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SUBPART A – GENERAL

§ 125.1 Applicability.

(a) This part prescribes rules governing and requiring compliance for the following—

(1) The noncommercial operations of turbojets, transport category aircrafts, transport category rotorcraft, and commuter category airplanes operated by a person or organization hold or is required to hold an Operator Authorization (OA) under the General Authority of Civil Aviation Regulation (GACAR) Part 119.

(2) Each person employed including flight crews used by an authorization holder.

(3) Each person who is an applicant for an OA under GACAR Part 119 with authorization from the President.

(b) The pilot-in-command (PIC) must be familiar with the requirements and procedures pertinent to the performance of the duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities to be used and comply with all such requirements. The PIC must ensure that other crew members are familiar with such requirements and procedures and comply as are pertinent to the performance of their respective duties in the operation under this part.

(c) The PIC must, while operating an aircraft outside of the Kingdom of Saudi Arabia (KSA), comply with GACAR § 91.475, except where any rule of this part is more restrictive and may be followed without violating the rules of that country.

(d) The President may authorize temporary relief for compliance from certain sections of this part for ferrying, training, positioning, maintenance, or other special purposes provided the authorization holder demonstrates to the President that the operation can be conducted with an acceptable level of safety in accordance with specified limitations and conditions.

§ 125.2 Aircraft Management.

(a) For the purposes of this part, aircraft management means managing an aircraft operation under a dry lease agreement approved by the President where the lessee is the authorization holder under this part.

(b) The dry lease agreement mentioned in § 125.2 (a) must be in accordance with the requirements stipulated in Part § 119.53.

(c) The dry lease agreement mentioned in § 125.2 (a) must contain a statement stipulating that the leased aircraft may not be engaged in commercial air transportation.

§ 125.3 Operations Notification.

(a) An authorized holder who intends to operate an aircraft permanently in a foreign country is considered as foreign state based. In such a case, the operator must inform the President and notify the foreign authority to obtain appropriate permission or sign an agreement, with the President, applicable to the foreign state for the purpose of safety and security oversight coordination.

(b) No foreign registered aircraft may operate in Saudi Arabia as a permanent base unless the operator notifies the President and informs the state of the registry for obtaining appropriate permission or signing an agreement, with the President, applicable to the foreign state for the purpose of safety and security oversight coordination.

§ 125.5 Carriage and problematic usage of Psychoactive Substances.

(a) No person may act or attempt to serve as a crew member while under the influence of any psychoactive substance, fatigue, sickness, or injury where the crew member's human performance is impaired.

(b) If the authorization holder permits any aircraft operation in violation of the provisions of GACAR § 91.23 on carrying, selling, and offering of psychoactive substances, the operator's authorization will be suspended or revoked.

§ 125.7 Documents, Manuals, and Information to be carried on board.

(a) The following documents, manuals and information must be carried on each flight as originals or certified true copies of certificates unless otherwise specified:

(1) The AFM or equivalent document(s).

(2) The certified true copy of the Certificate of Registration (C of R).

(3) The certified true copy or original Certificate of Airworthiness (C of A).

(4) The Noise Certificate, if applicable.

(5) The list of specific approvals/Operation Specifications, if applicable.

(6) The aircraft Radio Station License, if applicable.

(7) The third-party liability insurance certificate(s).

(8) The Journey Logbook, or equivalent.

(9) The flight plan.

(10) The essential information concerning the search and rescue services and procedures in the area over which the aircraft will be operated (separate document or a part of Operations Manual).

(11) The applicable current Aeronautical Charts and charts for all routes of possible diversion.

(12) The procedures and visual signals information for use by intercepting and intercepted aircraft.

(13) The MEL / CDL, if applicable.

(14) Copy of the Operations Manual or other equivalent documents containing aircraft performance and other details required for operation.

(15) The dry lease Agreements or agreements under Article 83 bis if applicable.

(16) The list of emergency and survival equipment and location.

(17) List of passengers on board, Cargo manifest if applicable; weight and balance document.

(18) Operating Instructions and Checklists referred to in § 125.129; and

(19) Any other documentation that may be pertinent to the flight or is required for the flight.

(b) The documents required to be carried on board may be a part of an approved Electronic Flight Bag or in the form of soft copy as acceptable to the President.

§ 125.9 Flight Logbook Requirements.

(a) Every aircraft must carry a flight logbook in accordance with GACAR § 91.9(a)(6) containing the items specified in GACAR § 91.8 and any other requirements listed in the authorization holder's Operations Manual.

(b) The pilot-in-command (PIC) is responsible for ensuring that the flight logbook entries, including the purpose of the flight and defects observed during the flight, are recorded in accordance with the authorization holder's procedures.

§ 125.11 Approval for Operations Specifications.

No authorization holder may conducts operations of aircraft for which specific approval is required unless the President has issued such approval. The Operations Specifications that require approval includes, but are not limited to, Reduced Vertical Separation Minima (RVSM), IFR Low Visibility Operation (LVO) with specific RVR, Performance Based Navigation (PBN), and Performance-based Communication and Surveillance (PBCS) as applicable.

§ 125.13 Duties and Responsibilities of PIC.

(a) The pilot-in-command must determine that aircraft performance will permit the take-off and departure to be carried out safely.

(b) The pilot-in-command must ensure that the checklists specified in § 125.129 are complied with in detail.

(c) The pilot-in-command must be responsible for ensuring that a flight 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 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.

(d) The pilot-in-command must be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aircraft resulting in serious injury or death of any person or substantial damage to the aircraft or property. If the pilot-in-command is incapacitated, the operator must take the forgoing action as per the requirements given in GACAR Part 4.

(e) The pilot-in-command must be responsible for reporting all known or suspected defects in the aircraft, to the operator, at the termination of the flight.

(f) A journey logbook must be maintained for each aircraft, and the pilot-in-command must be responsible for entering flight details in accordance with GACAR Part § 91.8 in the journey logbook.

SUBPART B – MANAGEMENT PERSONNEL

§ 125.31 Operator Authorization and Management Personnel Required.

(a) An applicant must be an Accountable Executive who is the owner of the aircraft or the Chief Executive Officer (CEO) of the organization, having financial power to ensure that necessary resources are available for the safe operation of the aircraft.

(b) The Accountable Executive referred in § 125.31 (a) must apply for the Operator Authorization in a form and manner acceptable to the President. The applicant must submit a list of management personnel, their biodata, credentials, and a satisfactory compliance checklist demonstrating the capability and readiness for operation.

(c) The Accountable Executive must submit a copy of the Operations Manual, Maintenance Control Manual, and evidence for outsourcing to an approved maintenance facility or own facility for aircraft maintenance.

(d) The Accountable Executive must nominate the Director of Operations, Continuing Airworthiness Manager (CAM), Safety Manager, and other positions commensurate with the scope and complexity of the aircraft operation as determined by the President.

(e) All management personnel, including change of management personnel, must be accepted by the President upon satisfactory assessment of the competency for the position.

§ 125.33 Management Personnel: Qualifications.

(a) The Accountable Executive must have a good understanding of the aviation operation and safety management system. Otherwise, the owner/organization may nominate a suitable person who has a broad knowledge of aviation operations and is given financial powers to ensure safe operations. In such a case, the owner/organization and the nominated accountable executive must sign a statement of safety and quality for acceptance by the President.

(b) The operator must appoint at least a minimum number of the post holders to look after the management and safety activities as given in the following Table 1.

(c) For the purpose of this part, small operator means an owner managing the operation of a maximum of two aircraft.

Sl. No	No of aircraft operated	Management Activities	Minimum number of post holders
1.	**Large Operator** A fleet of six or more aircraft	–Accountable Executive –Director of Operations –Chief Pilot –Continuing Airworthiness Manager (CAM) –Safety Manager –Quality Manager	**6 Post holders–** –Accountable Executive –Director of Operations –Chief Pilot –CAM –Quality Manager –Safety Manager.
2.	**Medium Sized Operator** A fleet of 3-5 aircraft	–Accountable Executive –Director of Operations –Chief Pilot –Continuing Airworthiness —Manager –Quality Manager –Safety Manager	**4 Post holders –** –Accountable Executive –Operations Director –Chief Pilot –CAM –Quality/Safety Manager.
3.	**Small Operator** Up to Two aircraft	–Accountable Executive –Operations Manager –CAM –Safety/Quality Manager	**3 Post holders –** –Accountable Executive –Operations Manager –CAM –Quality/Safety Manager
Note: (1) For in-house maintenance, additionally a Maintenance post holder must be appointed. (2) Qualified Accountable Executive can hold addition positions in medium and small organizations			

Table 1

(d) To serve as the Director of Operations, the nominated person must:

(1) hold an ATPL and show evidence of experience as Pilot-in-command (PIC) on the aircraft type operated by the Authorization holder, or a similar type of aircraft and served in flight operations management.

(2) Have at least three years of supervisory or managerial experience in a position that exercised operational control over any operations conducted.

(3) demonstrate adequate knowledge of regulations related to flight operations, ground operations, and

safety management systems.

(e) To serve as the Chief Pilot, the nominated person must:

(1) hold a CPL and show evidence of experience as Pilot-in-command (PIC) on the aircraft type operated by the Authorization holder and served in flight operations management.

(2) demonstrate adequate knowledge of regulations related to flight operations, ground operations, and safety management systems.

(f) To serve as the Operations Manager, the nominated person must:

(1) hold a CPL of the appropriate aircraft category.

(2) show evidence of experience as Pilot-in-command (PIC) on an aircraft type operated by the Authorization holder, or a similar type of aircraft.

