.4.3 Hazardous flight conditions

Hazardous flight conditions encountered, other than those associated with meteorological conditions, should be reported to the appropriate aeronautical station as soon as possible. The reports so rendered should give such details as may be pertinent to the safety of other aircraft.

- 2.2.4.3.A Aeroplane operating procedures for landing performance

**Note— Para 2.2.4.3.A will become applicable from 5<sup>th</sup> Nov 2020**

An approach to land should not be continued below 300 m (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.

*Note 1.— The procedures for using runway surface condition information on board aircraft are contained in the PANS-Aerodromes (Doc 9981) and in the performance section of the aeroplane flight manual, and for aeroplanes certificated in accordance with Annex 8, Part IIIB, the Aeroplane Performance Manual (Doc 10064).*

*Note 2.— Guidance on development of aeroplane performance information for aeroplanes certificated in accordance with Annex 8, Part IIIB is contained in the Aeroplane Performance Manual (Doc 10064)*

2.2.4.4 Flight Crew members at duty stations.

2.2.4.4.1 *Take-off and landing.* All flight crew members required to be on flight deck duty shall be at their stations.

2.2.4.4.2 *En route.* 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.

2.2.4.4.3 *Seat belts.* All flight crew members shall keep their seat belts fastened when at their stations.

2.2.4.4.4 *Safety harness.* 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; 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.

*Note.— Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*

2.2.4.5 Use of oxygen

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 2.2.3.8.

2.2.4.6 Safeguarding of cabin crew and passengers in pressurized aeroplanes in the event of loss of pressurization

Cabin crew should 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 should have such means of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency. Passengers should 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.

*Note.— It is not envisaged that cabin crew will always be able to provide assistance to passengers during emergency descent procedures which may be required in the event of loss of pressurization.*

2.2.4.7 In-flight fuel management

2.2.4.7.1 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it 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.

2.2.4.7.2 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, or other air traffic delays, may result in landing with less than the planned final reserve fuel.

*Note.— 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, or air traffic delays, 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.*

2.2.4.7.3 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.

*Note 1.— The planned final reserve fuel refers to the value calculated in 2.2.3.6 and is the minimum amount of fuel required upon landing at any aerodrome.*

*Note 2.— The words “MAYDAY FUEL” describe the nature of the distress conditions as required in CAR Section 9 Series D Part, 5.3.2.1.1, b) 3).*

2.2.4.8 Instrument approach procedures

2.2.4.8.1 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.

2.2.4.8.2 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.

*Note 1.— See 2.2.2.2.1 for instrument approach operation classifications.*

*Note 2.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS, Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS, Volume II.*

*Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons (see 2.1.1.1).*



## **2.2.5 Duties of pilot-in-command**

2.2.5.1 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.

2.2.5.2 The pilot-in-command shall be responsible for ensuring that a flight:

- a) will not be commenced if 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.

2.2.5.3 The pilot-in-command shall be responsible for notifying DGCA and 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.

*Note.— A definition of the term “serious injury” is contained in CAR, Section 5, Series ‘C’, Part I.*

## **2.2.6 Cabin baggage (take-off and landing)**

The pilot-in-command shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is securely stowed.

## **2.3 AEROPLANE PERFORMANCE**

### **OPERATING LIMITATIONS**

#### **2.3.1 General**

2.3.1.1 An aeroplane shall be operated:

- a. in compliance with the terms of its airworthiness certificate or equivalent approved document;
- b. within the operating limitations prescribed by the certificating authority of the DGCA; and
- c. if applicable, within the mass limitations imposed by compliance with the applicable noise certification Standards in CAR Section 6 Series C Part II, 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.

2.3.1.2 Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certificating authority of the DGCA for visual presentation, shall be displayed in the aeroplane.

2.3.1.3 The pilot-in-command shall determine that aeroplane performance will permit the take-off and departure to be carried out safely.

## 2.4 AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

*Note.— Specifications for the provision of aeroplane communication and navigation equipment are contained in PARA 2.5*

### 2.4.1 General

In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be acceptable to the DGCA.

### 2.4.2 Aeroplanes on all flights

2.4.2.1 An aeroplane shall be equipped with instruments which will enable the flight crew to control the flight path of the aeroplane, carry out any required procedural manoeuvres and observe the operating limitations of the aeroplane in the expected operating conditions.

2.4.2.2 An aeroplane shall be equipped with or carry on board:

- a. an accessible first-aid kit;
- b. portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in:
  - 1) the pilot's compartment; and
  - 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew;

*Note.— Refer to 2.4.2.3 for fire extinguishing agents.*

- c) 1) a seat or berth for each person over an age to be determined by the DGCA; and
  - 2) a seat belt for each seat and restraining belts for each berth;
- d) the following manuals, charts and information:
  - 1) the flight manual or other documents or information concerning any operating limitations prescribed for the aeroplane by the certificating authority of the DGCA, required for the application of Chapter 2.3;

- 2) any specific approval issued by the DGCA, if applicable, for the operation(s) to be conducted;
  - 3) current and suitable charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
  - 4) procedures, as prescribed in CAR Section 9, Series C, Part I for pilots-in-command of intercepted aircraft;
  - 5) visual signals for use by intercepting and intercepted aircraft, as contained in CAR Section 9 Series C Part I ; and
  - 6) the journey log book for the aeroplane;
- e) where the aeroplane is fitted with fuses that are accessible in flight, spare electrical fuses of appropriate ratings for replacement of those fuses.

2.4.2.3 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall:

- a. meet the applicable minimum performance requirements of the DGCA; and
- b. not be of a type listed in the 1987 *Montreal Protocol on Substances that Deplete the Ozone Layer* as it appears in the Eighth Edition of the *Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer*, Annex A, Group II.

*Note.— Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1 — New Technology Halon Alternatives and FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.*

2.4.2.4 *Aeroplanes on all flights should be equipped with the ground-air signal codes for search and rescue purposes.*

2.4.2.5 *Aeroplanes on all flights should be equipped with a safety harness for each flight crew member seat.*

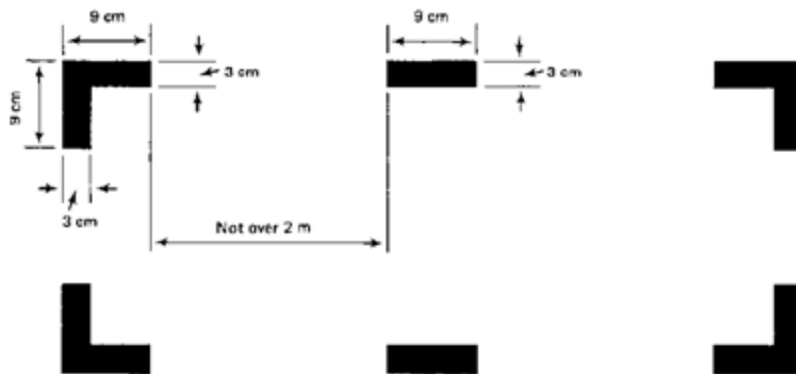
*Note.-- Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*

2.4.2.6 Marking of break-in points

2.4.2.6.1 If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.

2.4.2.6.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm  $\times$  3 cm shall be inserted so that there is no more than 2 m between adjacent markings.

*Note.— This Standard does not require any aeroplane to have break-in areas.*



#### MARKING OF BREAK-IN POINTS (see 2.4.2.6)

### 2.4.3 All aeroplanes operated as VFR flights

2.4.3.1 All aeroplanes when operated as VFR flights shall be:

- a) equipped with a means of measuring and displaying:
  1. magnetic heading;
  2. barometric altitude;
  3. indicated airspeed;
- b) equipped with, or shall carry, a means of measuring and displaying time in hours, minutes and seconds; and
- c) equipped with such additional equipment as may be prescribed by the appropriate authority.

2.4.3.2 *VFR flights which are operated as controlled flights should be equipped in accordance with 2.4.7.*

### 2.4.4 Aeroplanes on flights over water

#### 2.4.4.1 Seaplanes

Seaplanes for all flights shall be equipped with:

- a) one life jacket, or equivalent individual floatation device, for each person on board, stowed in a position readily accessible from the seat or berth;
- b) equipment for making the sound signals prescribed in the *International Regulations for Preventing Collisions at Sea*, where applicable;
- c) one anchor; and

d) one sea anchor (drogue), when necessary to assist in manoeuvring.

*Note.— “Seaplanes” includes amphibians operated as seaplanes.*

#### 2.4.4.2 Landplanes

##### *Single-engined landplanes*

##### *All single-engined landplanes:*

- a. *when flying en route over water beyond gliding distance from the shore; or*
- b. *when taking off or landing at an aerodrome where, in the opinion of the pilot-in-command, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching; should carry one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.*

*Note.— “Landplanes” includes amphibians operated as landplanes.*

#### 2.4.4.3 Aeroplanes on extended flights over water

2.4.4.3.1 All aeroplanes operated on extended flights over water shall be equipped with, at a minimum, one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.

2.4.4.3.2 The pilot-in-command of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The pilot-in-command shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the pilot-in-command shall, in addition to the equipment required in 2.4.4.3.1, ensure that the aeroplane is equipped with:

- a. life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and
- b. equipment for making the distress signals described in CAR Section 9 Series C Part I.

#### **2.4.5 Aeroplanes on flights over designated land areas**

Aeroplanes, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving

equipment (including means of sustaining life) as may be appropriate to the area overflown.

#### **2.4.6 Aeroplanes on high altitude flights**

2.4.6.1 Aeroplanes intended to be operated at high altitudes shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 2.2.3.8.

2.4.6.2 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1990 Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization

2.4.6.3 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1990. *Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa should be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.*

#### **2.4.7 All aeroplanes operated in accordance with the instrument flight rules**

All aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be:

a) equipped with a means of measuring and displaying:

- 1) magnetic heading (standby compass);
- 2) barometric altitude;
- 3) indicated airspeed, with a means of preventing malfunctioning due to either condensation or icing;
- 4) turn and slip;
- 5) aircraft attitude;
- 6) stabilized aircraft heading;

*Note.— The requirements of 4), 5) and 6) may be met by combinations of instruments or by integrated flight director systems provided that the safeguards against total failure, inherent in the three separate instruments, are retained.*

- 7) whether the supply of power to the gyroscopic instruments is adequate;
- 8) the outside air temperature;
- 9) rate-of-climb and descent;

a) equipped with, or shall carry, a means of measuring and displaying time in hours, minutes and seconds; and

- b) equipped with such additional instruments or equipment as may be prescribed by the appropriate authority.

#### **2.4.8 Aeroplanes when operated at night**

Aeroplanes, when operated at night, shall be equipped with:

- a. the equipment specified in 2.4.7; and
- b. the lights required by CAR, Section C, Series C Part I, for aircraft in flight or operating on the movement area of an aerodrome;
- c. *Note.— Specifications for lights meeting the requirements of CAR Section 9 Series C Part I. General characteristics of lights are specified in Annex 8.*
  - c. a landing light;
  - d. illumination for all flight instruments and equipment that are essential for the safe operation of the aeroplane that are used by the flight crew;
  - e. lights in all passenger compartments; and
  - f. an independent portable light for each crew member station.

#### **2.4.9 Aeroplanes complying with the noise certification Standards in Annex 16, Volume I**

An aeroplane shall carry a document attesting noise certification as per CAR, Section 2, Series 'X' Part VII.

*Note.— The attestation may be contained in any document, carried on board, approved by the DGCA.*

#### **2.4.10 Mach number indicator**

Aeroplanes with speed limitations expressed in terms of Mach number shall be equipped with a means of displaying Mach number.

#### **2.4.11 Aeroplanes required to be equipped with ground proximity warning systems (GPWS)**

Aeroplanes so defined in CAR, Section 2, Series 'I', Part 'VII' shall be fitted with Ground Proximity Warning System (GPWS).

#### **2.4.12 Emergency locator transmitter (ELT)**

2.4.12.1 *All aeroplanes should carry an automatic ELT.*

2.4.12.2 Except as provided for in 2.4.12.3, all aeroplanes shall be equipped with at least one ELT of any type.

2.4.12.3 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.

2.4.12.4 ELT equipment carried to satisfy the requirements of 2.4.12.1, 2.4.12.2 and

2.4.12.3 shall operate in accordance with the relevant provisions of Section 9 Series D Part IV.

*Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft, and associated floatable life-support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.*

#### **2.4.13 Aeroplanes required to be equipped with a pressure-altitude reporting transponder**

2.4.13.1 Aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the CAR, Section 2 Series I, Part VIII and CAR Section 2, Series R, Part IV

2.4.13.2 Aeroplanes operating as VFR flights shall be equipped with a pressure altitude reporting transponder which operates in accordance with the relevant provision of CAR, Section 2, Series 'R', Part 'IV'.

Unless exempted by the appropriate authorities, aeroplanes operating as VFR flights shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provision of CAR Section 9 Series D Part V 10.

*Note.— These provisions are intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services.*

#### **2.4.14 Microphones**

*When operating under the instrument flight rules all flight crew members required to be on flight deck duty should communicate through boom or throat microphones below the transition level/altitude.*

#### **2.4.15 Aeroplanes equipped with automatic landing systems, a head-up display (HUD) or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS)**

2.4.15.1 Where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, criteria for the use of such systems for the safe operation of an aeroplane shall be established by the DGCA.

*Note.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the Manual of All-Weather Operations (Doc 9365). And OC 18 of 2014*



2.4.15.2 In establishing operational criteria for the use of automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, the DGCA shall ensure that:

- a) the equipment meets the appropriate airworthiness certification requirements;
- b) the operator/owner has carried out a safety risk assessment associated with the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS;
- c) the operator/owner has established and documented the procedures for the use of, and training requirements for, automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS.

*Note 1.— Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).*

*Note 2.— Guidance on establishing operational criteria is contained in Attachment 2.B and Operations Circular 18 of 2014.*

#### **2.4.16 Flight recorders**

The operators shall comply with the requirements given in CAR Section 2 Series 'I' Part V and VI for installation of FDR (Flight Data Recorder) and CVR (Cockpit Voice recorder) as the case may be or the combination recorder (FDR/CVR).

#### **2.4.17 Electronic flight bags (EFBs)**

*Note.— Guidance on EFB equipment, functions and establishing criteria for their operational use is contained in the Manual on Electronic Flight Bags (EFBs) (Doc 10020). And OC 5 of 2014*

##### **2.4.17.1 EFB equipment**

Where portable EFBs are used on board an aeroplane, the pilot-in-command and/or the operator/owner shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.

##### **2.4.17.2 EFB functions**

2.4.17.2.1 Where EFBs are used on board an aeroplane the pilot-in-command and/or the owner/operator shall:

- a. assess the safety risk(s) associated with each EFB function;
- b. establish the procedures for the use of, and training requirements for, the device and each EFB function; and
- c. ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.

*Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).*

2.4.17.2.2 The DGCA has established criteria for the operational use of EFB functions to be used for the safe operation of aeroplanes in Operations Circular No 5 of 2014

2.4.17.3 EFB operational criteria

In establishing operational criteria for the use of EFBs, the DGCA shall ensure that:

- a. the EFB equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements;
- b. the operator/owner has assessed the risks associated with the operations supported by the EFB function(s);
- c. the operator/owner has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);
- d. the operator/owner has established and documented procedures for the management of the EFB function(s) including any databases it may use; and
- e. the operator/owner has established and documented the procedures for the use of, and training requirements for, the EFB function(s).

*Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).*

## **2.5 AEROPLANE COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT**

### **2.5.1 Communication equipment**

2.5.1.1 An aeroplane to be operated in accordance with the instrument flight rules or at night shall be provided with radio communication equipment. Such equipment shall be capable of conducting two-way communication with those aeronautical stations and on those frequencies prescribed by the appropriate authority/DGCA.

*Note.— The requirements of 2.5.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*

2.5.1.2 When compliance with 2.5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.

2.5.1.3 An aeroplane to be operated in accordance with VFR, but as a controlled flight, shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way

communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority/DGCA.

2.5.1.4 An aeroplane to be operated on a flight to which the provisions of 2.4.4.3.1 or 2.4.5 apply shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority/DGCA.

2.5.1.5 The radio communication equipment required in accordance with 2.5.1.1 to 2.5.1.4 shall provide for communication on the aeronautical emergency frequency 121.5 MHz.

2.5.1.6 For operations where communication equipment is required to meet an RCP specification for *performance based communication* (PBC), an aeroplane shall, in addition to the requirements specified in 2.5.1.1 to 2.5.1.5:

- a. be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s);
- b. have information relevant to the aeroplane RCP specification capabilities listed in the flight manual or other aeroplane documentation approved by the DGCA; and
- c. where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane RCP specification capabilities included in the MEL.

*Note.— Information on the performance-based communication and surveillance (PBCS) concept and guidance material on its implementation are contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).*

2.5.1.7 The DGCA shall establish criteria for operations where an RCP specification for PBC has been prescribed.

2.5.1.8 In establishing criteria for operations where an RCP specification for PBC has been prescribed, the DGCA shall require that the operator/owner establish:

- a. normal and abnormal procedures, including contingency procedures;
- b. flight crew qualification and proficiency requirements, in accordance with the appropriate RCP specifications;
- c. a training programme for relevant personnel consistent with the intended operations; and
- d. appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RCP specifications.

2.5.1.9 The DGCA shall ensure that, in respect of those aeroplanes mentioned in 2.5.1.6, adequate provisions exist for:

- a. receiving the reports of observed communication performance issued by monitoring programmes established in accordance with Section 9 Series E Part I, Chapter 3, 3.3.5.2; and
- b. taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RCP specification(s).

## 2.5.2 Navigation equipment

2.5.2.1 An aeroplane shall be provided with navigation equipment which will enable it to proceed:

- a. in accordance with its flight plan; and
- b. in accordance with the requirements of air traffic services; except when, if not so precluded by the DGCA, navigation for flights under VFR is accomplished by visual reference to landmarks.

2.5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition to the requirements specified in 2.5.2.1:

- a. be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and
- b. be authorized by the DGCA for such operations Note.— Information on performance-based navigation, and guidance concerning the implementation and operational approval process, are contained in the CAR, Section 8, Series 'S', Part 'IV' and OPS circulars 6 to 14 of 2014 related to PBN
- c. have information relevant to the aeroplane navigation specification capabilities listed in the flight manual or other aeroplane documentation approved by the DGCA; and
- d. where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane navigation specification capabilities included in the MEL.

*Note.— Guidance on aeroplane documentation is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).*

2.5.2.3 The DGCA shall establish criteria for operations where a navigation specification for PBN has been prescribed.

2.5.2.4 In establishing criteria for operations where a navigation specification for PBN has been prescribed, the DGCA shall require that the operator/owner establish:

- a. normal and abnormal procedures including contingency procedures;
- b. flight crew qualification and proficiency requirements, in accordance with the appropriate navigation specifications;

- c. training for relevant personnel consistent with the intended operations; and
- d. appropriate maintenance procedures to ensure continued airworthiness, in accordance with the appropriate navigation specifications.

*Note 1.— Guidance on safety risks and mitigations for PBN operations, in accordance with Annex 19, are contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).*

*Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures.*

Note. 3— The prescribed minimum navigation performance specifications and the procedures governing their application are given in the CAR, Section 8, Series 'S', Part 'III'.

2.5.2.5 The DGCA shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications.

*Note.— Guidance on specific approvals for PBN authorization required (AR) navigation specifications is contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).*

2.5.2.6 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which:

- a) Continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and
- b) has been authorized by the DGCA for the MNPS operations concerned.

*Note.1— The prescribed minimum navigation performance specifications and the procedures governing their application are given in the CAR, Section 8, Series 'S', Part 'III'.*

*Note.2— The prescribed minimum navigation performance specifications and the procedures governing their application are published in the Regional Supplementary Procedures (Doc 7030).*

2.5.2.7 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1 000 ft.) is applied between FL 290 and FL 410 inclusive, an aeroplane:

- a) shall be provided with equipment which is capable of:
  - 1) indicating to the flight crew the flight level being flown;
  - 2) automatically maintaining a selected flight level;
  - 3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed  $\pm 90$  m (300 ft.); and

4) automatically reporting pressure-altitude;

- b) shall be authorized by the DGCA for operation in the airspace concerned; and
- c) shall demonstrate a vertical navigation performance in accordance with Appendix 2.2.

2.5.2.8 Prior to granting the RVSM approval required in accordance with 2.5.2.7

b), DGCA shall be satisfied that:

- a. the vertical navigation performance capability of the aeroplane satisfies the requirements specified in Appendix 2.2;
- b. the owner/operator has instituted appropriate procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and
- c. the owner/operator has instituted appropriate flight crew procedures for operations in RVSM airspace.

*Note.— An RVSM approval is valid globally on the understanding that any operating procedures specific to a given region will be stated in the operations manual or appropriate crew guidance.*

2.5.2.9 The DGCA shall ensure that, in respect of those aeroplanes mentioned in 2.5.2.7, adequate provisions exist for:

- a) receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with CAR Section 9 Series E Part I, 3.3.5.1; and
- b) taking immediate corrective action for individual aircraft, or aircraft type groups, identified in such reports as not complying with the height-keeping requirements for operation in airspace where RVSM is applied.

2.5.2.10 The DGCA that has issued an RVSM approval to an owner/operator shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the owner/operator have their height keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an owner/operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.

*Note.— Monitoring data from any regional monitoring programme established in accordance with CAR Section 9 Series E Part I, 3.3.5.2, may be used to satisfy the requirement.*

2.5.2.11 DGCA is responsible for airspace where RVSM has been implemented, or to issue RVSM approvals to operators within India. Where an aircraft is operating without the approval in Indian airspace, and where an operator for whom DGCA has regulatory oversight responsibility is found to be operating without the required approval in the airspace of another State, DGCA may take

appropriate action in respect of aircraft and operators found to be operating in RVSM airspace without a valid RVSM approval.

*Note — Guidance material relating to the approval for operation in RVSM airspace is contained in the Manual on a 300 m (1 000 ft.) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

2.5.2.12 The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 2.5.2.1 and where applicable 2.5.2.2, 2.5.2.6 and 2.5.2.7.

*Note 1.— This requirement may be met by means other than the duplication of equipment.*

*Note 2.— Guidance material relating to aircraft equipment necessary for flight in airspace where a 300 m (1 000 ft.) VSM is applied above FL 290 is contained in the Manual on a 300 m (1 000 ft.) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

2.5.2.13 On flights in which it is intended to land in instrument meteorological conditions, an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance for each aerodrome at which it is intended to land in instrument meteorological conditions and for any designated alternate aerodromes.

### **2.5.3 Surveillance equipment**

2.5.3.1 An aeroplane shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.

2.5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition to the requirements specified in 2.5.3.1:

- a. be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s);
- b. have information relevant to the aeroplane RSP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or DGCA; and
- c. where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane RSP specification capabilities included in the MEL.

*Note 1.— Information on surveillance equipment is contained in the Aeronautical Surveillance Manual (Doc 9924).*

*Note 2.— Information on RSP specifications for performance-based surveillance is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).*

2.5.3.3 The DGCA shall establish criteria for operations where an RSP specification for PBS has been prescribed.

2.5.3.4 In establishing criteria for operations where an RSP specification for PBS has been prescribed, the DGCA shall require that the operator/owner establish:

- a. normal and abnormal procedures, including contingency procedures;
- b. flight crew qualification and proficiency requirements, in accordance with appropriate RSP specifications;
- c. a training programme for relevant personnel consistent with the intended operations; and
- d. appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RSP specifications.

2.5.3.5 The DGCA shall ensure that, in respect of those aeroplanes mentioned in 2.5.3.2, adequate provisions exist for:

- a. receiving the reports of observed surveillance performance issued by monitoring programmes established in accordance with CAR Section 9 Series E Part I, Chapter 3, 3.3.5.2; and
- b. taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RSP specification(s).

## **2.6 AEROPLANE MAINTENANCE**

*Note 1.— For the purpose of this chapter “aeroplane” includes: engines, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.*

*Note 2.— Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).*

*Note 3.— States are encouraged to conduct a risk assessment when approving a maintenance programme not based on the type certificate holder’s maintenance recommendations.*

### **2.6.1 Owner’s maintenance responsibilities**

2.6.1.1 The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that, in accordance with procedures acceptable to the DGCA:



- a. the aeroplane is maintained in an airworthy condition;
- b. the operational and emergency equipment necessary for an intended flight is serviceable; and
- c. the certificate of airworthiness of the aeroplane remains valid.

2.6.1.2 The owner or the lessee shall not operate the aeroplane unless it is maintained and released to service under a system acceptable to the DGCA.

2.6.1.3 When the maintenance release is not issued by an approved maintenance organization in accordance with , 8.7, the person signing the maintenance release shall be licensed in accordance with Rule 61 of Aircraft Rules,1937.

2.6.1.4 The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the DGCA.

## **2.6.2 Maintenance records**

2.6.2.1 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 2.6.2.2:

- a. the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components;
- b. the current status of compliance with all applicable mandatory continuing airworthiness information;
- c. appropriate details of modifications and repairs;
- 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;
- e. the current status of the aeroplane's compliance with the maintenance programme; and
- f. the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.

2.6.2.2 The records in 2.6.2.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service and the records in 2.6.2.1 f) for a minimum period of one year after the signing of the maintenance release.

2.6.2.3 In the event of a temporary change of owner or lessee, the records shall be made available to the new owner or lessee. In the event of any permanent change of owner or lessee, the records shall be transferred to the new owner or lessee.

*Note 1. — Maintenance records or related documents, other than a valid certificate of airworthiness, need not be carried in the aeroplane during international flights.*

*Note 2. — In the context of 2.6.2.3, a judgement on what should be considered as a temporary change of owner or lessee will need to be made by the DGCA in the light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.*

### **2.6.3 Modifications and repairs**

All modifications and repairs shall comply with airworthiness requirements acceptable to the DGCA. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

### **2.6.4 Maintenance release**

2.6.4.1 A maintenance release shall be completed and signed, as prescribed by the DGCA, to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the DGCA.

2.6.4.2 A maintenance release shall contain a certification including:

- a. basic details of the maintenance performed;
- b. the date such maintenance was completed;
- c. when applicable, the identity of the approved maintenance organization; and
- d. the identity of the authorized person or persons signing the release.

## **2.7 AEROPLANE FLIGHT CREW**

### **2.7.1 Composition of the flight crew**

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.

### **2.7.2 Qualifications**

2.7.2.1 The pilot-in-command shall:

- a. ensure that each flight crew member holds a valid licence issued by the DGCA, or if issued by another Contracting State, rendered valid by the DGCA;
- b. ensure that flight crew members are properly rated; and
- c. be satisfied that flight crew members have maintained competency.

2.7.2.2 The pilot-in-command of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision.

*Note 1.— Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment A to Part III, Section 3, Chapter 3.*

*Note 2.— Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:*

- a. *possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or*
- b. *possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or*
- c. *a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.*

## **2.8 MANUALS, LOGS AND RECORDS**

*Note.— The following documents are associated with this CAR but are not included in this chapter: Maintenance records — see 2.6.2.*

### **2.8.1 Flight manual**

*Note.— The aeroplane flight manual contains the information specified in Annex 8.*

The aeroplane flight manual shall be updated by implementing changes made mandatory by the DGCA.