(3) demonstrate adequate knowledge of regulations related to flight operations, ground operations, and safety management systems.

(g) To serve as Continuing Airworthiness Manager or Maintenance Manager, the nominated person must:

(1) have practical experience in aircraft continuing airworthiness management or maintenance or aircraft quality/safety management, and expertise in applying aviation safety standards and continuing airworthiness management practices.

(2) have working experience on the type of aircraft operated by the Authorization holder or a similar type, and

(3) have comprehensive knowledge of the Authorization holder’s Maintenance Control Manual, and knowledge of the KSA Civil Aviation Law and the related GACARs.

(h) To serve as Quality Manager or Safety Manager, the nominated person must:

(1) have practical experience in aircraft quality/ safety management or flight operations or continuing airworthiness management and expertise in applying aviation safety standards.

(2) have working experience on the type of aircraft operated by the Authorization holder or a similar type in operations or maintenance, and

(3) have comprehensive knowledge of the Authorization holder’s Safety Management System Manual, and

knowledge of the KSA Civil Aviation Law and the related GACARs.

(i) The Quality/Safety manager must report directly to the Accountable executive to update the information on the quality and safety performance of the operation. The list of postholders and their duties and responsibilities must be given in the Operations Manual.

(j) Notwithstanding the requirements set forth in § 125.33 (c) through (i), the President may require additional management personnel based on the type of aircraft operated, nature, and complexity of operations.

SUBPART C – ROUTES AND AREAS

§ 125.53 Aerodrome Requirements.

(a) The operator must use aerodromes and operating sites that are adequate for the type of aircraft operated for day and night operations.

(b) The operator must establish aerodrome operating minima, in accordance with criteria specified by the President, for each aerodrome to be used. When establishing aerodrome operating minima, the operator must consider any conditions prescribed in the operations specifications. Such minima must not be lower than the established minima unless specifically approved by the President.

(c) No flight must 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 § 125.53 (b).

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

(1) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and

(2) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as follows:

(i) 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.

(ii) 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.

(iii) Category III (CAT III): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range less than 300 m or no runway visual range limitations.

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

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

(g) No instrument approach 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.

(h) One or more instrument approach procedures designed to support instrument approach operations approved by the President are to be used for each instrument runway or aerodrome utilized for instrument flight operations.

(i) 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 aircraft must not continue its approach to land beyond a point at which the limits of the aerodrome operating minima would be infringed.

§ 125.55 Operating Facilities.

(a) No operator may conduct a flight unless it is confirmed that the ground and water facilities, including communication facilities and navigation aids during takeoff, enroute and landing are available for such flight for the safe operation of the aircraft and are adequate for the type of operation.

(b) An Authorization holder may commence operations only if it is ascertained that the information for the intended flight is available to the operator either through the official information published by the aeronautical information services or obtained from other sources.

SUBPART D – MANUAL REQUIREMENTS

§ 125.77 Preparation of Manuals.

(a) Each authorization holder must prepare and keep current an Operations Manual in accordance with the content specified in this part § 125.79 for the use and guidance of flight operations, ground operations, and management personnel as appropriate in conducting its functions; and,

(b) Each authorization holder must prepare and keep current a Maintenance Control Manual (MCM) as per the details given in this part § 125.79 for the use and guidance of the personnel who perform functions of continuing airworthiness management and maintenance.

(c) The operator must provide for the use and guidance of maintenance personnel a Maintenance Procedure Manual (MPM) prepared as per the content specified in this part of GACAR § 125.79 if the operator is authorized to perform aircraft maintenance in the operator's in-house maintenance facility.

(d) Each manual required by this subpart must—

(1) have the date of the last revision and revision number on each revised page; and

(2) observe human factors principles in developing such manuals.

(e) The operations manual must be amended or revised to ensure that the information contained therein is up to date. All such amendments or revisions must be issued to all personnel required to use this manual.

(f) Each authorization holder operating more than 6 Aircraft must establish, implement, and maintain a written operator security procedures acceptable to GACA Aviation Security Sector.

§ 125.79 Manual Contents.

(a) *Operations Manual.* Each Operations Manual must contain the contents listed in Appendix A to this part under the following sections:

(1) General.

(2) Aircraft operating information.

(3) Areas, routes, and aerodromes; and

(4) Training

(b) *The manuals* may be prepared as a combined volume or in two or more separate parts, containing all the information required for the operation. Each part must contain the information appropriate for each group of personnel. Appendix A of this part describes the detailed contents of the operations manual.

(c) *Maintenance Control Manual*. The Maintenance Control Manual must contain detailed procedures to ensure that the aircraft maintained in an airworthy condition by the operator as per the Information on Continuing Airworthiness. The detailed contents of the MCM are listed in Appendix B of this part.

(d) *Maintenance Procedures Manual*. The Maintenance Procedures Manual must contain detailed procedures for performing aircraft maintenance. It must include the methods and processes for maintenance and certification of the aircraft for limited scope or the full scope of maintenance authorized. Appendix C of this part provides guidelines for developing a Maintenance Procedures Manual.

(e) Maintenance Control Manual and Maintenance Procedures Manual may be prepared as combined or separate manuals as acceptable to the President.

§ 125.81 Distribution and Availability.

(a) A copy or relevant part of the Operations Manual and Maintenance Control Manual must be distributed among all concerned personnel and GACA.

(b) The operator must ensure that personnel involved in aircraft operations are adequately instructed in their specific duties and responsibilities and the relationship of such duties to the function.

(c) To comply with paragraph (a) of this section, an authorization holder must furnish the appropriate manual(s) or part of the manual to appropriate persons in a printed form or electronic form acceptable to the President and retrievable in the English language.

(d) Each authorization holder must maintain at least one complete set of the Operations Manual and Maintenance Control Manual at its principal base of operation.

(e) The applicable current maintenance data must be available while maintenance activities are in progress.

§ 125.83 Aircraft Flight Manual.

(a) Each authorization holder must keep a current approved Aircraft Flight Manual (AFM) or an approved equivalent manual at its principal base of operations for each type of aircraft it operates.

(b) Each AFM or approved equivalent manual as described in paragraph (a) of this section must be contained within the Operations Manual required by GACAR § 125.77, and this information must be clearly identified as

flight manual requirements or an approved AFM. The authorization holder may revise the operating procedures section and modify the presentation of performance data from the applicable AFM if the revised operating procedures and modified performance data presentation are—

(1) approved by the President and

(2) clearly identified as Aircraft Flight Manual (AFM) requirements.

(c) The AFM must be updated by implementing changes made mandatory by the President for KSA registered aircraft. For foreign-registered aircraft, the AFM must be updated by the State of Registry unless the responsibilities are transferred under a dry lease agreement.

SUBPART E – AIRCRAFT REQUIREMENTS

§ 125.105 Aircraft Requirements: General.

No authorization holder may operate any aircraft under this part unless:

(1) It is registered as a civil aircraft of the Kingdom of Saudi Arabia and carries a current appropriate standard airworthiness certificate issued under GACAR Part 21, or registered in any ICAO Contracting State if it operates under a dry lease agreement or Article 83 bis agreement as stipulated in GACAR Part § 119 and carries a current appropriate standard airworthiness certificate.

(2) The aircraft meets the applicable airworthiness requirements and is maintained in an airworthy condition.

(3) The aircraft's maintenance is performed as per the approved maintenance program.

(4) The current empty weight and the center of gravity are calculated from the values established by actual weighing. The aircraft must be under a weight monitoring system to track the weight changes.

§ 125.107 Aircraft Limitations.

(a) No authorization holder may operate a land airplane on an extended overwater flight unless it is certified for ditching.

(b) All aircraft operated on extended flights over water must 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.

(c) For over water operations, the operator must determine the risks to the survival of the occupants of the aircraft in the event of ditching. The operator must consider 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 must, in addition to the equipment required in § 125.107 (b), ensure that the aircraft is appropriately equipped with the following:

(1) Life-saving rafts in sufficient numbers to carry all persons on board, stowed to facilitate their ready use in an emergency, provided with such lifesaving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and

(2) Equipment for making the distress signals described in GACAR Part 91.303 (h) and two-way communication equipment as stipulated in GACAR Part 91 Appendix C IX.

(3) Each life jacket and equivalent individual flotation device, when carried in accordance with § 125.107 (b) of this section, must be equipped with a means of electric illumination to facilitate the location of persons, except where the requirements given in § 125.107 (b) of this section are met by the provision of individual flotation devices other than life jackets.

(d) The operator must always carry on board a list of rescue coordination centers and information on the emergency and survival equipment for immediate communication. The information must include, as applicable, the number, color, and type of life rafts and pyrotechnics, details of emergency medical supplies, and water supplies and the type and frequencies of the emergency portable radio equipment.

(e) No authorization holder may operate a rotorcraft over water unless the rotorcraft is amphibious or equipped with floats or other emergency flotation gear adequate to accomplish a safe emergency ditching on open water.

(f) Notwithstanding the requirements of § 125.107 (d) of this section, no authorization holder may operate a rotorcraft over water in a hostile environment unless it is certificated, or approved by the President as adequate for ditching.

SUBPART F – AIRPLANE PERFORMANCE OPERATING LIMITATIONS

§ 125.129 Operating Instructions and Checklists.

(a) The operator must issue operating instructions and provide information on aircraft 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 must be included in the operations manual.

(b) Flight crews must use checklists before, during, and after all phases of operations and in emergencies to ensure compliance with the operating procedures contained in the aircraft flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists must observe Human Factors principles.