### **2.8.2 Journey log book**

2.8.2.1 A journey log book shall be maintained for every aeroplane engaged in international air navigation in which shall be entered particulars of the aeroplane, its crew and each journey.

2.8.2.2 *The aeroplane journey log should contain the following items:*

- a. *aeroplane nationality and registration;*
- b. *date;*
- c. *crew member names and duty assignments;*
- d. *departure and arrival points and times;*
- e. *purpose of flight;*

- f. *observations regarding the flight; and*
- g. *signature of the pilot-in-command.*

### **2.8.3 Records of emergency and survival equipment carried**

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 information on the emergency and survival equipment carried on board the aeroplane engaged in international air navigation. The information shall include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.

## **2.9 SECURITY**

### **2.9.1 Security of aircraft**

The pilot-in-command shall be responsible for the security of the aircraft during its operation.

### **2.9.2 Reporting acts of unlawful interference**

Following an act of unlawful interference, the pilot-in-command shall submit a report of such an act to the designated local authority.

*Note.*— In the context of this para, the word “security” is used in the sense of prevention of acts of unlawful interference against civil aviation.

**APPENDIX 2.1 LIGHTS TO BE DISPLAYED BY AEROPLANES**

(Section 2, PARA 2.4, 2.4.8, refers)

**1. TERMINOLOGY**

When the following terms are used in this Appendix, they have the following meanings:

**Angles of coverage.**

a) Angle of coverage A is formed by two intersecting vertical planes making angles of 70 degrees to the right and 70 degrees to the left respectively, looking aft along the longitudinal axis to a vertical plane passing through the longitudinal axis.

b) Angle of coverage F is formed by two intersecting vertical planes making angles of 110 degrees to the right and 110 degrees to the left respectively, looking forward along the longitudinal axis to a vertical plane passing through the longitudinal axis.

c) Angle of coverage L is formed by two intersecting vertical planes, one parallel to the longitudinal axis of the aeroplane, and the other 110 degrees to the left of the first, when looking forward along the longitudinal axis.

d) Angle of coverage R is formed by two intersecting vertical planes, one parallel to the longitudinal axis of the aeroplane, and the other 110 degrees to the right of the first, when looking forward along the longitudinal axis.

**Horizontal plane.** The plane containing the longitudinal axis and perpendicular to the plane of symmetry of the aeroplane.

**Longitudinal axis of the aeroplane.** A selected axis parallel to the direction of flight at a normal cruising speed, and passing through the centre of gravity of the aeroplane.

**Making way.** An aeroplane on the surface of the water is “making way” when it is under way and has a velocity relative to the water.

**Under command.** An aeroplane on the surface of the water is “under command” when it is able to execute manoeuvres as required by the International *Regulations for Preventing Collisions at Sea* for the purpose of avoiding other vessels.

**Under way.** An aeroplane on the surface of the water is “under way” when it is not aground or moored to the ground or to any fixed object on the land or in the water.

**Vertical planes.** Planes perpendicular to the horizontal plane.

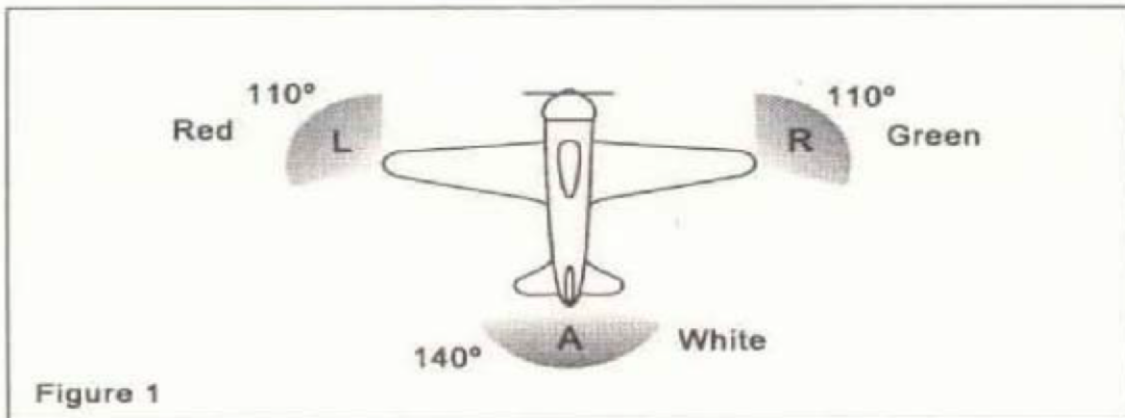
**Visible.** Visible on a dark night with a clear atmosphere.

**2. NAVIGATION LIGHTS TO BE DISPLAYED IN THE AIR**

*Note.— The lights specified herein are intended to meet the requirements of CAR Section 9 Series C Part I for navigation lights.*

As illustrated in Figure 1, the following unobstructed navigation lights shall be displayed:

- a. a red light projected above and below the horizontal plane through angle of coverage L;
- b. a green light projected above and below the horizontal plane through angle of coverage R;
- c. a white light projected above and below the horizontal plane rearward through angle of coverage A.



### 3. LIGHTS TO BE DISPLAYED ON THE WATER

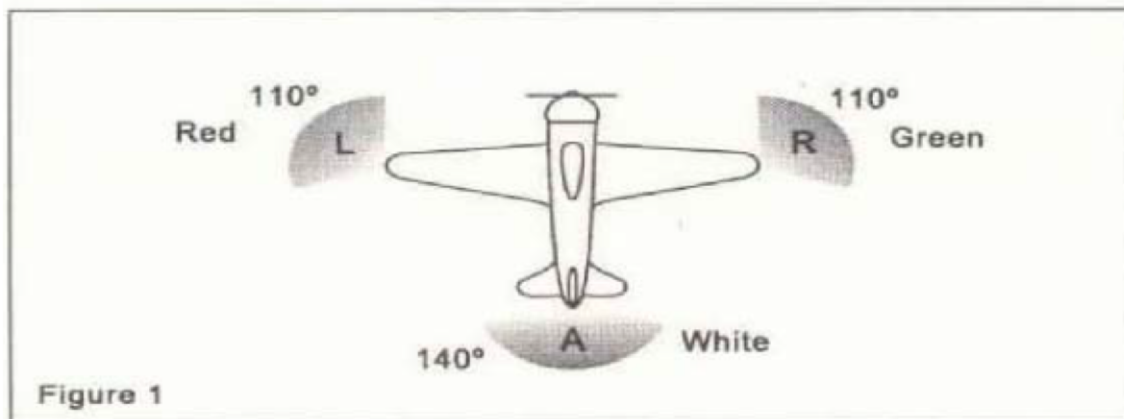
#### 3.1 General

*Note.— The lights specified herein are intended to meet the requirements of CAR Section 9 Series C Part I for lights to be displayed by aeroplanes on the water.*

The *International Regulations for Preventing Collisions at Sea* require different lights to be displayed in each of the following circumstances:

- a. when under way;
- b. when towing another vessel or aeroplane;
- c. when being towed;
- d. when not under command and not making way;
- e. when making way but not under command;
- f. when at anchor;
- g. when aground.

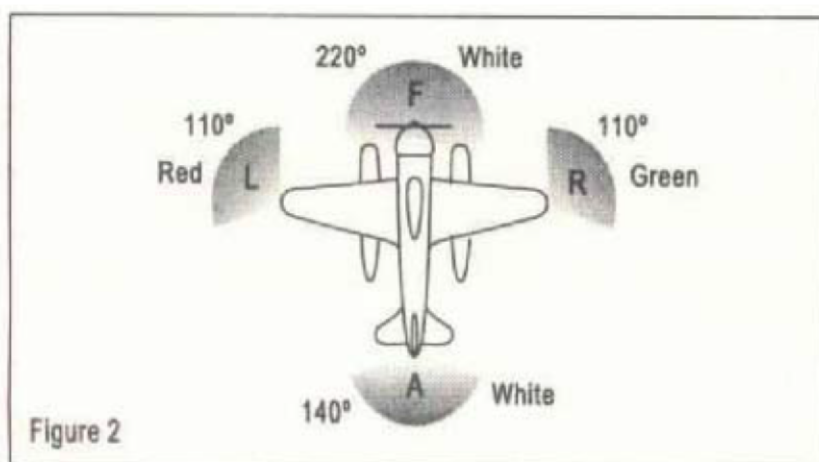
The lights required by aeroplanes in each case are described below.



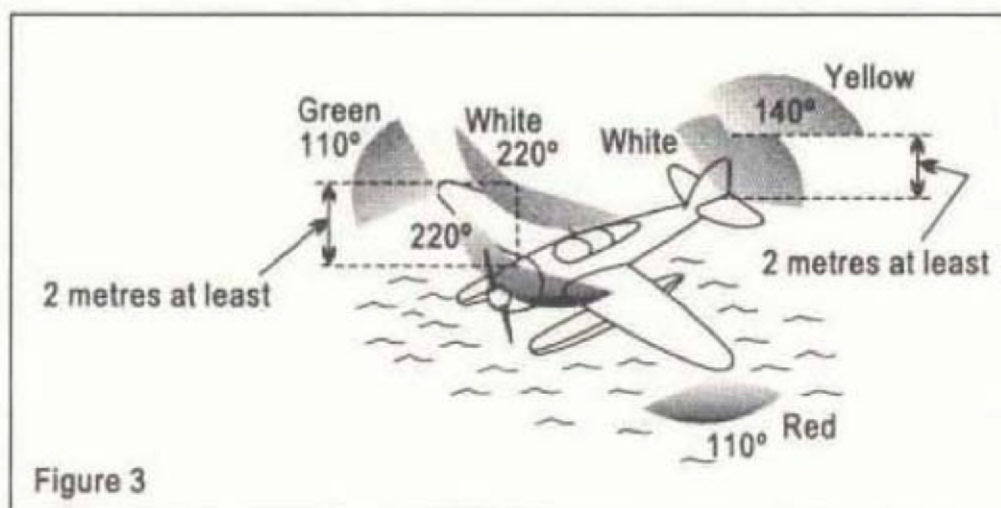
### 3.2 When under way

As illustrated in Figure 2, the following appearing as steady, unobstructed lights:

- a red light projected above and below the horizontal through angle of coverage L;
- a green light projected above and below the horizontal through angle of coverage R;
- a white light projected above and below the horizontal through angle of coverage A; and
- a white light projected through angle of coverage F.



The lights described in a), b) and c) should be visible at a distance of at least 3.7 km (2 NM). The light described in d) should be visible at a distance of 9.3 km (5 NM) when fitted to an aeroplane of 20 m or more in length or visible at a distance of 5.6 km (3 NM) when fitted to an aeroplane of less than 20 m in length.



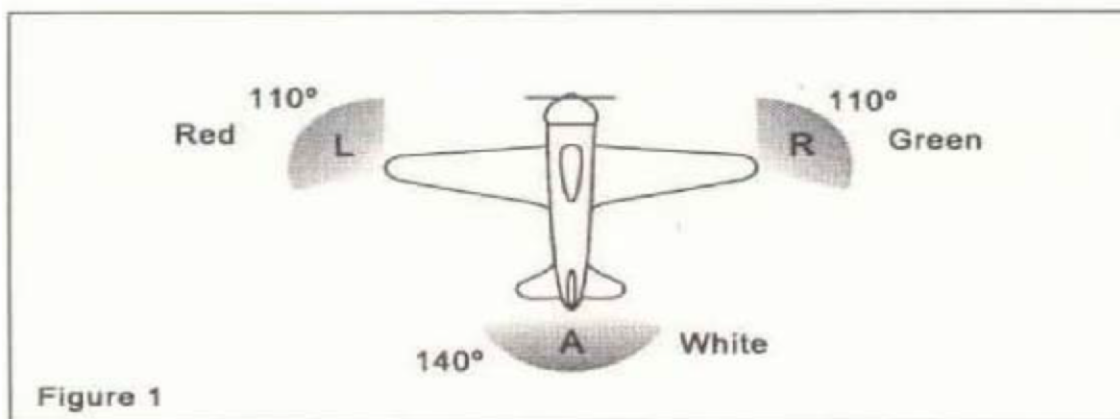
**3.3 When towing another vessel or aeroplane**

As illustrated in Figure 3, the following appearing as steady, unobstructed lights:

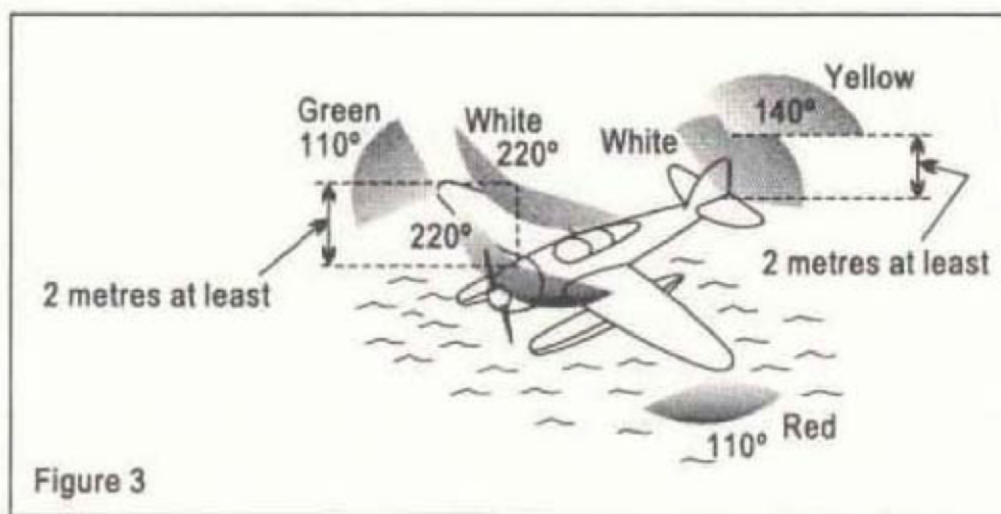
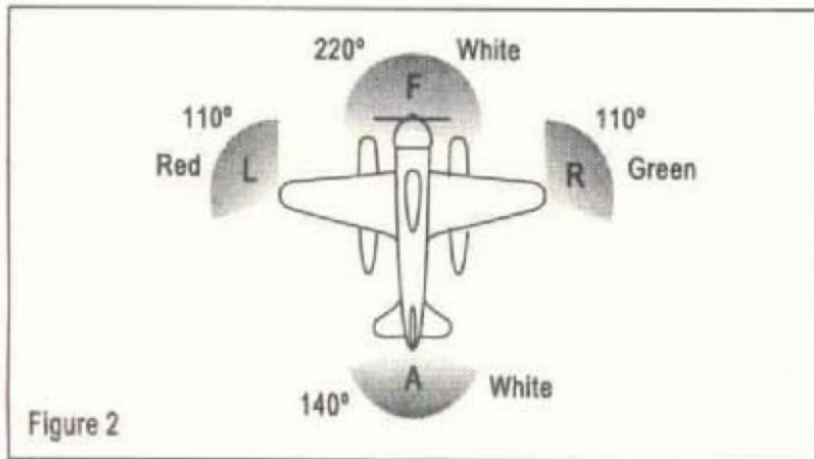
- a. the lights described in 3.2;
- b. a second light having the same characteristics as the light described in 3.2 d) and mounted in a vertical line at least 2 m above or below it; and
- c. a yellow light having otherwise the same characteristics as the light described in 3.2 c) and mounted in a vertical line at least 2 m above it.