(c) Authorization holders must operate aircraft in compliance with the terms of its certificate of airworthiness and all factors that significantly affect the aircraft's performance when calculating aircraft performance and operating limitations contained in the flight manual.

(d) The performance data provided in the AFM that applies in determining compliance with requirements are given in GACAR § 125.131 through 125.137. Where conditions are different from those on which the performance data is based, compliance is determined by the following —

(1) Interpolations, if the performance data follow a reasonably linear scale, or

(2) Using the most conservative value of the proximate results of the direct tests if an accurate interpolation cannot be made.

(e) The operator must consider published noise abatement procedures and operate the aircraft to minimize the effect of aircraft noise while ensuring that safety has priority over noise abatement. Noise abatement procedures specified by the operator for any one airplane type must be the same for all aerodromes.

(f) Authorization holders must ensure the aircraft's mass at the time of takeoff is not greater than the mass allowed for the length of the takeoff or landing runway, using data from the AFM. The operator must consider directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data for at least the following factors:

(1) Mass, Operating Procedures, Aerodrome pressure altitude,

(2) Runway slope, Ambient temperature and wind.

(3) Runway surface conditions at the expected time of use, i.e., presence of slush, water, and/or ice, for

landplanes, water surface condition for seaplanes.

(g) The operator must 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 must be consistent with the aircraft flight manual and checklists. The design of the manual must observe Human Factors principles.

§ 125.131 Airplane: Mass Limitations.

(a) No PIC may commence flight exceeding the mass at which take off as stipulated in § 125.133 is complied with, or the mass at en route one engine inoperative condition specified in § 125.135 and landing condition given in § 125.137 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying § 125.135 and § 125.137 and, in respect of alternate aerodromes, § 125.131 (c) and § 125.131 (d).

(b) In no case may 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 may the estimated mass for the expected time of landing at the aerodrome of intended landing and 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 may the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards as stipulated in GACAR Part § 91.503, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the President or the authority of the State in which the aerodrome is situated.

§ 125.133 Airplane: Take Off.

(a) No PIC may operate the airplane unless, 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 airplane complies requirements given in§ 125.135.

(b) In determining the length of the runway available, an account must be taken for the loss of runway length due to the alignment of the airplane before take-off.

§ 125.135 Airplane: En route — one engine inoperative.

(a) No PIC may operate the airplane unless, 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 requirement of § 125.137 can be met without flying below the minimum obstacle clearance altitude at any point.

(b) For flights that are to be conducted in accordance with the instrument flight rules, the operator must specify the method of establishing terrain clearance altitudes.

§ 125.137 Airplane: Landing Limitation.

No PIC may commence the flight unless, at the aerodrome of intended landing and any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, it can land, with the assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available. The allowance must be made for expected variations in the approach and landing techniques if such allowance has not been made in the scheduling of performance data.

§ 125.139 Airplane: Landing Limitations: Alternate Aerodromes.

(a) No person may list an aerodrome as an alternate aerodrome on a flight release unless the airplane, at the mass anticipated at the time of arrival, can land and be brought to a full stop within 70 percent of the effective length of the runway from a point 50 ft (15 m) above the intersection of the obstruction clearance plane and the runway with following assumptions that:

(1) The airplane passes directly over the intersection of the obstruction clearance plane and the runway at a height of 50 ft (15 m), stabilized at the approach speed specified for the aircraft’s configuration and operating conditions.

(2) The landing does not require exceptional pilot skill.

(b) In the case of an alternate aerodrome for departure, as provided in GACAR § 125.501, allowance may be made for fuel jettisoning in addition to normal consumption of fuel and oil when determining the mass anticipated at the time of arrival.

§ 125.141 Airplane operating procedures for landing performance.

No PIC may continue an approach to land 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 airplane performance information indicates that a safe landing can be made.

SUBPART G – ROTORCRAFT PERFORMANCE OPERATING LIMITATIONS

§ 125.153 Performance Class: General.

Unless authorized by the President in the authorization holder's operations specifications ──

(a) All rotorcraft operating to or from a heliport in a congested hostile environment must be operating in performance Class 1 or 2.

(b) Except as provided in paragraph (a) of this section, all rotorcraft must operate in performance Class 1, 2, or 3.

(c) To permit variations from paragraph (a) of this section, the authorization holder must undertake a risk assessment, acceptable to the President, that considers factors such as—

(1) The type of operation and the circumstances of the flight,

(2) The area/terrain over which the flight is being conducted,

(3) The probability of a critical engine failure and the consequence of such an event,

(4) The procedures to maintain the reliability of the engine(s),

(5) The training and operational procedures to mitigate the consequences of the critical engine failure, and

(6) Installation and use of a usage monitoring system.

§ 125.155 Performance: General.

(a) An authorization holder must ensure that the mass of the rotorcraft at the start of the takeoff is not greater than the mass at which the requirements of the appropriate performance class prescribed in this subpart can be complied with for the flight to be undertaken, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is provided for the requirement.

(b) An authorization holder must ensure that the approved performance data contained in the AFM is used to determine compliance with the requirements of this subpart, supplemented as necessary with other data acceptable to the President. When applying the appropriate factors prescribed in this subpart, an account of any operational factors already incorporated in the AFM performance data may be taken to avoid a double application of factors.

(c) When showing compliance with the requirements of this subpart, due account must be taken of the following

parameters:

(1) Mass of the rotorcraft.

(2) Rotorcraft configuration.

(3) Environmental conditions, in particular ──

(i) Pressure-altitude and temperature.

(ii) Wind.

(4) Operating techniques; and

(5) Operation of any systems which have an adverse effect on performance.

§ 125.157 Operating Limitations.

(a) For rotorcraft operating in performance Class 2 or 3 in any flight phase where an engine failure may cause the rotorcraft to force-land the operator must verify that the surface below the intended flight path permits the pilot to execute a safe forced landing.

(b) Performance Class 3 operations must not be performed—

(1) In Instrument Meteorological Conditions (IMC); or

(2) At night.

§ 125.159 Obstacle Accountability Area.

For the purposes of the obstacle-clearance requirements prescribed in § 125.161—

(a) An obstacle located beyond the Final Approach and Takeoff Area (FATO) in the take-off flight path, or the missed approach flight path must be considered if its lateral distance from the nearest point on the surface below the intended flight path is not further than-

(1) For VFR operations: Half of the minimum FATO (or the equivalent term used in the AFM) width defined in the AFM (or, when no width is specified, 0.75 times the maximum dimension of the rotorcraft (D)), plus 0.25 D (or 3 m, whichever is greater), plus: 0.01 times the distance traveled (DR) for VFR day operations.

(2) For instrument flight rules (IFR) operations:

(i) One and one-half times D (or 30 m, whichever is greater), plus: 0.10 DR for IFR operations with accurate course guidance, 0.15 DR for IFR operations with standard course guidance, and 0.30 DR for IFR operations without course guidance.

(ii) When considering the missed approach flight path, the divergence of the obstacle accountability area only applies after the end of the take-off distance available.

(iii) Standard course guidance includes automatic direction finder (ADF) and very high frequency omnidirectional range (VOR) guidance. Accurate course guidance includes instrument landing system (ILS), Microwave Landing System (MLS), or other course guidance providing an equivalent navigational accuracy.

(3) For operations with initial takeoff conducted visually and converted to IFR/IMC at a transition point, the criteria required in (1) apply up to the transition point then the criteria required in (2) apply after the transition point-p.

(i) The criteria required in paragraph (a)(1) of this section apply up to the transition point.

(ii) The criteria required in paragraph (a)(2) of this section apply after the transition point.

(iii) The transition point cannot be located before the end of take-off distance required (TODRH) for rotorcraft operating in performance Class 1 and before the defined point after takeoff (DPATO) for rotorcraft operating in performance Class 2.

(b) For takeoff using a backup (or a lateral transition) procedure, an obstacle located in the back-up (or lateral transition) area must be considered if its lateral distance from the nearest point on the surface below the intended flight path is not further than half of the minimum FATO (or the equivalent term used in the AFM) width defined in the AFM (or, when no width is defined 0.75 D), plus 0.25 times D (or 3 m, whichever is greater), plus 0.10 for VFR day, of the distance, traveled from the back of the FATO.

(c) Obstacles may be disregarded if they are situated—

(1) Beyond 7 R for day operations if it is assured that navigational accuracy can be achieved by referring to suitable visual cues during the climb.

(2) Beyond 10 R for night operations if it is assured that navigational accuracy can be achieved by reference to suitable visual cues during the climb.

(3) Beyond 300 m if navigational accuracy can be achieved by appropriate navigation aids: and

(4) Beyond 900 m in the other cases.

§ 125.161 Operations in Performance.

(a) The Authorization holder must ensure that the rotorcraft operational capabilities in Performance Class 1 must be in accordance with the requirements stipulated in GACAR § 121.351.

(b) Rotorcraft operations in Performance Class 2 must meet the operational capabilities stipulated in GACAR § 121.353.

(c) The Authorization holder must ensure that the rotorcraft operational capabilities in Performance Class 2 must be in accordance with the requirements stipulated in GACAR § 121.355.

SUBPART H – ADDITIONAL AIRWORTHINESS REQUIREMENTS

§ 125.185 Safety Information.

Each aircraft must have placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the President, and aircraft TC Holder displayed in the aircraft, in addition to:

(1) All emergency exit signs, and

(2) All passenger safety information signs, markings, and placards as required by the TC holders.

§ 125.187 Instructions for Continuing Airworthiness and Modifications.