**3.4 When being towed**

The lights described in 3.2 a), b) and c) appearing as steady, unobstructed lights.

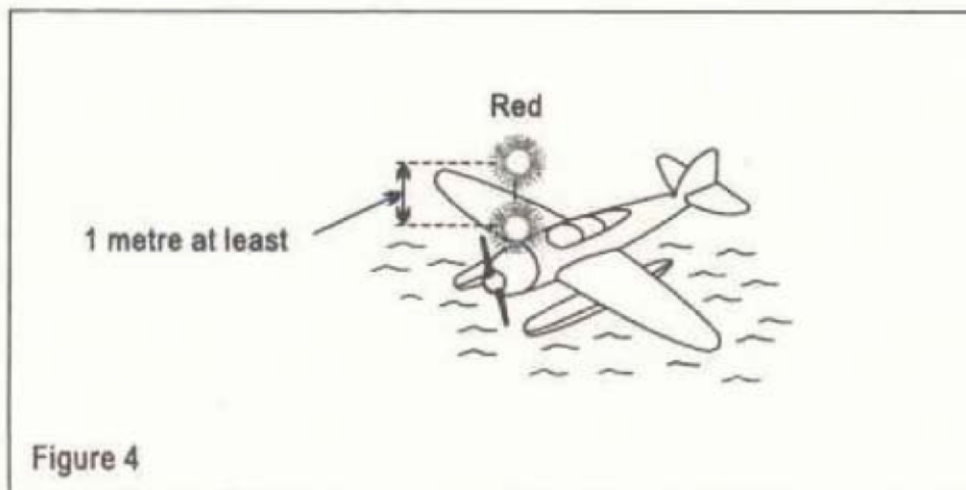






### 3.5 When not under command and not making way

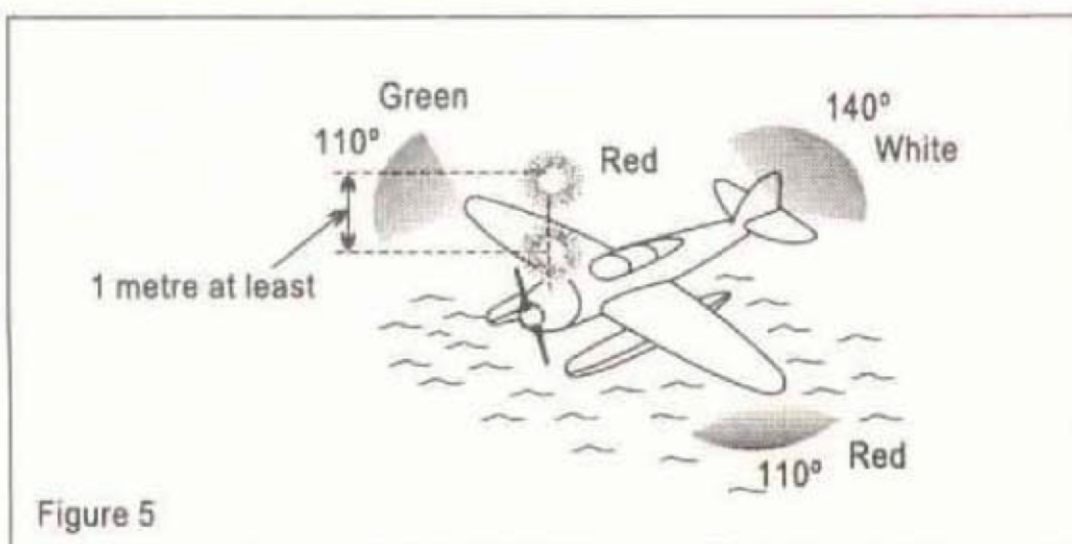
As illustrated in Figure 4, two steady red lights placed where they can best be seen, one vertically over the other and not less than 1 m apart, and of such a character as to be visible all around the horizon at a distance of at least 3.7 km (2 NM).



### 3.6 When making way but not under command

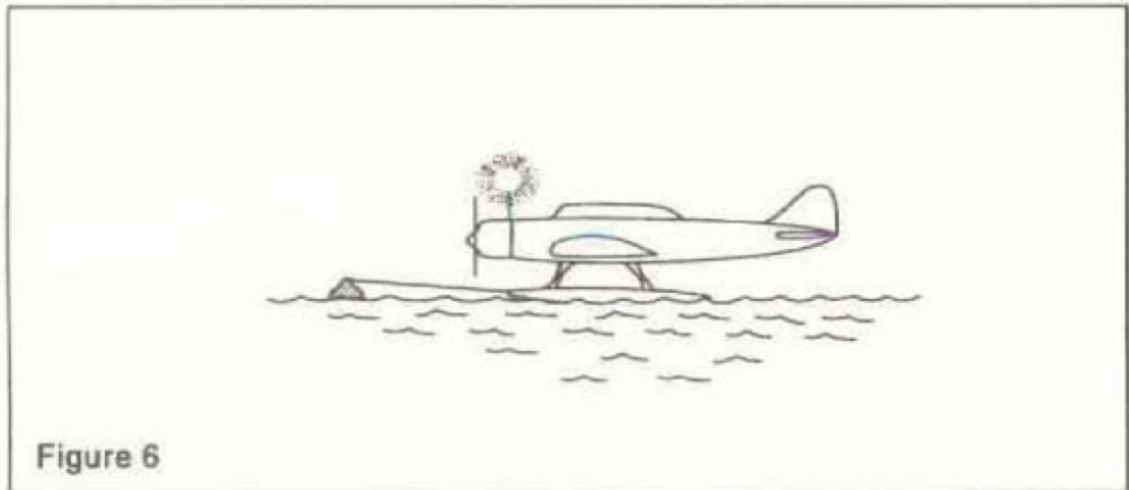
As illustrated in Figure 5, the lights described in 3.5 plus the lights described in 3.2 a), b) and c).

*Note.— The display of lights prescribed in 3.5 and 3.6 is to be taken by other aircraft as signals that the aeroplane showing them is not under command and cannot therefore get out of the way. They are not signals of aeroplanes in distress and requiring assistance.*



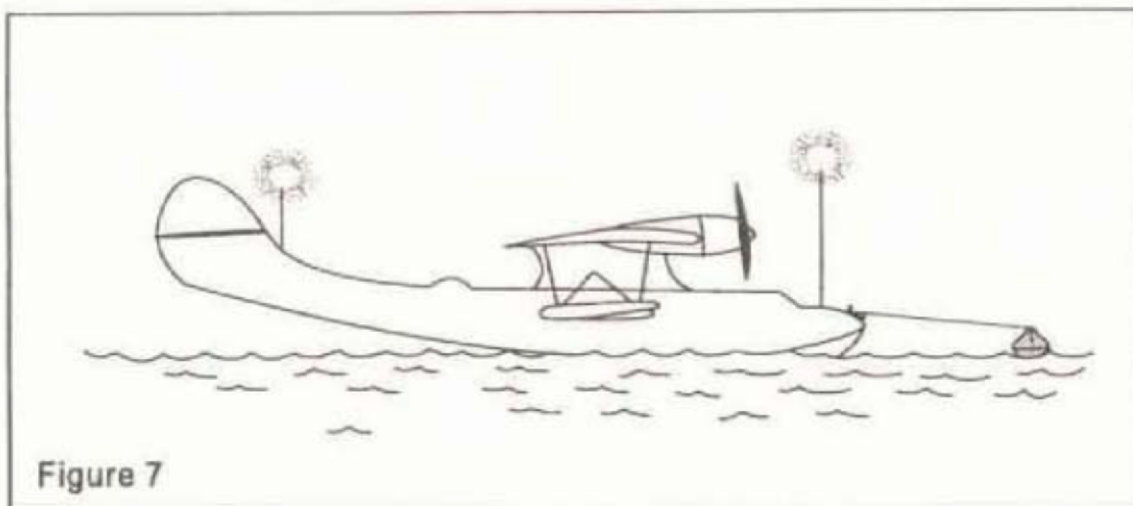
### 3.7 When at anchor

a) If less than 50 m in length, where it can best be seen, a steady white light (Figure 6), visible all around the horizon at a distance of at least 3.7 km (2 NM).

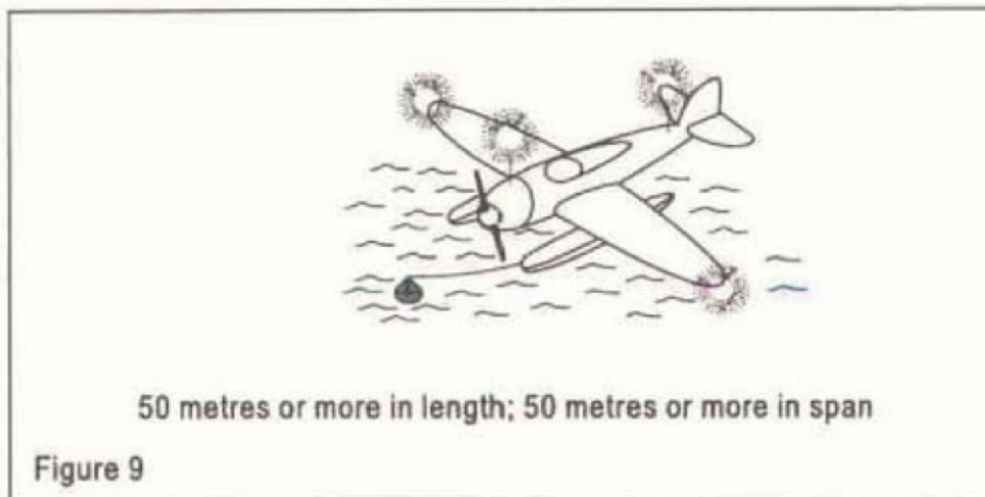
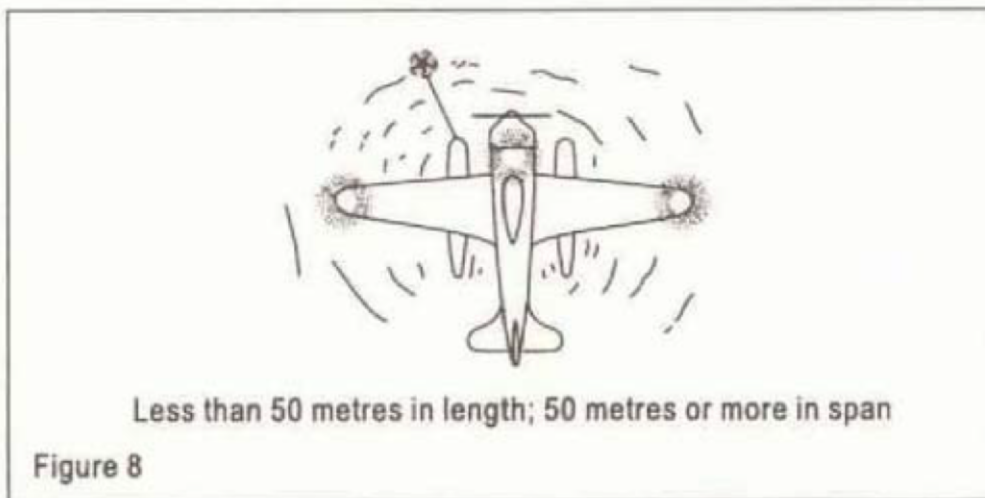


b) If 50 m or more in length, where they can best be seen, a steady white forward light and a steady white rear light

(Figure 7) both visible all around the horizon at a distance of at least 5.6 km (3 NM).

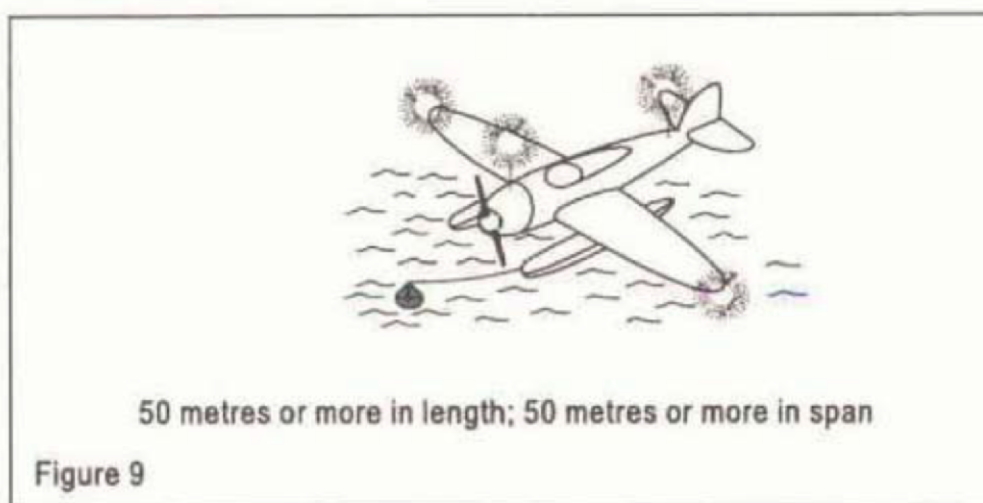
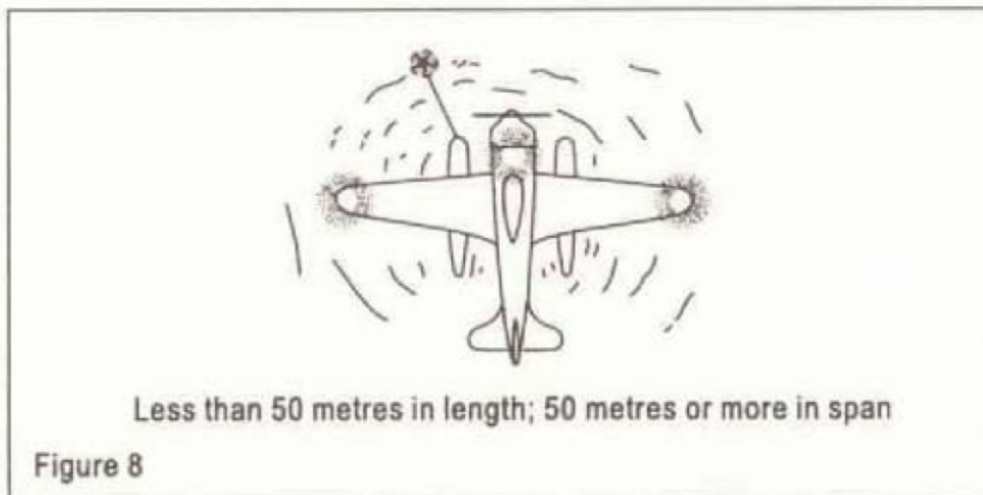


c) If 50 m or more in span a steady white light on each side (Figures 8 and 9) to indicate the maximum span and visible, so far as practicable, all around the horizon at a distance of at least 1.9 km (1 NM).



### 3.8 When aground

The lights prescribed in 3.7 and in addition two steady red lights in vertical line, at least 1 m apart so placed as to be visible all around the horizon.



## APPENDIX 2.2 ALTIMETRY SYSTEM PERFORMANCE

### REQUIREMENTS FOR OPERATIONS IN RVSM AIRSPACE are placed in CAR Section 8, Series S, Part II

(Section 2, PARA 2.5, 2.5.2.8, refers)

1. In respect of groups of aeroplanes that are nominally of identical design and build with respect to all details that could influence the accuracy of height-keeping performance, the height-keeping performance capability shall be such that the total vertical error (TVE) for the group of aeroplanes shall have a mean no greater than 25 m (80 ft.) in magnitude and shall have a standard deviation no greater than  $28 - 0.013z^2$  for  $0 \leq z \leq 25$  when  $z$  is the magnitude of the mean TVE in metres, or  $92 - 0.004z^2$  for  $0 \leq z \leq 80$  where  $z$  is in feet. In addition, the components of TVE shall have the following characteristics:

- a. the mean altimetry system error (ASE) of the group shall not exceed 25 m (80 ft) in magnitude;

- b. the sum of the absolute value of the mean ASE and of three standard deviations of ASE shall not exceed 75 m (245 ft); and
- c. the differences between cleared flight level and the indicated pressure altitude actually flown shall be symmetric about a mean of 0 m, with a standard deviation no greater than 13.3 m (43.7 ft), and in addition, the decrease in the frequency of differences with increasing difference magnitude shall be at least exponential.

2. In respect of aeroplanes for which the characteristics of the airframe and altimetry system fit are unique and so cannot be classified as belonging to a group of aeroplanes encompassed by paragraph 1, the height-keeping performance capability shall be such that the components of the TVE of the aeroplane have the following characteristics:

- a) the ASE of the aeroplane shall not exceed 60 m (200 ft) in magnitude under all flight conditions; and
- b) the differences between the cleared flight level and the indicated pressure altitude actually flown shall be symmetric about a mean of 0 m, with a standard deviation no greater than 13.3 m (43.7 ft), and in addition, the decrease in the frequency of differences with increasing difference magnitude shall be at least exponential.



**APPENDIX 2.3 FLIGHT RECORDERS**

*(Section 2, PARA 2.4, 2.4.16, refers) requirements are placed in CAR Section 2, Series I, Part V & Part VI*

**APPENDIX 2.4 GENERAL AVIATION SPECIFIC APPROVALS**

( Section 2, Chapter 2.1, 2.1.4, refers)

**1. PURPOSE AND SCOPE**

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

*Note.— When the operations to be conducted require a specific approval, a copy of the document(s) needs to be carried on board (see 2.4.2.2).*

**2. SPECIFIC APPROVAL TEMPLATE**

<b>SPECIFIC APPROVAL</b>				
<b>ISSUING AUTHORITY and CONTACT DETAILS<sup>1</sup></b>				
Issuing Authority <sup>1</sup> _____ Address _____ Signature: _____ Date <sup>2</sup> : _____ _____ Date: _____ Telephone: _____ Fax: _____ Email: _____ _____ - _____				
<b>OWNER/OPERATOR</b>				
Name <sup>3</sup> : _____ Address: _____ Telephone: _____ Fax: _____ Email: _____ _____ - _____				
Aircraft model <sup>4</sup> and registration marks:				
<b>SPECIFIC APPROVAL</b>	<b>YES</b>	<b>NO</b>	<b>DESCRIPTIO N<sup>5</sup></b>	<b>REMARKS</b>
Low visibility operations			CAT <sup>6</sup> : _____ RVR: _____ DH: _____ m ft	
Approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	RVR <sup>7</sup> : _____ m	
Take-off	<input type="checkbox"/>	<input type="checkbox"/>	8	
Operational credit(s)	<input type="checkbox"/>	<input type="checkbox"/>		
RVSM	<input type="checkbox"/>	<input type="checkbox"/>		
AR navigation specifications for PBN operations	<input type="checkbox"/>	<input type="checkbox"/>	9	
Other <sup>10</sup>	<input type="checkbox"/>	<input type="checkbox"/>		



1. *Civil Aviation Authority name and contact details, including the telephone country code and email if available.*
2. *Issuance date of the specific approval (dd-mm-yyyy) and signature of the authority representative.*
3. *Owner or operator's name and address.*
4. *Insert the aeroplane make, model and series, or master series, if a series has been designated. The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>.*
5. *List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).*
6. *Insert the applicable precision approach category (CAT II, IIIA, IIIB or IIIC). Insert the minimum RVR in metres and decision height in feet. One line is used per listed approach category.*
7. *Insert the approved minimum take-off RVR in metres. One line per approval may be used if different approvals are granted.*
8. *List the airborne capabilities (i.e. automatic landing, HUD, EVS, SVS, CVS) and associated operational credit(s) granted.*
9. *Performance-based navigation (PBN): one line is used for each PBN AR navigation specification approval (e.g. RNP AR APCH), with appropriate limitations listed in the "Description" column.*
10. *Other specific approvals or data can be entered here, using one line (or one multi-line block) per approval (e.g. specific approach operations approval, MNPS).*

*Supplementary to 2.2.3.8*

## **INTRODUCTION**

The performance of crew members and the well-being of passengers during flights at such altitudes where a lack of oxygen might result in impairment of faculties are of major concern. Research conducted in altitude chambers or by exposure to mountain elevations indicates that human tolerance could be related to the altitude concerned and the exposure time. The subject is dealt with in detail in the *Manual of Civil Aviation Medicine* (Doc 8984). In light of the above and to further assist the pilot-in-command in providing the oxygen supply intended by 2.2.3.8 of this CAR, the following guidelines, which take into account the requirements already established in CAR Section 8 Series O Part I, are considered relevant.

### **1. OXYGEN SUPPLY**

1.1 A flight to be operated at altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa should not be commenced unless sufficient stored breathing oxygen is carried to supply:

- a) all crew members and at least 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
- b) all crew members and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.

1.2 A flight to be operated with a pressurized aeroplane should not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all 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. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.

### **2. USE OF OXYGEN**

2.1 All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, should use breathing oxygen continuously whenever the circumstances prevail for which its supply has been indicated to be necessary in 1.1 or 1.2.

2.2 All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa should have available at the

flight duty station a quick donning type of mask which will readily supply oxygen upon demand.

*Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:*

<i>Absolute pressure</i>	<i>Metres</i>	<i>Feet</i>
<i>700 hPa</i>	<i>3 000</i>	<i>10 000</i>
<i>620 hPa</i>	<i>4 000</i>	<i>13 000</i>
<i>376 hPa</i>	<i>7 600</i>	<i>25 000</i>

**APPENDIX 2.6 AUTOMATIC LANDING SYSTEMS, HEAD-UP DISPLAY (HUD) OR EQUIVALENT DISPLAYS AND VISION SYSTEMS requirements are placed in OPS Circular 18 of 2014.**

## **INTRODUCTION**

The material in this attachment provides guidance for certified automatic landing systems, HUD or equivalent displays and vision systems intended for operational use in aircraft engaged in international air navigation. These systems and hybrid systems may be installed and operated to reduce workload, improve guidance, reduce flight technical error and enhance situational awareness and/or to obtain operational credits. Automatic landing systems, HUD or equivalent displays and vision systems may be installed separately or together as part of a hybrid system. Any operational credit for their use requires a specific approval from the DGCA.

*Note 1.— “Vision systems” is a generic term referring to the existing systems designed to provide images, i.e. enhanced vision systems (EVS), synthetic vision systems (SVS) and combined vision systems (CVS).*

*Note 2.— Operational credit can be granted only within the limits of the airworthiness approval.*

*Note 3.— Currently, operational credit has been given only to vision systems containing an image sensor providing a real-time image of the actual external scene on a HUD.*

*Note 4.— More detailed information and guidance on automatic landing systems, HUD or equivalent displays and vision systems are contained in the Manual of All-Weather Operations (Doc 9365). This manual should be consulted in conjunction with this attachment.*

## **1. HUD AND EQUIVALENT DISPLAYS**

### **1.1 General**

1.1.1 A HUD presents flight information into the pilot’s forward external field of view without significantly restricting that external view.

1.1.2 Flight information should be presented on a HUD or an equivalent display, as required for the intended use.

### **1.2 Operational applications**

1.2.1 Flight operations with a HUD can improve situational awareness by combining flight information located on head-down displays with the external view to provide pilots with more immediate awareness of relevant flight parameters and situation information while they continuously view the external scene. This improved situational awareness can also reduce errors in flight operations and improve the pilot’s ability to transition between instrument and visual references as meteorological conditions change.

1.2.2 A HUD may be used to supplement conventional flight deck instrumentation or as primary flight displays if certified for this purpose.

1.2.3 An approval HUD may:

- a) qualify for operations with reduced visibility or reduced RVR; or
- b) replace some parts of the ground facilities such as touchdown zone and/or centre line lights

1.2.4 The functions of a HUD may be provided by a suitable equivalent display. However, before such systems can be used, the appropriate airworthiness approval should be obtained.

### **1.3 HUD training**

Training and recent experience requirements for operations using HUD or equivalent displays should be established by the DGCA. The training should address all flight operations for which the HUD or equivalent display is used.

## **2. VISION SYSTEMS**

### **2.1 General**

2.1.1 Vision systems can display electronic real-time images of the actual external scene achieved through the use of image sensors, i.e. EVS, or display synthetic images, which are derived from the on-board avionic systems, i.e. SVS. Vision systems can also consist of a combination of these two systems called combined vision systems (CVS). Such a system may display electronic real-time images of the external scene using the EVS component of the system. The information from vision systems may be displayed head-up and/or head-down. Operational credit may be granted to vision systems which are appropriately qualified.

2.1.2 Light emitting diode (LED) lights may not be visible to infrared-based vision systems. Operators of such vision systems will need to acquire information about the LED implementation programmes at aerodromes where they intend to operate. More details about the consequences of LED lights are contained in the *Manual of All-Weather Operations* (Doc 9365).

### **2.2 Operational applications**

2.2.1 Flight operations with EVS allow the pilot to view an image of the external scene obscured by darkness or other visibility restrictions. The use of EVS will also allow acquisition of an image of the external scene earlier than with natural, unaided vision, hence providing for a smoother transition to references by natural vision. The improved acquisition of an image of the external scene may improve situational awareness. It may also qualify for operational credit if the information from the vision system is presented to the pilots in a suitable way and the necessary airworthiness approval and specific approval by the DGCA have been obtained for the combined system.

2.2.2 Vision system imagery may also enable pilots to detect other aircraft on the ground, terrain or obstructions on the or adjacent to runways or taxiways.