(a) Operators must ensure the following continuing airworthiness instructions are updated in the aircraft maintenance program in accordance with TC holder's requirements and approved by the President –

(1) Repairs Assessment for Pressurized fuselages.

(2) Fuel Tank System Inspection Program.

(3) Fuel Tank Flammability Reduction Means.

(b) No aircraft may be operated without incorporating the modifications that are made mandatory by the Authority of TC holder.

SUBPART I – INSTRUMENT AND EQUIPMENT REQUIREMENTS

§ 125.217 General.

(a) Except as provided in § 125.223, no person may commence any takeoff of any aircraft unless the instruments and equipment specified in this subpart and Subpart C of GACAR Part 91 for the kind of operation indicated are serviceable.

(b) The operator must ensure that the aircraft is equipped with accessible and adequate medical supplies appropriate to the number of passengers the aircraft is authorized to carry, and the medical supplies must comprise one or more first-aid kits as per GACAR Part 91.

§ 125.219 Emergency Equipment: General.

(a) Pressurized airplanes with individual certificate of airworthiness first issued before 1 January 1990 and intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa must be equipped with a device to provide a positive warning to the flight crew of any dangerous loss of pressurization.

(b) An airplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments must be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies as stipulated in § 125.231, and GACAR § 91.223 and § 91.223.

(c) An airplane 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 must be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies as stipulated in § 125.231, and GACAR § 91.223 and § 91.223.

(d) Airplanes must be equipped with suitable de-icing and anti-icing devices when operated in circumstances where icing conditions are reported to exist or are expected to be encountered.

(e) Airplanes, when operated in accordance with the instrument flight rules or when the airplane cannot be maintained in a desired attitude without reference to one or more flight instruments, must be equipped with two independent altitude measuring and display systems.

(f) Aircraft with advanced cockpit automation systems (glass cockpits) must 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.

(g) Aircraft must be equipped with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum of 30 minutes, an attitude indicating

instrument (artificial horizon), clearly visible to the PIC. The emergency power supply must be automatically operative after the total failure of the main electrical generating system and clear indication must be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.

(h) Those instruments used by any one pilot must be so arranged as to permit the pilot to see their indications readily from his station, with the minimum practicable deviation from the position and line of vision normally assumed when looking forward along the flight path.

§ 125.220 Emergency Medical Equipment.

(a) No person may operate a passenger-carrying aircraft under this part unless it is equipped with emergency medical equipment that meets the specifications and requirements of GACAR § 125.221 and Subpart C of GACAR Part 91.

(b) The medical equipment must be clearly identified, legibly marked, and readily accessible. The equipment must be periodically inspected, and validity must be indicated.

§ 125.221 Aircraft Instruments and Equipment.

No person may operate an aircraft under this part unless it is equipped with all the instruments and equipment required for the intended operation of the applicable sections of Subparts C and D of GACAR Part 91; and must be in operable condition and used in accordance with the applicable requirements in Subpart B of GACAR Part 91.

Para	Kind of Operation / Equipment	Instrument and Equipment details
(a)	Weather Radar	All pressurized aircraft must be equipped with weather radar when operated at night or in IMC in areas where thunderstorms or other potentially hazardous weather conditions may be expected.

Para	Kind of Operation / Equipment	Instrument and Equipment details
(b)	FDR	(1)Airplanes with a maximum certificated take-off mass of over 5700 kg first issued with an individual C of A on or after 1 January 2005 must be equipped with an FDR record of at least 78 parameters listed in AppendixC to GACAR Part 91. (2)All airplanes with a maximum certificated take-off mass of over 5 700 kg for which the first airworthiness certificate issued after 1 January 2023 must be equipped with an FDR capable of recording at least the 82 parameters listed in Appendix C to GACAR Part 91.
(c)	CVR	(1) All turbine-engine airplanes of a maximum certificated take-off mass of over 5 700 kg first issued with an individual C of A on or after 1 January 2016 and required to be operated by more than one pilot must be equipped with a CVR. (2) All airplanes with a maximum certificated take-off mass of over 27 000 kg for which the individual airworthiness certificate is first issued on or after 1 January 2022 must be equipped with a CVR capable of retaining the information recorded during at least the last 25 hours of its operation.
(d)	ELT	All aircraft must be equipped with at least one automatic ELT in accordance with Section V of Appendix C to GACAR Part 91

Para	Kind of Operation / Equipment	Instrument and Equipment details
(e)	TAWS	(1) All turbine-engine airplanes of a maximum certificated take-off mass of more than 5 700 kg or authorized to carry more than nine passengers must be equipped with a ground proximity warning system with a forward-looking terrain avoidance function as per Appendix C to GACAR Part 91. (2) TAWS must automatically provide a timely and distinctive warning to the flight crew when the airplane is in potentially hazardous proximity to the earth's surface. (3) TAWS must provide, at a minimum, warnings of at least the following circumstances: (a)excessive descent rate. (b)excessive altitude loss after take-off or go-around; and (c)unsafe terrain clearance. (d)unsafe terrain clearance while not in landing configuration; 1) gear not locked down; 2) flaps not in a landing position; and e) excessive descent below the instrument glide path.

Para	Kind of Operation / Equipment	Instrument and Equipment details
(f)	ACAS II	Airplanes with a maximum tale off mass of more than 15 000 kg or authorized to carry more than 30 passengers must be equipped with Airborne Collision Avoidance System (ACAS II) in accordance with Section XI of Appendix C to GACAR Part 91.
(g)	Portable Fire extinguisher	(1) At least one portable fire extinguisher of a type which, when discharged, will not cause dangerous contamination of the air within the aircraft. At least one portable fire extinguisher must be located in the pilot compartment and separated cabin. (2) At least one hand fire extinguisher must be conveniently located in each Class E cargo compartment accessible to crew members during flight. (3) Built-in fire extinguisher for each lavatory disposal receptacle for towels, paper, or waste must be of the type stipulated in GACAR § 91.303 (c) (19).
(h)	Battery Powered Megaphone	Airplanes with 61 to 99 passenger seats must be installed with one portable battery-powered megaphone or megaphone readily accessible to cabin crew. An additional megaphone must be carried for every 100 additional passengers.

Para	Kind of Operation / Equipment	Instrument and Equipment details
(i)	Cosmic Radiation Indicator	Airplanes Operating at or above 49 000 ft (15000 m) must be equipped with an indicator to measure and indicate continuously the dose rate of total cosmic radiation being received and the cumulative dose on each flight. The display unit of the equipment must be readily visible to a flight crew member.
(j)	FDR and CVR for rotorcraft	(1) For all helicopters with a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2016 must be equipped with an FDR capable of recording at least the first 48 parameters listed in Appendix C to GACAR Part 91. (2) All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual airworthiness certificate is first issued on or after 1 January 1987 must be equipped with a CVR. For helicopters not equipped with an FDR, at least the main rotor speed must be recorded on the CVR.
(k)	Emergency Medical kit / AED	Aircraft Operation with cabin crew members, as per § 125.339, must be equipped with the following: (1) An approved emergency medical kit; and (2) The operator may carry a defibrillator based on a risk analysis if they carry more passengers for long distances; The training program for cabin crew members must include the operation of Automated External Defibrillators.

Para	Kind of Operation / Equipment	Instrument and Equipment details
(l)	Communication Equipment	In addition to the requirements of GACAR § 91.95 and § 91.209, an aircraft must be provided with radio communication equipment capable of: (1) conducting two-way communication for aerodrome control purposes. (2) receiving meteorological information at any time during flight; and (3) 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.
(m)	Electronic Navigation data management	No operator may employ electronic navigation data products in the air and on the ground unless approved by the President. (1) The Operator must have developed a process that is applied, the products delivered have met acceptable standards of integrity, and the products are compatible with the intended function of the existing equipment. (2) The Operator must have establish procedures to ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft. (3) The operator must have procedures in the operations manual to ensure that the operator continues monitoring the process and products to perform to the set standards.

§ 125.223 Inoperable Instruments and Equipment.

No person may take off an aircraft with inoperable instruments or equipment installed unless the following conditions are met:

(a) Where a master minimum equipment list (MMEL) is established for the aircraft type, the operator must prepare and use a minimum equipment list (MEL) approved by the President to enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop if any instrument, equipment, or systems become inoperative.

(b) An approved minimum equipment list (MEL) meeting the requirements of GACAR § 91.309 exists for that aircraft, and the operations specifications authorize the use of an approved MEL for an aircraft. For foreign registered aircraft, the State of Registry must approve the MEL unless the responsibility is transferred to the President.

(c) Instruments and equipment required for specific operations by this part must not be included in the MEL.

(d) Notwithstanding paragraphs (b) and (c) of this section, an aircraft with inoperable instruments or equipment may be operated under a special flight permit under GACAR §§ 21.197 and 21.199.

§ 125.225 Communication and Navigation Equipment.

No person may operate an aircraft unless:

(1) it is equipped with the radio communication equipment prescribed in GACAR Part 91 for the intended flight.

(2) it is equipped with the navigation equipment prescribed in GACAR Part 91 for the intended flight.

(3) the operator has approved procedures for ensuring that the updated process is applied to use the electronic navigation products suitable for the equipment.

§ 125.227 Passenger Information Requirements.

No person may operate an aircraft unless it is equipped with passenger information signs that meet the requirements of GACAR § 25.791.

§ 125.229 Flightdeck Check Procedure.

(a) The PIC must follow an approved flightdeck check procedure for each type of aircraft.