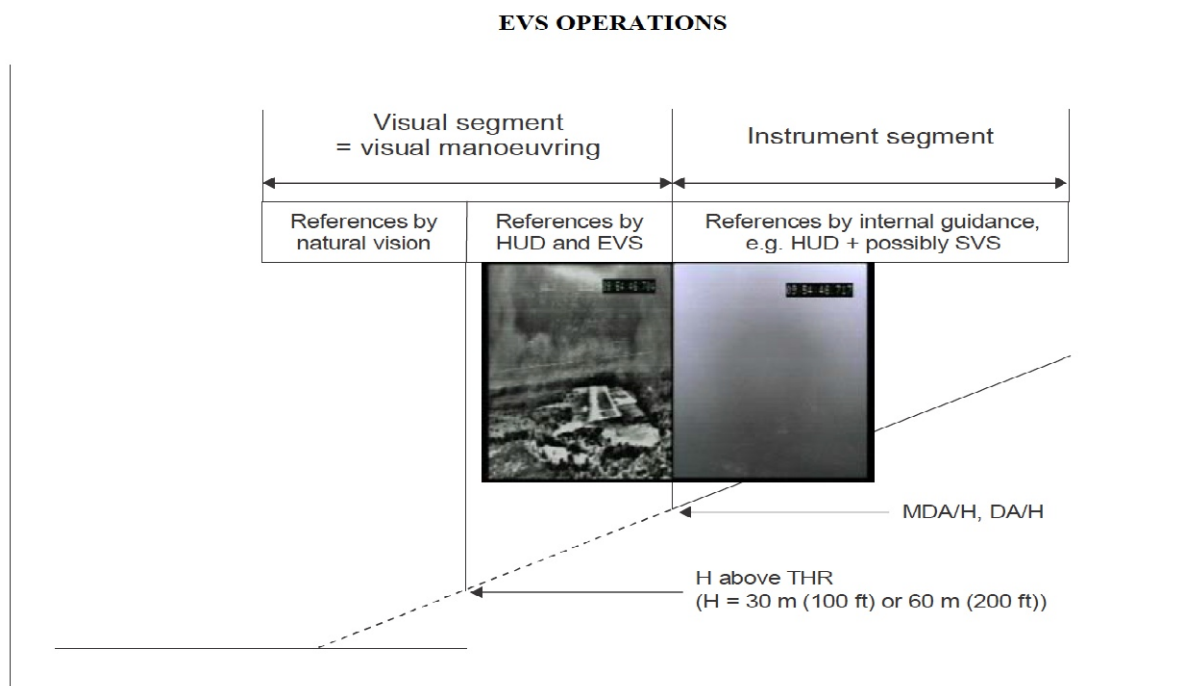
### **Attachment 2.B**

### **2.3 Operational concepts**

2.3.1 Instrument approach operations include an instrument phase and a visual phase. The instrument phase ends at the published MDA/H or DA/H unless a missed approach is initiated. Using the EVS or CVS does not change the applicable MDA/H or DA/H. The continued approach to landing from MDA/H or DA/H will be conducted using visual references. This also applies to operations with vision systems. The difference is that the visual references will be acquired by use of an EVS or CVS, natural vision or the vision system in combination with natural vision.

2.3.2 Down to a defined height in the visual segment, typically at or above 30 m (100 ft), the visual references may be acquired solely by means of the vision system. The defined height depends on the airworthiness approval and the specific approval by the DGCA. Below this height the visual references should be solely based on natural vision. In the most advanced applications, the vision system may be used down to touchdown without the requirement for natural vision acquisition of visual references. This means that such a vision system may be the sole means of acquiring visual references and can be used without natural vision.

**Figure 2.B-1. EVS operations — transition from instrument to visual references**



**Figure 2.B-1. EVS operations — transition from instrument to visual references**

## 2.4 Vision systems training

Training and recent experience requirements should be established by the DGCA. Training should address all flight operations for which the vision system is used.

## 2.5 Visual references

2.5.1 In principle, the required visual references do not change due to the use of an EVS or CVS, but those references are allowed to be acquired by means of the vision system until a certain height during the approach as described in 2.3.2.

2.5.2 In States that have developed requirements for operations with vision systems, the use of visual references have been regulated and examples of this are provided in the *Manual of All-Weather Operations* (Doc 9365).

## 3. HYBRID SYSTEMS

A hybrid system generically means that two or more systems are combined. The hybrid system typically has improved performance compared to each of the component systems, which in turn may qualify for operational credit. The inclusion of systems in the hybrid system normally enhances the performance of the system. The *Manual of All-Weather Operations* (Doc 9365) contains some examples of hybrid systems.

## 4. OPERATIONAL CREDITS

4.1 Aerodrome operating minima are expressed in terms of minimum visibility/RVR and MDA/H or DA/H. When aerodrome operating minima are established, the combined capability of the aircraft equipment and on-ground infrastructure should be taken into account. Better equipped aircraft may be able to operate into lower natural visibility conditions, lower DA/H and/or operate with less ground infrastructure. Operational credit means that the aerodrome operating minima may be reduced in case of suitably equipped aircraft. Another way to grant operational credit is to allow visibility requirements to be fulfilled, wholly or partly, by means of the on-board systems. HUD, automatic landing or vision systems, which were not available at the time the criteria for aerodrome operating minima were originally established.

4.2 The granting of operational credits does not affect the classification (i.e. Type or Category) of an instrument approach procedure since they are designed to support instrument approach operations conducted with aircraft with the minimum equipment prescribed.

4.3 The relation between the procedure design and the operation can be described as follows. The OCA/H is the end product of the procedure design, which does not contain any RVR or visibility values. Based on the OCA/H and all the other elements such as available runway visual aids, the operator will establish MDA/H or DA/H and RVR/visibility, i.e. the aerodrome operating minima. The values derived should not be less than those that may be prescribed by the State of the Aerodrome.

## **5. OPERATIONAL PROCEDURES**

In accordance with Chapter 2.4, 2.4.15.2, the operator should develop suitable operational procedures associated with the use of an automatic landing system, a HUD or an equivalent display, vision systems and hybrid systems. These procedures should be included in the operations manual and cover at least the following:

### ***Attachment 2.B***

- a) limitations;
- b) operational credits;
- c) flight planning;
- d) ground and airborne operations;
- e) crew resource management;
- f) standard operating procedures; and
- g) ATS flight plans and communication.



### **6.1 General**

*Note.— When the application for a specific approval relates to operational credits for systems not including a vision system, the guidance on approvals in this attachment may be used to the extent applicable as determined by the DGCA.*

6.1.1 The operator that wishes to conduct operations with an automatic landing system, a HUD or equivalent display, vision system or hybrid system will need to meet certain criteria and, in some instances, obtain specific approvals (see Chapter 2.2, 2.2.2.2 and Chapter 2.4,

2.4.15). The extent of the approvals will depend on the intended operation and the complexity of the equipment.

6.1.2 Systems may be used to improve situational awareness without a specific approval. However, the standard operating procedures for these systems should be specified in the operations manual or equivalent document. An example of this type of operation may include an EVS or an SVS on a head-down display that is used only for situational awareness of the surrounding area of the aircraft during ground operations where the display is not in the pilot's primary field of view. For enhanced situational awareness, the installation and operational procedures need to ensure that the operation of the vision system does not interfere with normal procedures or the operation or use of other aircraft systems. In some cases, modifications to these normal procedures for other aircraft systems or equipment may be necessary to ensure compatibility.

6.1.3 Chapter 2.2, 2.2.2.2.1.1 states that operational credits based on the use of an automatic landing system, a HUD or an equivalent display, EVS, SVS or CVS or any combination of those systems into a hybrid system, should be specifically approved.

6.1.4 The Standard in Chapter 2.4, 2.4.15 requires the DGCA to establish criteria for the use of an automatic landing system, a HUD or an equivalent display, EVS, SVS or CVS or any combination of those systems into a hybrid system "for the safe operation of an aeroplane" and specifies such criteria. When operational credits are granted by the DGCA as per the Standard in Chapter 2.2, 2.2.2.2.1.1, the use of that system becomes essential for the safety of those operations and approval of the use of such systems is part of the operational credit specific approval. The use of these systems solely for enhanced situational awareness, reduced flight technical error and/or reduced workload is an important safety feature, but does not require a specific approval.

6.1.5 Any operational credit that has been granted should be reflected in the specific approval template and be carried on board the particular aeroplane.

## 6.2 Specific approvals for operational credit

6.2.1 To obtain operational credit the operator will need to specify the desired operational credit and submit an application in accordance with Chapter 2.1, 2.1.4. The content of a suitable application should include:

- a) *Applicant details*. The official name and any business or trading name(s), address, mailing address, email address and contact telephone/fax numbers of the applicant.
- b) *Aircraft details*. Aircraft make(s), model(s) and registration mark(s).
- c) *Operator's vision system compliance list*. The contents of the compliance list are included in the *Manual of All-Weather Operations* (Doc 9365). The compliance list should include the information that is relevant to the approval requested and the registration marks of the aircraft involved. If more than one type of aircraft/fleet is included in a single application, a completed compliance list should be included for each aircraft/fleet.
- d) *Documents to be included with the application*. Copies of all documents to which the operator has made references should be included in the application. There should be no need to send complete manuals; only the relevant sections/pages should be required. Additional guidance material can be found in the *Manual of All-Weather Operations* (Doc 9365).
- e) *Name, title and signature*.

6.2.2 The following items should be covered in a vision systems compliance list:

- a) reference documents used in compiling the submission for approval;
- b) flight manual;
- c) feedback and reporting of significant problems;
- d) requested operational credit and resulting aerodrome operating minima;
- e) operations manual (or an equivalent document) entries including MEL (where applicable) and standard operating procedures;
- f) safety risk assessment;
- g) training programmes; and
- h) continuing airworthiness.

Expanded guidance on these items is contained in the *Manual of All-Weather Operations* (Doc 9365).

## **LARGE AND TURBOJET AEROPLANES**

3.1.1 The following operations shall be subject to the requirements of Section 2, and those of Section 3: International general aviation operations with:

- a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or
- b) aeroplanes equipped with one or more turbojet engines.

3.1.2 *An operation involving an aeroplane with a seating configuration of more than 9 passenger seats should be conducted in accordance with Section 3.*

*Note.— The applicability of 3.1 does not preclude a general aviation operator from satisfying the requirements of Section 3 where it may be to the operator's advantage.*

## **3.2 CORPORATE AVIATION OPERATIONS**

*A corporate aviation operation involving three or more aircraft that are operated by pilots employed for the purpose of flying the aircraft should be conducted in accordance with Section 3.*

*Note.— The term "aircraft" is used to indicate that a corporate aviation operation using a mix of aeroplanes and helicopters is subject to this Recommendation as long as at least one aeroplane is involved.*

## **3.3 GENERAL**

### **3.3.1 Compliance with laws, regulations and procedures**

3.3.1.1 The operator shall ensure that all employees know that they must comply with the laws, regulations and procedures of those States in which operations are conducted.

*Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*

3.3.1.2 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 traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.

3.3.1.3 The pilot-in-command is responsible for operational control. The operator shall describe the operational control system in the operations manual and identify the roles and responsibilities of those involved with the system.

*Note.— The rights and obligations of a State in respect to the operation of aeroplanes registered in that State are not affected by this provision.*

3.3.1.4 The operator shall ensure that the pilot-in-command has available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.

*Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.*

3.3.1.5 The operator shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in appropriate CAR of Sec. 7, Series G, Part III.

### 3.3.2 Safety management

**Note— 3.3.2 will be applicable from 7<sup>th</sup> Nov 2019**

3.3.2.1 The use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per Annex 13 are not allowed except where the recordings or transcripts:

- a) are 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 Annex 19;
- b) are 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 Annex 19; or
- c) are used for inspections of flight recorder systems as provided in Section 7 of Appendix 2.3.

*Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19. When an investigation under Annex 13 is instituted, investigation records are subject to the protections accorded by Annex 13.*

3.3.2.2 The use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS for purposes other than the investigation of an accident or incident as per Annex 13, are not allowed except where the recordings or transcripts are subject to the protections accorded by Annex 19 and:

- a) are used by the operator for airworthiness or maintenance purposes;
- b) are sought for use in proceedings not related to an event involving an accident or incident investigation;
- c) are de-identified; or
- d) are disclosed under secure procedures.

*Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19.*

*Note.— Annex 19 includes safety management provisions for international general aviation operators of large or turbojet aeroplanes. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).*

### **3.4 FLIGHT OPERATIONS**

#### **3.4.1 Operating facilities**

The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/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.

*Note.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.*

#### **3.4.2 Operational management**

##### **3.4.2.1 Operator notification**

3.4.2.1.1 If the operator has an operating base in a State other than the DGCA, the operator shall notify the State in which the operating base is located.

3.4.2.1.2 Upon notification in accordance with 3.4.2.1.1, safety and security oversight shall be coordinated between the State in which the operating base is located and the DGCA.

##### **3.4.2.2 Operations manual**

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. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual. The operations manual shall be approved by FSD DGCA

*Note 1.— States may reference accepted and recognized industry codes of practice as the basis for the development of an operations manual.*

*Note 2.— Attachment 1.A contains guidance on the organization and content of an operations manual.*

*Note. 3—CAR, Section 8, Series ‘O’, Part ‘VII’ contains guidance on the organization and content of an operations manual.*

### 3.4.2.3 Operating instructions — general

3.4.2.3.1 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

3.4.2.3.2 The operator should 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. This information should be included in the operations manual.

3.4.2.4 In-flight simulation of emergency situations The operator shall ensure that when passengers are being carried, no emergency or abnormal situations shall be simulated.

### 3.4.2.5 Checklists

Checklists shall be used by flight crews 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. The design and utilization of checklists shall observe Human Factors principles.

*Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683) and CAR Sec 2 Series. B Part.II -Preparation and use of Cockpit and emergency check list.*

### 3.4.2.6 Minimum flight altitudes

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.