(b) The approved procedures must include each item necessary for flight crew members to check for safety before starting engines, taking off, or landing, and in engine and systems emergencies. The procedures must be designed so that a flight crew member will not need to rely upon memory for items to be checked.

(c) The approved procedures must be readily usable in the flightdeck of each aircraft and the flight crew must follow them when operating the aircraft. The design and use of approved flightdeck check procedures must observe human factors principles.

§ 125.231 Oxygen Supply.

(a) No authorization holder may commence flight at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa unless sufficient stored breathing oxygen is carried to supply:

(1) all crew members and 10 percent of the passengers for any period more than 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and

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

(b) The requirement for using oxygen on pressurized aircraft and portable oxygen are stipulated in GACAR § 91.223 and § 91.223.

(c) All flight crew members, when engaged in performing duties essential to the safe operation of an aircraft in flight, must use breathing oxygen continuously whenever the circumstances prevail for which its supply has been prescribed in § 125.231(1) to (3).

(d) The operator must ensure that cabin crew use oxygen supply to retain consciousness during any emergency descent, which may be necessary for the event of loss of pressurization. In addition, they should administer first aid to passengers during stabilized flights following the emergency. Passengers must be safeguarded by oxygen supply and operational procedures to ensure their surviving the effects of hypoxia in the event of loss of pressurization.

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

§ 125.233 FDR and CVR recordings.

(a) An operator must ensure that no FDRs, ADRS, AIRs, or AIRS use the recording technology of engraving metal foil, frequency modulation (FM), photographic film, or magnetic tape. Recording technology of CVRs and CARS must not be of magnetic tape or wire methods.

(b) All airplanes that are required to be equipped with CARS, and for which the individual certificate of airworthiness is first issued on or after 1 January 2025, must be equipped with a CARS, which must retain the information recorded during at least the last two hours of their operation.

(c) Crash-protected flight recorders must meet, at a minimum, the requirements in FAA TSO–C124 and/or EUROCAE ED–55 or ED–112 and be located and installed to provide maximum practical protection for the recordings so that the recorded information may be preserved, recovered, and transcribed.

(d) No flight recorder may be switched off during flight time.

(e) To preserve flight recorder records, flight recorders must be deactivated upon completion of flight time following an accident or incident. The flight recorders must not be reactivated before their disposition as determined in accordance with GACAR Part 4 by the President or the AIB.

(f) Operational checks and evaluations of recordings from the flight recorder systems must be conducted in accordance with the requirements stipulated in GACAR § 91.452 and the continuing airworthiness information of the manufacturer of the recorder to ensure the continued serviceability of the recorders.

SUBPART J – MAINTENANCE

§ 125.301 Applicability.

This subpart prescribes rules governing continuing airworthiness of aircraft operated under this part in addition with the requirements specified in GACAR Part 43 and 91.

§ 125.303 Maintenance Responsibility.

(a) An operator must ensure, in accordance with procedures acceptable to the President, that:

(1) the aircraft is maintained in an airworthy condition.

(2) the certificate of airworthiness remains valid.

(3) any operational and emergency equipment fitted is correctly installed and serviceable or identified as unserviceable under the provisions of the Minimum Equipment List, and

(4) the maintenance of aircraft is performed in accordance with the approved maintenance program.

(b) When the aircraft is leased, the owner’s responsibilities are transferred to the lessee under the appropriate agreement.

(c) No authorization holder operates an aircraft unless the aircraft and its components are maintained and released to service in accordance with the approved Maintenance Control Manual by a person, or an organization approved under GACAR Part 145 or an equivalent system acceptable to the President. The maintenance organization or a person must issue a maintenance release in relation to the maintenance carried out.

(d) When a foreign registered aircraft is operated under the provisions of Article 83 bis, the aircraft maintenance organization and the maintenance program must be approved by the State of Registry, unless these responsibilities are transferred to the President.

(e) The owner or the lessee operator must ensure that the maintenance of the aircraft is performed in accordance with authorized procedures and the aircraft maintenance program.

(f) All modifications and repairs must comply with airworthiness requirements acceptable to the President. Procedures must be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

§ 125.305 Operator Maintenance Control System.

(a) The authorization holder must develop and follow a Maintenance Control Manual (MCM) approved by the President to ensure the continuing airworthiness of aircraft. The Maintenance Control Manual must contain policies, procedures, and names of management personnel responsible for continuing the airworthiness of the aircraft. The design of the manual must observe Human Factors principles.

(b) The list of all organizations involved in the maintenance, their addresses, and the scope of maintenance is to be identified in the Maintenance Control Manual.

(c) To obtain the authorization for aircraft maintenance, the Operator must demonstrate the availability of adequate facilities, tools/equipment, manpower, and procedures for maintenance work. The maintenance activities must be performed in accordance with the scope of authorization and the approved Maintenance Procedure Manual.

(d) Alternately, the Operator must ensure that the aircraft is maintained by an organization approved under GACAR Part 145 or GACAR Part 121. The procedures for outsourcing all maintenance activities are to be described in the Maintenance Control Manual.

(e) The operator’s maintenance control manual referred in § 125.305, which may be issued in separate parts, must contain at least the following topics:

(1) The means for complying with the procedures required for maintenance responsibilities stated in § 125.303.

(2) The means of recording the names and duties of the person or persons required by the maintenance organization.

(3) The maintenance program required in § 125.309.

(4) The methods used for the completion and retention of the operator’s continuing airworthiness records required in § 125.315.

(5) The procedures for complying with the service information reporting requirements of § 125.319.

(6) The procedures for implementing action resulting from mandatory continuing airworthiness information.

(7) A system of analysis and continuous monitoring of the performance and efficiency of the maintenance program to correct any deficiency in that program.

(8) The aircraft types and models to which the manual applies.

(9) Procedures for ensuring that unserviceability affecting airworthiness are recorded and rectified; and

(10) Procedures for advising the President or the State of Registry in case of leased aircraft for significant in-service occurrences.

§ 125.307 Maintenance Requirement.

No person may operate an aircraft under this part unless—

The aircraft is maintained as per the approved maintenance program, and life-limited parts are replaced as specified in the Instructions on Continuing Airworthiness. Maintenance completed reports, including defect rectification details, must be recorded in an appropriate logbook or records in accordance with GACAR Part 43 Appendix C.

§ 125.309 Aircraft Maintenance Program.

(a) The operator must provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance program acceptable to the President, containing the information required by § 125.309 (b). The design and application of the operator's maintenance program must observe Human Factors principles.

(b) A maintenance program for each aircraft, as required by § 125.309 (a), must contain the following information:

(1) Maintenance tasks and the intervals at which these are to be performed, considering the anticipated utilization of the aircraft.

(2) Continuing structural integrity program, if applicable.

(3) Procedures for changing or deviating from a) and b) above as approved by the State of Registry.

(4) Condition monitoring and reliability program descriptions for aircraft systems, components, and engines, if applicable and approved by the President; and

(5) Maintenance tasks and intervals specified as mandatory in approval of the type design, or approved changes to the maintenance program, must be identified as such.

(c) The maintenance program must be prepared based on maintenance program information made available by the State of Design or by the organization responsible for the type design and any additional applicable experience

of the operator.

(d) Copies of all amendments to the maintenance program must be furnished promptly to all organizations and persons to whom the maintenance program has been issued.

(e) The authorization holder must keep the aircraft maintenance program up to date with manufacturer revisions and approval for all such revisions.

§ 125.313 Required Inspection Personnel.

(a) No authorization holder may use a person to perform required inspections unless that person is appropriately certificated, adequately trained, qualified, and authorized.

(b) No person may perform a required inspection if that person performed the item of work requiring inspection.

§ 125.315 Maintenance Release.

The aircraft owner or lessee operator must ensure that:

(a) When maintenance is performed by an approved maintenance organization, the maintenance release must be issued by the approved maintenance organization in accordance with the provisions of § 125.303.

(b) A maintenance release must be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedure described in the maintenance organization’s procedures manual. A maintenance release must be signed and include the following:

(1) Basic details of the maintenance performed, including detailed reference to the data used.

(2) The date such maintenance was completed.

(3) The identity of the approved maintenance organization; and

(4) The identity of the person or persons signing the release.

(c) When maintenance is not carried out by an approved maintenance organization, the maintenance release must be completed and signed by a person appropriately licensed in accordance with GACAR Part 66 to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the President.

(d) When maintenance is not carried out by an approved maintenance organization, the maintenance release must include the following:

(1) Basic details of the maintenance performed.

(2) The date such maintenance was completed; and

(3) The identity of the authorized person or persons signing the release.

§ 125.317 Maintenance Training.

The maintenance organization must ensure that all maintenance personnel receive initial and continuation training acceptable to the President and the training is appropriate to their assigned tasks and responsibilities as described in the approved Maintenance Procedure Manual. The training must include the application of Human Factors principles and coordination of all maintenance personnel and flight crew.

§ 125.319 Continuing Airworthiness Information.

The operator of an airplane over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass, as prescribed by the President, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness is transmitted as given below:

(1) Information on faults, malfunctions, defects, and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the aircraft's type design. Whenever this information relates to an engine or propeller, such information must be sent to the organization responsible for engine or propeller type design and the organization responsible for aircraft type design.

(2) Where a continuing airworthiness safety issue is associated with a modification, the operator must ensure that there exists a procedure in the maintenance control manual or any other manual whereby the above information is transmitted to the organization responsible for the design of the modification.

(3) Information on faults, malfunctions, defects, and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is reported to the President in accordance with the requirements given in GACAR Part 4.