### 3.4.2.7 Aerodrome operating minima

The operator shall establish aerodrome operating minima, in accordance with criteria specified by the DGCA, for each aerodrome to be used in operations. Such minima shall not be lower than any that may be established for such

aerodromes by the State of the Aerodrome, except when specifically approved by that State.

*Note.— This Standard does not require the State of the Aerodrome to establish aerodrome operating minima.*

#### 3.4.2.8 Fatigue management programme

The operator shall establish and implement a fatigue management programme that ensures that all operator personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued. The programme shall address flight and duty times and be included in the operations manual.

*Note.— Guidance on fatigue management programmes can be found in the Fatigue Management Manual for General Aviation (Doc 10033).*

#### 3.4.2.9 Passengers

3.4.2.9.1 The operator shall ensure that passengers are made familiar with the location and use of:

- a) seat belts;
- b) emergency exits
- c) life jackets, if the carriage of life jackets is prescribed
- d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and
- e) other emergency equipment provided for individual use, including passenger emergency briefing cards.

3.4.2.9.2 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.

3.4.2.9.3 The operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.

3.4.2.9.4 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.

#### 3.4.3 Flight preparation

3.4.3.1 The operator shall develop procedures to ensure that a flight is not commenced unless:

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

- b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;
- c) any necessary maintenance has been performed in accordance with Chapter 3.8 of this CAR;
- d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
- e) any load carried is properly distributed and safely secured; and
- f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.

3.4.3.2 The operator should 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.

#### 3.4.3.3 Operational flight planning

The 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. These procedures shall be included in the operations manual.

*Note 1.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome nominated as an alternate, than for the same aerodrome planned as that of intended landing.*

*Note 2.— The requirements for flight plans are contained in CAR Section 9 Series C part I — Rules of the Air and Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).*

#### 3.4.3.4 Alternate aerodromes

##### 3.4.3.4.1 Take-off alternate aerodrome

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

3.4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:

- a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or



- b) for aeroplanes with three or more engines two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass.

3.4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the applicable aerodrome operating minima for that operation.

#### 3.4.3.5 Fuel requirements

3.4.3.5.1 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.

3.4.3.5.2 The amount of usable fuel to be carried shall, as a minimum, be based on:

a) fuel consumption data:

- 1) provided by the aeroplane manufacturer; or
- 2) if available, current aeroplane-specific data derived from a fuel consumption monitoring system; and

b) the operating conditions for the planned flight including:

- 1) anticipated aeroplane mass;
- 2) Notices to Airmen
- 3) current meteorological reports or a combination of current reports and forecasts;
- 4) air traffic services procedures, restrictions and anticipated delays; and
- 5) the effects of deferred maintenance items and/or configuration deviations.

*Note.— Where no specific fuel consumption data exist for the precise conditions of the flight, the aircraft may be operated in accordance with estimated fuel consumption data.*

3.4.3.5.3 The pre-flight calculation of usable fuel required shall include:

- a) *taxi fuel*, which shall be the amount of fuel expected to be consumed before take-off taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;
- b) *trip fuel*, which shall be the amount of fuel required to enable the aeroplane to fly from take-off until landing at the destination aerodrome taking into account the operating conditions of 3.4.3.5.2 b);

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

*Note.— Unforeseen factors are those which could have an influence on the fuel consumption to the destination aerodrome, such as deviations of an individual aeroplane from the expected fuel consumption data, deviations from forecast meteorological conditions, extended delays and deviations from planned routings and/or cruising levels.*

- d) *destination alternate fuel*, which shall be:

- 1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:

- i) perform a missed approach at the destination aerodrome;
- ii) climb to the expected cruising altitude;
- iii) fly the expected routing;
- iv) descend to the point where the expected approach is initiated; and
- v) conduct the approach and landing at the destination alternate aerodrome; or

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

- 3) where the aerodrome of intended landing is an isolated aerodrome:

- i) 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
- ii) 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:

- 1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes; or

- 2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;

f) *additional fuel*, which shall be the supplementary amount of fuel required to enable the aircraft 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;

g) *discretionary fuel*, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.

3.4.3.5.4 *Operators should determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure.*

3.4.3.5.5 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.

*Note.— Nothing in 3.4.3.5 precludes the in-flight amendment of a flight plan to re-plan that flight to another aerodrome, provided that the requirements of 3.4.3.5 can be complied with from the point where the flight is re-planned.*

3.4.3.6 In-flight fuel management

3.4.3.6.1 The operator shall establish policies and procedures to ensure that in-flight fuel checks and fuel management are performed.

3.4.3.6.2 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.

*Note.— The protection of final reserve fuel is intended to ensure a safe landing at any aerodrome when unforeseen occurrences may not permit safe completion of an operation as originally planned. Guidance on flight planning including the circumstances that may require re-analysis, adjustment and/or re-planning of the planned operation before take-off or enroute, is contained in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).*

3.4.3.6.3 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.

3.4.3.6.4 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.

*Note.— 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.*

3.4.3.6.5 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.

*Note 1.— The planned final reserve fuel refers to the value calculated in 3.4.3.5.3 e) and is the minimum amount of fuel required upon landing at any aerodrome.*

*Note 2.— The words “MAYDAY FUEL” describe the nature of the distress conditions as required in CAR Section 9 Series D Part III, 5.3.2.1.1, b) 3).*

3.4.3.7 Additional requirements for operations beyond 60 minutes to an en-route alternate aerodrome

*When conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome operators should ensure that:*

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

*b) the pilot-in-command has access to current information on the identified en-route alternate aerodromes, including operational status and meteorological conditions.*

3.4.3.8 Refuelling with passengers on board

3.4.3.8.1 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.

3.4.3.8.2 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.

*Note 1.— The provisions of 3.4.3.5.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.*

*Note 2.— Provisions concerning aircraft refuelling are contained in CAR Section 4 Series B Part I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.*

*Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*

3.4.3.9 Oxygen supply

3.4.3.9.1 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:

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

3.4.3.9.2 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. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.

#### **3.4.4 In-flight procedures**

##### 3.4.4.1 Instrument approaches

*In the aircraft operating manual recommended in 3.6.1.2 the operator should include operating procedures for conducting instrument approaches.*

##### 3.4.4.2 Use of oxygen

3.4.4.2.1 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 3.4.3.9.1 or 3.4.3.9.2.

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

##### 3.4.4.3 Aeroplane operating procedures for noise abatement

3.4.4.3.1 *Aeroplane operating procedures for noise abatement should comply with the provisions of PANS-OPS (Doc 8168), Volume I Section 7, Chapter 3.*

3.4.4.3.2 *Noise abatement procedures specified by the operator for any one aeroplane type should be the same for all aerodromes.*

*Note.— A single procedure may not satisfy the requirements at some aerodromes.*

#### 3.4.4.4 Aeroplane operating procedures for rates of climb and descent

*Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system (ACAS II) resolution advisories in aircraft at or approaching adjacent altitudes or flight levels, pilots should consider using appropriate procedures to ensure that a rate of climb or descent of less than 8 m/s or 1500 ft/min (depending on the instrumentation available) is achieved throughout the last 300 m (1 000 ft) of climb or descent to the assigned altitude or flight level, when made aware of another aircraft at or approaching an adjacent altitude or flight level.*

*Note 1 ---- Operations Circular 7/2010: Operational Procedures And Training Requirements Of Airborne Collision Avoidance System (ACAS) Equipment.*

*Note.2— Material concerning the development of these procedures is contained in PANS-OPS (Doc 8168), Volume I, Part III, Section 3, Chapter 3.*

#### 3.4.4.5 Aeroplane operating procedures for landing performance

**Note—Para 3.4.4.5 will become applicable from 5<sup>th</sup> Nov 2020**

An approach to land shall not be continued below 300 m (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.

*Note 1.— The procedures for using runway surface condition information on board aircraft are contained in the PANS-Aerodromes (Doc 9981) and in the performance section of the aeroplane flight manual, and for aeroplanes certificated in accordance with Annex 8, Part IIIB, the Aeroplane Performance Manual (Doc 10064).*

*Note 2.— Guidance on development of aeroplane performance information for aeroplanes certificated in accordance with Annex 8, Part IIIB is contained in the Aeroplane Performance Manual (Doc 10064).*

### 3.4.5 Duties of pilot-in-command

3.4.5.1 The pilot-in-command shall ensure that the checklists specified in 3.4.2.5 are complied with in detail.

3.4.5.2 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. In the event that the pilot-in-command is incapacitated the operator shall take the forgoing action.

*Note.— A definition of the term “serious injury” is contained in CAR, Section 5, Series ‘C’, Part I.*

3.4.5.3 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.

3.4.5.4 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 2.8.2.

*Note.— By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June–July 1956) “the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book”.*

### **3.4.6 Cabin baggage (take-off and landing)**

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

## **3.5 AEROPLANE PERFORMANCE OPERATING LIMITATIONS**

### **3.5.1 General**

*For aeroplanes for which Parts IIIA and IIIB of Annex 8 are not applicable because of the exemption provided for in Article 41 of the Convention, the DGCA should ensure that the level of performance specified in 3.5.2 should be met as far as practicable.*

### **3.5.2 Applicable to aeroplanes certificated in accordance with Parts IIIA and IIIB of Annex 8**

3.5.2.1 The requirements contained in 3.5.2.2 to 3.5.2.9 inclusive are applicable to the aeroplanes to which Parts IIIA and IIIB of Annex 8 are applicable.

*Note.— The Standards of Annex 8 — Airworthiness of Aircraft, Parts IIIA and IIIB, apply to all aeroplanes of over 5700 kg maximum certificated take-off mass intended for the carriage of passengers or cargo or mail in international air navigation.*

3.5.2.2 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.

3.5.2.3 The Operator shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically, by the provisions of this chapter.

3.5.2.4 A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 3.5.2.5 to 3.5.2.9 can be complied with for the flight to be undertaken.

3.5.2.5 In applying the requirements of this chapter, account shall be taken of all factors that significantly affect the performance of the aeroplane (such as: mass, operating procedures, the pressure altitude appropriate to the elevation of the aerodrome, temperature, wind, runway gradient and condition of runway, i.e. presence of slush, water and/or ice, for landplanes, water surface condition for seaplanes). Such factors 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.

**Note : The term “runway gradient and condition” will be replaced by “and surface condition” and will be applicable on 5<sup>th</sup> Nov 2020.**

3.5.2.6 Mass limitations

- a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 3.5.2.7 is complied with, or the mass at which 3.5.2.8 and 3.5.2.9 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 3.5.2.8 and 3.5.2.9 and, in respect of alternate aerodromes, 3.5.2.6 c) and 3.5.2.9.
- b) In no case shall the mass at the start of take-off 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.
- c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.
- d) In no case shall 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, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in CAR Sectio 6 Series C part II, 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.

3.5.2.7 *Take-off.* 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 3.5.2.8.

*Note.— “An adequate margin” referred to in this provision is illustrated by the appropriate examples included in the Aeroplane Performance Manual (Doc 10064).*

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

3.5.2.8 *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 Standard of 3.5.2.9 can be met, without flying below the minimum obstacle clearance altitude at any point.

3.5.2.9 *Landing.* The aeroplane shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available. Allowance shall be made for expected variations in the approach and landing techniques, if such allowance has not been made in the scheduling of performance data.

*Note: Guidance on appropriate margins for the at time of landing assessment are contained in the Aeroplane Performance Manual (Doc 10064).*

### **3.6 AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS**

*Note.— Specifications for the provision of aeroplane communication and navigation equipment are contained in Chapter 3.7.*

#### **3.6.1 General**

3.6.1.1 Where a master minimum equipment list (MMEL) is established for the aircraft type, the operator shall include in the operations manual a minimum equipment list (MEL) approved by the DGCA of the aeroplane which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative.

*Note.— Guidance on the minimum equipment list is contained in CAR Section 2, Series B, Part I*

3.6.1.2 *The operator should provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual should be consistent with the aircraft flight manual and*

*checklists to be used. The design of the manual should observe Human Factors principles.*

*Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

### **3.6.2 Aeroplanes on all flights**

3.6.2.1 In addition to the requirements contained in 2.4.2.2, an aeroplane shall be equipped with:

a) accessible and adequate medical supplies appropriate to the number of passengers the aeroplane is authorized to carry;

b) *Medical supplies should comprise one or more first-aid kits.*

*Note.— Guidance on the types, number, location and contents of the medical supplies is given in CAR, Section 2, Series 'X', Part-III*

c) a safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device which will automatically restrain the occupant's torso in the event of rapid deceleration;

d) *The safety harness for each pilot seat should incorporate a device to prevent a suddenly incapacitated pilot from interfering with the flight controls.*

*Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.*

e) means of ensuring that the following information and instructions are conveyed to passengers:

1) when seat belts are to be fastened;

2) when and how oxygen equipment is to be used if the carriage of oxygen is required;

3) restrictions on smoking;

4) location and use of life jackets or equivalent individual flotation devices where their carriage is required;

5) location of emergency equipment; and

6) location and method of opening emergency exits.

3.6.2.2 An aeroplane shall carry:

a) the operations manual prescribed in 3.4.2.2, or those parts of it that pertain to flight operations;

b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 3.5 and any other information necessary for the operation of the aeroplane within the terms of

its certificate of airworthiness, unless these data are available in the operations manual; and

c) the checklists to which 3.4.2.5 refers.

### **3.6.3 Flight recorders**

The requirements of flight data recorders and cockpit voice recorders are contained in CAR, Section 2, Series 'I', Part 'V' and Part 'VI' respectively.

#### **3.6.3.4 Aeroplanes on long-range over-water flights**

3.6.3.4.1 The operator of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The operator shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the operator shall, in addition to the equipment required in 2.4.4.3, ensure that the aeroplane is appropriately equipped with:

- a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and
- b) equipment for making the distress signals described in CAR Section 9 Series C Part I .