SUBPART K – AIRMAN REQUIREMENTS AND QUALIFICATIONS

§ 125.333 Airman requirements.

(a) No authorization holder may use any person as a pilot, nor any person serve as a pilot unless that person—

(1) holds a valid pilot certificate issued by the President, or if issued by another Contracting State, rendered valid by the President.

(2) ensure that flight crew members are appropriately rated and be satisfied that flight crew members are competent to perform assigned duties.

(3) ensure that each flight crew members are appropriately trained to be competent in using ACAS II equipment and avoiding collisions if the airplane of the authorization holder is equipped with an airborne collision avoidance system (ACAS II).

(4) Flight crews must be able to speak and understand the English language used for radiotelephony communications to the level specified in the language proficiency requirements stipulated in GACAR Part 61.

§ 125.335 Composition of Flight Crew.

(a) No authorization holder may operate an aircraft with less than the minimum flight crew, including the flight engineer specified in the type certificate and the AFM approved for that aircraft type.

(b) An authorization holder must designate a qualified pilot as PIC required in paragraph § 125.335 (a) of this section.

(c) On each aircraft requiring a flight engineer, at least one flight crew member, other than the flight engineer, must be qualified to provide emergency performance of the flight engineer's functions for the safe completion of the flight if the flight engineer becomes ill or is otherwise incapacitated. A pilot need not hold a flight engineer's certificate to perform the flight engineer's functions in such a situation.

§ 125.337 Flight Engineer Requirements.

(a) No certificate holder may operate an airplane for which a flight engineer is required by the type certification requirements without a flight crew member holding a current flight engineer certificate.

(b) No person may serve as a required flight engineer on an airplane if that person had accumulated less than 50 hours of flight time as a flight engineer on that type airplane unless, within the preceding 6 months that person

has been checked by the President or a company qualified check flight engineer in the FFS on that type airplane and determined that person is familiar and competent with all essential current information and normal, abnormal and emergency procedures.

§ 125.339 Cabin Crew Members.

(a) Each authorization holder must determine the number of cabin crew, based on seating capacity or the number of passengers carried as referred in § 125.339, to affect a safe and expeditious evacuation of the airplane and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator must assign these functions for each type of airplane.

(b) A minimum of one cabin crew is required for an airplane with a seating capacity between 19 and 50, and an additional crew for every fifty or fewer passengers carried on board.

(c) The authorization holder must ensure that all cabin crews are trained as per the approved training program before being assigned duties. The emergency procedures, duties, and responsibilities of cabin crew members must be described in the operation manual or cabin crew manual, or any other manual as appropriate.

(d) Each cabin crew member must be seated with seat belt and safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.

(e) Each cabin crew member assigned to emergency evacuation duties must occupy a seat provided in accordance with § 125.340 during take-off and landing and whenever the pilot-in-command so directs.

§ 125.340 Flight Crew Members Seats.

(a) The safety harness for each pilot seat must incorporate a device that will automatically restrain the occupant’s torso, as referred Appendix C TO GACAR Part 91 (III) in the event of rapid deceleration. The safety harness for each pilot seat must comprise a device to prevent a suddenly incapacitated pilot from interfering with the flight controls.

(b) Airplanes must be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the airplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of § 125.339 in respect of emergency evacuation.

(c) Cabin crew seats provided in accordance with § 125.339 must be located near floor level and other emergency exits.

§ 125.341 Flight Crew Members Emergency Duties.

(a) The operator must, for each type of aircraft and model of aircraft, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation.

(b) Recurrent training in accomplishing emergency functions must be described in the operator's training program and include instruction in the use of all emergency and life-saving equipment required to be carried on board and drills in the emergency evacuation of the airplane.

(c) Authorization holders must describe the procedures in the Operations Manual to assign crew member duties necessary to perform during an anticipated emergency. The operations manual must include realistic procedures to handle the possible incapacitation of individual crew members or their inability to reach the passenger compartment due to shifting cargo in an aircraft where the cargo compartment is located between the cockpit and cabin.

§ 125.343 Pilot in Command Qualifications.

(a) No certificate holder may use any person, nor may any person serve, as PIC of an aircraft unless that person—

(1) Holds at least a commercial pilot certificate; an appropriate category, class, and type rating; and an instrument rating.

(2) Has had at least 1000 hours of flight time, including 300 hours of cross-country flight time; 70 hours of night flight time, including at least 10 night take-offs and landings; and 50 hours of actual or simulated instrument flight time, at least 25 hours of which were actual flight.

(3) For rotorcraft operation, has at least 700 hours of flight time, including 200 hours of cross-country flight time; 5 night take-offs and landings; and 25 hours of actual or simulated instrument flight time.

(b) Notwithstanding the requirements given in § 125.343 (a), the President may impose higher qualifications based on the type of aircraft operated, nature, and complexity of operations.

§ 125.345 Second in Command Qualifications.

No certificate holder may use any person, nor may any person serve, as second in command (SIC) of an aircraft unless that person complies with the applicable sections of GACAR Part 61 for the operations being conducted and—

(1) Holds at least a commercial pilot certificate with appropriate category, class and type ratings, and an instrument rating; and

(2) For flight under IFR, meets the recent instrument experience requirements prescribed for a PIC in GACAR § 61.17.

§ 125.347 Pilot Qualifications: Recent Experience.

(a) No authorization holder may use any person, nor may any person serve PIC or Second-in-Command, unless the person has carried out, in the preceding 90 days, at least three take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class approved for that purpose.

(b) A required pilot who has not met the requirements of paragraph (a) of this section may reestablish recency of experience by making at least three takeoffs and landings under the supervision of an authorized check pilot, in accordance with the following:

(1) At least one landing must be made from an ILS approach to the lowest ILS minimums authorized for the certificate holder.

(2) At least one landing must be made to a complete stop.

(c) A required pilot who performs the maneuvers required by paragraph (b) of this section in a qualified and approved flight simulator, as prescribed in paragraph (a) of this section, must—

(1) Have previously logged 100 hours of flight time in the same type aircraft in which the pilot is to serve.

(d) The takeoffs and landings required by the paragraph § 125.347 (a) may be performed in a flight simulator if the flight simulator is qualified and approved by the President for such purpose. Have previously logged 100 hours of flight time in the same type aircraft in which the pilot is to serve.

(e) An authorized check pilot who observes the takeoffs and landings prescribed in paragraphs (b) and (c) of this section must certify that the person being observed is proficient and qualified to perform flight duty in operations under this part.

§ 125.349 Initial and Recurrent Pilot Testing Requirements.

(a) No certificate holder may use any person, nor may any person serve, as a pilot unless, since the beginning of the 12th month before that service, that for each type of aircraft person has passed a written or oral test, given by a GACA inspector or an authorized check pilot, on that person’s knowledge in the following areas:

(1) The appropriate provisions of GACAR Parts 61, 91, 109, and 125 and the operations specifications and manual of the certificate holder;

(2) The aircraft powerplant, major components and systems, major appliances, performance and operating limitations, standard and emergency operating procedures, and contents of the approved AFM or approved equivalent, as applicable;

(3) The method of determining compliance with mass and balance limitations for takeoff, landing, and en route operations;

(4) Navigation and use of air navigation aids appropriate to the authorization, including instrument approach facilities and procedures when applicable;

(5) ATC procedures, including IFR procedures when applicable;

(6) Meteorology in general, including the principles of frontal systems, icing, fog, thunderstorms, and wind shear, and, if appropriate for the operation of the certificate holder, high altitude weather;

(7) Procedures for avoiding operations in thunderstorms and hail, and for operating in turbulent air or icing conditions;

(8) New equipment, procedures, or techniques, as appropriate;

(9) Knowledge and procedures for operating during ground icing conditions (any time conditions are such that frost, ice, or snow may reasonably be expected to adhere to the airplane), if the certificate holder expects to authorize takeoffs in ground icing conditions including—

(i) The use of holdover times when using deicing/anti icing fluids;

(ii) Aircraft deicing/anti icing procedures, including inspection and check procedures and responsibilities;

(iii) Communications;

(iv) Aircraft surface contamination (adherence of frost, ice, or snow) and critical area identification, and knowledge of how contamination adversely affects airplane performance and flight characteristics.

(v) Types and characteristics of deicing/anti icing fluids, if used by the certificate holder;

(vi) Cold weather preflight inspection procedures.

(b) The operator must ensure that since the beginning of the 12th month before that service, that the pilot has passed a competency check given by a GACA inspector or an authorized check pilot in that type of aircraft. The extent of the competency check must be determined by the GACA inspector or authorized check pilot. The

competency check may include any of the maneuvers and procedures currently required for the original issuance of the particular pilot certificate required for the operations authorized appropriate to the category, class, and type of aircraft. For the purposes of this paragraph, type, as to an aircraft, means any one of a group of aircraft determined by the President to have a similar means of propulsion, the same manufacturer, and no significantly different handling or flight characteristics.

(c) The instrument proficiency check required by § 125.353 may be substituted for the competency check required by this section for the type of aircraft used in the check.

(d) For the purposes of this part, competent performance of a procedure or maneuver by a person to be used as a pilot requires that the pilot be the obvious master of the aircraft with the successful outcome of the maneuver never in doubt.

(e) The GACA inspector or authorized check pilot certifies the competency of each pilot who passes the knowledge or flight check in the certificate holder's pilot records.

(f) Portions of a required competency check may be given in an aircraft simulator or other appropriate training device, if approved by the President.

§ 125.351 Initial and Recurrent Cabin Crew Member Testing Requirements.

(a) No authorization holder may use any person, nor may any person serve, as a cabin crew member unless the training program is completed by all cabin crew members before being assigned the function.

(b) The authorization holder has ensured that appropriate initial and recurrent testing are conducted within the preceding 12 months and checked that the person is knowledgeable and competent in the following areas, as appropriate to assigned duties and responsibilities.

(c) The authorization holder must establish and maintain a cabin crew training program that is designed to ensure that persons who receive training acquire the competency to perform their assigned duties and includes or refers to a syllabus for the training program in the company operations manual or separate document acceptable to the president. The training program must include Human Factors training.

§ 125.353 Pilot Proficiency Check Requirements.

(a) The authorization holder must ensure that the piloting technique and the ability to execute emergency procedures are checked at least once in the preceding 12 months in such a way as to demonstrate the pilot's competence.

(b) Where the operation may be conducted under the instrument flight rules, the authorization holder must

ensure that the pilot's proficiency to comply with instrument rules is demonstrated at least once in six months.

(c) An authorized check pilot of the operator or a representative of the President must carry out the proficiency check. To verify proficiency, the pilot has satisfactorily demonstrated and issued a letter of competency:

(1) Either type of precision approach procedure or any other two different types of non-precision approach procedures.

(2) The instrument proficiency check consists of an oral or written equipment test and a flight check under simulated or actual IFR conditions.

(3) The equipment test includes questions on emergency procedures, engine operation, fuel, and lubrication systems, power settings, stall speeds, best engine out speed, propeller and supercharge operations, and hydraulic, mechanical, and electrical systems, as appropriate.

(4) The flight check includes navigation by instruments, recovery from simulated emergencies, and standard instrument approaches involving navigational facilities that the pilot is authorized to use.

§ 125.355 Crew Member: Tests and Checks, Grace Provisions, Accepted Standards.

(a) The crew member is considered to have completed the test/check if the crew member completed the check/test within the preceding 30 days or 30 days after the due date quoting the valid reasons for the delay.

(b) If a pilot fails any of the required maneuvers, the pilot may be given additional training on failed maneuvers and other maneuvers and tested/verified proficiency. If the pilot cannot demonstrate satisfactory performance, the authorization holder may not use such a pilot until the pilot demonstrates checks satisfactorily.

§ 125.357 Check Pilot Authorization: Application and Issue.

Each authorization holder desiring approval of a check pilot must submit a written request to the President. The President may issue a letter of authority to each check pilot if that airman passes the appropriate oral and flight tests. The letter of authority lists the tests and checks in this part that the check pilot is qualified to give and the category, class, and type of aircraft, where appropriate, for which the check pilot is qualified.

SUBPART L – TRAINING PROGRAMS

§ 125.377 Training Program.

(a) The operator must establish and maintain a training program designed to ensure that all flight crew members who receive training acquire and maintain the competency to perform assigned duties, including skills related to human performance.

(b) Ground and flight training programs must be established, either through internal programs or through a training services provider and must include or refer to a syllabus as acceptable to the President for those training programs in the operator's operations manual.

(c) The training program must include training to competency for all aircraft, equipment, and system they operate.

(d) Flight simulators may be used to the maximum extent practicable for initial and annual recurrent training.

§ 125.379 Approved Training Center.

Except for the authorization holder or a GACAR Part 121 operator authorized to impart training, only a training center certificated under GACAR Part 142 or foreign training centers approved by an International Civil Aviation Organization (ICAO) Contracting State acceptable to the President are eligible to conduct training, testing, and checking.

SUBPART M – AIRCRAFT DISPATCHER REQUIREMENTS

§ 125.403 Flight Operations Officer/Flight Dispatcher.

(a) An authorization holder may choose to use flight dispatchers / Flight operations officers, provided the operations manual includes the dispatcher's duties, responsibilities, and training requirements acceptable to the President.

(b) The operator must 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.

SUBPART N – FATIGUE MANAGEMENT REQUIREMENTS

§ 125.421 Fatigue Management Program.

(a) The authorization holder must establish and implement a fatigue management program that ensures that all operator personnel involved in the operation and maintenance of aircraft do not perform their duties when fatigued.

(b) The program must address flight and duty times and be included in the operations manual.

(c) An authorization holder must—

(1) Comply with the prescriptive duty period and flight time limits, and rest period requirements prescribed in GACAR § 125.423; or

(2) Implement a comprehensive fatigue risk management system (FRMS) that provides an equivalent level of safety to the duty period limitations.

(3) The FRMS must cover all applicable fatigue management requirements as prescribed in GACAR Part 5 and be approved by the President.

(4) Aircraft Maintenance personnel, including personnel working in outsourced maintenance facility, must follow duty time limitation and shift change over procedures described in the MPM.

§ 125.423 Duty Period and Flight Time Limits and Rest Period Requirements.

(a) A certificate holder may assign a flight crew member and a flight crew member may accept an assignment for flight time only when the applicable requirements of paragraph (d) through (f) of this section are met.

(b) No certificate holder may assign any flight crew member to any duty with the certificate holder during any required rest period.

(c) Time spent in transportation, not local in character, that a certificate holder requires of a flight crew member and provides to transport the crew member to an aerodrome at which he is to serve on a flight as a crew member, or from an aerodrome at which he was relieved from duty to return to his home station, is not considered part of a rest period.

(d) Single Crew.

(1) Maximum duty period is 14 hours.

(2) Maximum flight time is 10 hours.

(3) Minimum rest period following duty period is 9 hours.

(4) Duty period may be exceeded beyond the planned 14 hour limit for reasons beyond the control of the certificate holder or the flight crew such as passenger, technical, weather, ATC, etc. provided:

(i) The additional duty period does not exceed 2 hours. The flight crew must not depart knowing that they will likely exceed a 16 hour duty period.

(ii) The 9 hour rest period must be increased by 1 hour for every hour, or part of the hour, exceeding the 14 hour duty period.

(e) Three-Pilot Crew (2 Qualified PICs and 1 SIC).

(1) Maximum duty period is 18 hours.

(2) Maximum flight time is 16 hours.

(3) Minimum rest period is 12 hours.

(4) Duty period may be exceeded beyond the planned 18 hour limit for reasons beyond the control of the certificate holder or the flight crew such as passenger, technical, weather, ATC, etc. provided:

(i) The additional duty period does not exceed 2 hours. The flight crew must not depart knowing that they will likely exceed a 20 hour duty period.

(ii) The 12 hour rest period must be increased by 1 hour for every hour, or part of the hour, exceeding the 18 hour duty period.

(f) Four-Pilot Crew (2 Qualified PICs and 2 SICs).

(1) Maximum duty period is 24 duty hours.

(2) Maximum flight time is 20 hours.

(3) Minimum rest period is 14 hours.

(4) Duty time may be exceeded beyond the planned 24 hours for reasons beyond the control of the certificate holder or the flight crew such as passenger, technical, weather, ATC, etc. provided:

(i) The additional duty period does not exceed 2 hours. The flight crew must not depart knowing that

they will likely exceed a 26 hour duty period.

(ii) The 14 hour rest period must be increased by 1 hour for every hour, or part of the hour, exceeding the 24 hour duty period.

SUBPART O – FLIGHT OPERATIONS

§ 125.445 Operational flight planning.

(a) The operator must describe the operational control system in the operations manual and identify the roles and responsibilities of the Pilot in Command and those involved with the operation control system.

(b) The operator must specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations, and relevant expected conditions on the route to be followed and at the aerodromes concerned. These procedures must be included in the operations manual.

§ 125.447 Flight Crew Members at Controls.

(a) All flight crew members on flightdeck duty must remain at the assigned duty station with a safety harness fastened while the aircraft is taking off or landing and while it is en route.

(b) All flight crew members required to be on flightdeck duty must remain at their stations except when their absence is necessary for performing duties in connection with the operation of the airplane or for physiological needs.

(c) a flight crew member may leave the assigned duty station if the flight crew member is taking a rest period and relief is provided—

(i) In the case of the assigned PIC, by a pilot qualified to act as PIC.

(ii) In the case of the assigned SIC, by a pilot qualified to act as SIC of that aircraft during en-route operations. However, the relief pilot need not meet the recent experience requirements of GACAR § 125.347.

(d) PIC always remains in control of the aircraft except if another pilot is taking the controls.

(e) PIC must be responsible for the operation, safety, and security of the aircraft and the safety of all crew members, passengers, and cargo on board.

(f) During the flight, at least one qualified flight crew member must always remain at the controls of the aircraft.

§ 125.449 Manipulation of Controls and simulations of emergency.

(a) The operator must ensure that no pilots simulate or manipulate flight controls to create emergency or abnormal situations when passengers are being carried. The instruction for preventing in-flight simulation of

emergency must be described in the operations manual.

(b) No PIC may allow any person to manipulate the controls of an aircraft during flight, nor may any person manipulate the controls during flight, unless that person is a qualified pilot of the certificate holder operating that aircraft.

§ 125.451 Admission to Flightdeck.

(a) No flight crew may admit any person to the flightdeck unless the person is:

(1) a GACA inspector

(2) an authorized representative of the Saudi Arabia Aviation Investigation Board (AIB) on official duty

(3) a certified examiner for examining/checking the flight crews.

(4) Any person with permission of the PIC.

§ 125.453 Inspector's Credentials: Admission to the Flightdeck.

(a) GACA inspectors must be given a free and uninterrupted access to the flightdeck of that aircraft whenever on inspection duty, and the inspector presents an official credential to the PIC. However, this paragraph does not limit the emergency authority of the PIC to exclude any person from the flightdeck in the interest of safety.