3.6.3.4.2 Each life jacket and equivalent individual flotation device, when carried in accordance with 2.4.4.3, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons, except where the requirement of 2.4.4.3.1 is met by the provision of individual flotation devices other than life jackets.

3.6.3.5 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1990

3.6.3.5.1 Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.

3.6.3.5.2 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.9.1.

3.6.3.5.3 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall

be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.9.2.

### **3.6.4 Aeroplanes in icing conditions**

Aeroplanes shall be equipped with suitable de-icing and/or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.

### **3.6.5 Aeroplanes operated in accordance with the instrument flight rules**

3.6.5.1 In addition to the requirements contained in 2.4.7, aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with two independent altitude measuring and display systems.

3.6.5.2 Aeroplanes over 5700 kg — Emergency power supply for electrically operated attitude indicating instruments

3.6.5.2.1 Aeroplanes of a maximum certificated take-off mass of over 5700 kg newly introduced into service after 1 January 1975 shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.

3.6.5.2.2 *Aircraft with advanced cockpit automation systems (glass cockpits) should have system redundancy that provides the flight crew with attitude, heading, airspeed and altitude indications in case of failure of the primary system or display.*

3.6.5.2.3 Instruments that are used by any one pilot shall be so arranged as to permit the pilot to see their indications readily from his or her station, with the minimum practicable deviation from the position and line of vision normally assumed when looking forward along the flight path.

### **3.6.6 Pressurized aeroplanes when carrying passengers-weather-detecting equipment**

Pressurized aeroplanes when carrying passengers shall be equipped with operative weather-detecting equipment capable of detecting thunderstorms whenever such aeroplanes are being operated in areas where such conditions may be expected to exist along the route either at night or under instrument meteorological conditions.

### **3.6.7 Aeroplanes operated above 15 000 m (49 000 ft) —radiation indicator**

*Aeroplanes intended to be primarily operated above 15 000 m (49 000 ft) should carry equipment to measure and indicate continuously the dose rate of total cosmic radiation being received (i.e. the total of ionizing and neutron radiation of galactic and solar origin) and the cumulative dose on each flight. The display unit of the equipment shall be readily visible to a flight crew member.*

*Note.— The equipment is calibrated on the basis of assumptions acceptable to the appropriate national authorities.*

### **3.6.8 Aeroplanes carrying passengers — cabin crew seats**

3.6.8.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 Aeroplanes shall be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.

3.6.8.2 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1981

3.6.8.2.1 *Aeroplanes should be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.*

*Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.*

3.6.8.2.2 Cabin crew seats provided in accordance with 3.6.8.1 or 3.6.8.2.1 shall be located near floor level and other emergency exits as required by the DGCA for emergency evacuation.

### **3.6.9 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS)**

Requirements for fitment of ACAS is given in CAR Section 2 Series I Part VIII.

### **3.6.10 Aeroplanes required to be equipped with a pressure-altitude reporting transponder**

Aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Section-2, Series 'R', Part 'IV'.

*Note.— This provision is intended to improve the effectiveness of air traffic services as well as airborne collision avoidance systems.*

### **3.6.11 Microphones**

All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude.

### **3.7 AEROPLANE COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT**

#### **3.7.1 Communication equipment**

In addition to the requirements of 2.5.1.1 to 2.5.1.5, an aeroplane shall be provided with radio communication equipment capable of:

- a) conducting two-way communication for aerodrome control purposes;
- b) receiving meteorological information at any time during flight; and
- c) conducting two-way communication at any time during flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.

*Note.— The requirements of 3.7.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*

#### **3.7.2 Installation**

The equipment installation shall be such that the failure of any single unit required for communications, navigation or surveillance purposes or any combination thereof will not result in the failure of another unit required for communications, navigation or surveillance purposes.

#### **3.7.3 Electronic navigation data management**

- 3.7.3.1 The operator of an aeroplane shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the DGCA has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. The DGCA shall ensure that the operator continues to monitor both the process and products.

*Note.— Guidance relating to the processes that data suppliers may follow is contained in RTCA DO-200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.*

- 3.7.3.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aeroplanes.

### **3.8 AEROPLANE MAINTENANCE**

#### **3.8.1 Operator's maintenance responsibilities**

- 3.8.1.1 The operator shall comply with the requirements of 2.6.1.

3.8.1.2 *The operator should ensure that all maintenance personnel receive initial and continuation training acceptable to the DGCA and appropriate to their assigned tasks and responsibilities. This should include Human Factors and coordination with other maintenance personnel and flight crew.*

*Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

### **3.8.2 Operator's maintenance control manual (Continuous Airworthiness Management Exposition)**

*The operator should provide a maintenance control manual, as specified in 3.11.1, for the use and guidance of maintenance and operations personnel. The design of the manual should observe Human Factors principles.*

*Note 1.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

### **3.8.3 Maintenance programme**

3.8.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the DGCA, containing the information required by 3.11.2. The design and application of the operator's maintenance programme shall observe Human Factors principles.

*Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

3.8.3.2 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.

### **3.8.4 Continuing airworthiness information**

The operator of an aeroplane of a maximum certificated take-off mass in excess of 5700 kg shall, as prescribed by the DGCA, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness, is transmitted as required by CAR, Section 2, Series 'C', Part 'I'.

### **3.8.5 Maintenance release**

3.8.5.1 A maintenance release shall be completed and signed, as prescribed by the DGCA, to certify that the maintenance work has been performed in accordance with the maintenance programme or other data and procedures acceptable to the DGCA.

3.8.5.2 A maintenance release shall contain a certification including:

- a) basic details of the maintenance performed;
- b) the date such maintenance was completed;

c) when applicable, the identity of the approved maintenance organization;  
and

d) the identity of the person or persons signing the release.

### **3.9 AEROPLANE FLIGHT CREW**

#### **3.9.1 Composition of the flight crew**

##### **3.9.1.1 Designation of pilot-in-command**

For each flight the operator shall designate a pilot to act as pilot-in-command.

##### **3.9.1.2 Flight engineer**

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.

#### **3.9.2 Flight crew member emergency duties**

The 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. Recurrent training in accomplishing these functions 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.

#### **3.9.3 Flight crew member training programmes**

3.9.3.1 The 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.

3.9.3.2 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.

3.9.3.3 The training programme shall include training to competency for all equipment installed.

3.9.3.4 *Flight simulators should be used to the maximum extent practicable for initial and annual recurrent training.*



### 3.9.4 Qualifications

#### 3.9.4.1 Flight crew member licensing

##### 3.9.4.1.1 The operator shall:

- a) ensure that each flight crew member assigned to duty holds a valid licence issued by the DGCA, or if issued by another Contracting State, rendered valid by the DGCA;
- b) ensure that flight crew members are properly rated; and
- c) be satisfied that flight crew members are competent to carry out assigned duties.

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

*Note 1.— Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment A to Part III, Section 3, Chapter 3. Operations Circular 7/2010: Operational Procedures And Training Requirements Of Airborne Collision Avoidance System (ACAS) Equipment.*

*Note 2.— Appropriate training, to the satisfaction of the DGCA, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:*

- a) possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or*
- b) possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or*
- c) a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.*

##### 3.9.4.2 Recent experience — pilot-in-command

The operator shall not assign a pilot to act as pilot-in-command of an aeroplane unless that pilot has made at least three takeoffs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.

3.9.4.3 Recent experience — co-pilot

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.

3.9.4.4 Pilot proficiency checks

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. 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 State issuing the pilot licence.

*Note.— The periodicity of the checks referred to in 3.9.4.4 is dependent upon the complexity of both the aeroplane and the operation.*

**3.10 FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER**

*The operator should ensure that any person assigned as a flight operations officer/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. CAR, Section 7, Series M, Part II.*

**3.11 MANUALS, LOGS AND RECORDS**

*Note.— The following document is associated with this CAR but is not included in this chapter:*

*Operational flight plan — see 3.4.3.3.*

**3.11.1 Operator's maintenance control manual**

*The operator's maintenance control manual provided in accordance with 3.8.2, which may be issued in separate parts, should be developed according to industry codes of practice or to the DGCA's guidance material, and should at a minimum contain information about:*

- a) *the means for complying with the procedures required by 3.8.1.1;*
- b) *the means of recording the names and duties of the person or persons required by 3.8.1.1;*
- c) *the maintenance programme required by 3.8.3.1;*
- d) *the methods used for the completion and retention of the operator's maintenance records required by 3.8.5;*
- e) *the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4;*

- f) *the procedures for implementing action resulting from mandatory continuing airworthiness information;*
- g) *a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme;*
- h) *the aircraft types and models to which the manual applies;*
- i) *the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and*
- j) *procedures for advising the DGCA of significant in-service occurrences.*

### **3.11.2 Maintenance programme**

3.11.2.1 A maintenance programme for each aeroplane as required by 3.8.3 shall contain the following information:

- a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;
- b) when applicable, a continuing structural integrity programme;
- c) procedures for changing or deviating from a) and b) above as approved by the DGCA; and
- d) when applicable and approved by the DGCA, condition monitoring and reliability programme descriptions for aircraft systems, components and engines.

3.11.2.2 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.

3.11.2.3 *The maintenance programme should 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.*

### **3.11.3 Flight recorder records**

The owner of the 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, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.

## **3.12 CABIN CREW**

### **3.12.1 Assignment of emergency duties**

The requirement for cabin crew for each type of aeroplane shall be determined by the operator, based on seating capacity or the number of passengers

carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.

### **3.12.2 Cabin crew at emergency evacuation stations**

When cabin crew are required by a State authority, each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with 3.6.8 during take-off and landing and whenever the pilot-in-command so directs.

### **3.12.3 Protection of cabin crew during flight**

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.

### **3.12.4 Training**

3.12.4.1 The operator shall ensure that a training programme is completed by all persons before being assigned as a cabin crew member.

3.12.4.2 *The operator should 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 includes or makes reference to a syllabus for the training programme in the company operations manual. The training programme should include Human Factors training.*

*Note. Details on training programme of cabin crew is available in CAR, Section-7, Series 'M', Part I*

## **3.13 SECURITY**

### **3.13.1 Security programme**

*Each entity conducting general aviation operations, including corporate operator aviation operations, using aircraft with a maximum take-off mass greater than 5700 kg shall establish, implement and maintain a written operator security programme that meets the requirements of the "Bureau of Civil Aviation Security" (BCAS).*



(B. S. Bhullar)  
Director General of Civil Aviation

## **APPENDIX 1.A COMPANY OPERATIONS MANUAL**

### *Supplementary to 3.4.2.2*

The following is the suggested content of a company operations manual. It may be issued in separate parts corresponding to specific aspects of an operation. It should include the instructions and information necessary to enable the personnel concerned to perform their duties safely and shall contain at least the following information:

- a) table of contents;
- b) amendment control page and list of effective pages, unless the entire document is reissued with each amendment and the document has an effective date on it;
- c) duties, responsibilities and succession of management and operating personnel;
- d) operator safety management system;
- e) operational control system;
- f) MEL procedures (where applicable);
- g) normal flight operations;
- h) standard operating procedures (SOPs);
- i) weather limitations;
- j) flight and duty time limitations;
- k) emergency operations;
- l) accident/incident considerations;
- m) personnel qualifications and training;
- n) record keeping;
- o) a description of the maintenance control system;
- p) security procedures (where applicable);
- q) performance operating limitations;
- r) use/protection of FDR/CVR records (where applicable);
- s) handling of dangerous goods; and
- t) use of head-up displays (HUD)/enhanced vision systems (EVS).

## **APPENDIX 2.B MINIMUM EQUIPMENT LIST (MEL)**

### *Supplementary to 3.6.1.1*

1. If deviations from the requirements of States in the certification of aircraft were not permitted, an aircraft could not be flown unless all systems and equipment were operable. Experience has proved that some unserviceability can be accepted in the short term when the remaining operative systems and equipment provide for continued safe operations.
2. The State should indicate through approval of a minimum equipment list those systems and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can be conducted with inoperative systems and equipment other than those specified.
3. A minimum equipment list, approved by the State of the Operator, is therefore necessary for each aircraft, based on the master minimum equipment list established for the aircraft type by the organization responsible for the type design in conjunction with the State of Design.
4. The State of the Operator should require the operator to prepare a minimum equipment list designed to allow the operation of an aircraft with certain systems or equipment inoperative provided an acceptable level of safety is maintained.
5. The minimum equipment list is not intended to provide for operation of the aircraft for an indefinite period with inoperative systems or equipment. The basic purpose of the minimum equipment list is to permit the safe operation of an aircraft with inoperative systems or equipment within the framework of a controlled and sound programme of repairs and parts replacement.
6. Operators are to ensure that no flight is commenced with multiple minimum equipment list items inoperative without determining that any interrelationship between inoperative systems or components will not result in an unacceptable degradation in the level of safety and/or undue increase in the flight crew workload.
7. The exposure to additional failures during continued operation with inoperative systems or equipment should also be considered in determining that an acceptable level of safety is being maintained. The minimum equipment list may not deviate from requirements of the flight manual limitations section, emergency procedures or other airworthiness requirements of the DGCA or of the State of the Operator unless the appropriate airworthiness authority or the flight manual provides otherwise.
8. Systems or equipment accepted as inoperative for a flight should be placarded where appropriate and all such items should be noted in the aircraft technical log to inform the flight crew and maintenance personnel of the inoperative system or equipment.

9. For a particular system or item of equipment to be accepted as inoperative, it may be necessary to establish a maintenance procedure, for completion prior to flight, to deactivate or isolate the system or equipment. It may similarly be necessary to prepare an appropriate flight crew operating procedure.

10. The responsibilities of the pilot-in-command in accepting an aeroplane for operation with deficiencies in accordance with a minimum equipment list are specified in 2.2.3.1.

**— END —**