(b) A forward observer's seat on the flightdeck, or forward passenger seat with headset or speaker, must be provided for use by the GACA inspector while conducting en route inspections.

§ 125.455 Emergencies.

(a) The pilot-in-command must only accept an ATC clearance to deviate from a published procedure if obstacle clearance criteria are observed and full account is taken of the operating conditions or when being radar-vectored by an ATC unit.

(b) If an emergency occurs, which endangers the safety or security of the aircraft or persons necessitating action involving a violation of local regulations or procedures, the pilot-in-command may deviate from the procedures and subsequently notify the occurrence in accordance with GACAR Part 4.

(c) The PIC must submit an incident report of violation mentioned in § 125.455 (a) to the appropriate state authority if it occurs outside the KSA, and a copy of the report must be submitted to the GACA at the earliest possible time within 24 hours, or as soon as reaching the base.

§ 125.457 Reporting Mechanical Irregularities.

The PIC must ensure that all defects and malfunctions occurring during a flight are entered in the aircraft's maintenance log at the next landing place. Maintenance personnel must rectify defects and malfunctions as per the continuing airworthiness instructions. Before each flight, The PIC must ascertain the rectification status of irregularities entered in the logbook and serviceability of such component or system for the preceding flights.

§ 125.461 Briefing of Passengers.

The pilot-in-command must ensure that:

(a) Before takeoff, passengers have been made familiar with the location and use of the following:

a. Seat belts.

b. Emergency exits; and

c. Passenger emergency briefing cards; and if applicable:

d. Life jackets.

e. Oxygen dispensing equipment.

f. Life rafts; and

g. Other emergency equipment provided for individual passenger use; and

h. No smoking.

i. Cabin baggage is securely stowed.

(b) Before each takeoff and at other times necessary to ensure the safety of passengers, the PIC must ensure all passengers have been orally briefed about the location and use of emergency exits and emergency equipment carried for collective use. The passenger safety briefing procedures are to be described in the Operation Manual.

(c) In an emergency during a flight, including turbulence weather, passengers are instructed in such emergency action as may be appropriate to the circumstances.

(d) The PIC must 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 aircraft are secured in their

seats by means of the seat belts or harnesses provided.

(e) The oral briefing required by paragraph (a) may be delivered using an approved recording playback device audible to each passenger under normal noise levels.

§ 125.465 Icing Conditions: Operating Limitations.

(a) The operator must establish procedures to be followed when ground de-icing and anti-icing, and related inspections of the aircraft are necessary to allow the safe operation of the aircraft.

(b) The operator must establish procedures for flights in expected or actual icing conditions.

(c) No flight may be conducted in accordance with the instrument flight rules unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and

(d) No aircraft may 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 § 125.503, 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.

(e) No pilot-in-command may commence a flight or intentionally flies into expected or actual icing conditions unless the aircraft is certified and equipped to cope up with such situations.

(f) If icing exceeds the intensity of icing for which the aircraft is certified or not certified for flight in known icing condition encounters icing, the pilot-in-command must exit the icing conditions without delay by a change of level or route and, if necessary, by declaring an emergency to ATC.

(g) No pilot-in-command may take off in suspected or known ground icing conditions unless the aircraft 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 must be removed so that the aircraft is kept in an airworthy condition before take-off.

§ 125.467 Flight Locating Requirements.

(a) Each authorization holder must have procedures established for locating each flight that—

(1) Provide the authorization holder with at least the information required to be included in a VFR flight plan.

(2) Provide timely notification of an ATC facility or search and rescue facility if an aircraft is overdue or

missing.

(b) Each authorization holder must include flight locating procedures in an Operation Manual required under this part.

§ 125.468 Refueling with Passengers on board.

(a) No operator may refuel the aircraft 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 aircraft by the most practical and expeditious means available.

(b) When refueling with passengers embarking, on board, or disembarking, two-way communication must be maintained by the aircraft's intercommunication system or other suitable means between the ground crew supervising the refueling and the qualified personnel on board the aircraft.

(c) The certificate holder must ensure that—

(1) The aircraft engines are shut down;

(2) At least one floor level exit remains open to provide for the deplaning of passengers

(3) The number of cabin crew members on board is at least half the number required by GACAR § 125.339.

(4) Qualified person referred in this section is a cabin crew or any person who is trained in emergency evacuation procedures.

§ 125.469 Taxing of aircraft in the movement area.

The authorization holder must ensure that no aircraft is taxied on the movement area of an aerodrome unless the person at the controls is an appropriately qualified pilot, or a person duly authorized for taxing as stipulated in GACAR § 91.33 and 91.35. The authorized person must be fully competent to taxi the aircraft, qualified to use the radio communications system, and instructed by a competent person in respect of aerodrome layout and ATC instructions.

§ 125.471 Flight Crew Reporting of Meteorological and Runway conditions.

Each authorization holder must establish procedures that the flight crews encounter or observe adverse meteorological conditions or runway braking action report to the appropriate aeronautical station as soon as practicable as per the requirements stipulated in GACAR § 91.251.

(1) Any adverse meteorological conditions or hazardous flight conditions *other than those associated with meteorological conditions* that are likely to affect the safety of other aircraft.

(2) Aircraft braking action on the runway encountered was contrary to the reported condition of the runway.

(3) No PIC may continue an approach to land below 300 m (1 000 ft) above aerodrome elevation unless satisfied that for the given aircraft performance, the information on runway condition available is safe for landing performance.

§ 125.473 Responsibility of the authorization holder.

(a) The operator must establish procedures for ensuring that the PIC has on board the aircraft all the essential information concerning the search and rescue services and signaling devices, two-way communication equipment as per Part 91Appendix C IX and life-saving equipment for operating in the area, particularly the designated area over which the aircraft fly.

(b) The operator must specify procedures to ensure that all baggage carried onto an aircraft and taken into the passenger cabin is adequately and securely stowed during takeoff and landing.

SUBPART P – FLIGHT RELEASE RULES

§ 125.487 Flight Release: General.

(a) The operator must develop procedures to ensure that a flight is not commenced unless:

(1) the aircraft is airworthy, and duly registered and that appropriate certificates with respect thereto are aboard the aircraft.

(2) the instruments and equipment installed in the aircraft are appropriate, considering the expected flight conditions.

(3) necessary maintenance is performed.

(4) the mass of the aircraft and center of gravity location are such that the flight can be conducted safely, considering the flight conditions expected.

(5) any load carried is properly distributed and safely secured; and

(6) the aircraft operating limitations, contained in the flight manual, or its equivalent, not exceeded.

(b) The PIC may sign the flight release only when both the PIC and the person authorized to exercise operational control believe that the flight can be operated safely.

(c) A revised flight release is necessary to continue the flight from an intermediate aerodrome. However, a new flight release must be issued if the aircraft is on the ground for more than 6 hours after such release issued.

§ 125.491 Communication and Navigation Facilities.

Before commencing a flight, the pilot-in-command must ascertain that the ground and water facilities, including communication facilities and navigation aids, are available and adequate for safe operation.

§ 125.493 Facilities and Services for VFR and IFR Flights.

Before commencing a flight, the pilot-in-command must 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 every flight under VFR or IFR, must include the following:

(a) a study of available current weather reports and forecasts that comply with the operating minima established for flight; and

(b) the planning of an alternative course of action to safely manage sudden changes or emergencies that otherwise the flight cannot be completed as planned because of weather conditions.

(c) Operation of aircraft in accordance with the instrument flight rules complying with the approved instrument flight approach procedures.

(d) The authorization holder must establish procedures to prepare flight planning and indicate the margin of time for the estimated time of arrival in the flight planning, considering the prevailing weather condition and likely delays on the ground and flight. The margin of time must be acceptable to the President.

(e) Nothing precludes amendment of a flight plan in-flight to re-plan the flight to another destination, provided that all requirements can be complied with from the point where the flight is re-planned.

§ 125.499 Flight Release: Extended Over Water Operation.

(a) No person may release an aircraft for a flight that involves extended over water operation unless appropriate weather reports or forecasts indicate that the weather conditions at the time of arrival will be at or above the authorized minimums at the arrival and the alternate aerodrome.

(b) No person may release an aircraft for an IFR or VFR flight that involves extended overwater operation unless specified in the operations specifications.

§ 125.501 Takeoff Alternate Aerodrome.

(a) No person may release an aircraft for flight unless a take-off alternate aerodrome is 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.

(b) The take-off alternate aerodrome must be located within the following flight time from the aerodrome of departure:

(1) For aircraft 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

(2) For airplanes 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.

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

(d) When conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome operators must ensure that:

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

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

(e) The operator must include operating procedures in the operation manual or any other appropriate manual for conducting instrument approaches.

§ 125.503 Destination Alternate Aerodrome: IFR or Over the Top.

For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome must 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, considering 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) no flights continue 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 4 km (2 NM) more than the minimum associated with the instrument approach procedure.

§ 125.507 Continuing Flight in Unsafe Conditions.

No PIC may allow a flight to continue toward any planned aerodrome if the flight cannot be completed safely for any reason unless there is no safer procedure, in the opinion of the PIC. In that event, continuation toward that aerodrome is an emergency.

§ 125.509 Original Flight Release or Amendment of Flight Release.

(a) An authorization holder may specify any aerodrome authorized for the type of aircraft as a destination for the original release.

(b) No person may allow a flight to continue to a planned aerodrome unless the forecasted weather conditions at the alternate aerodrome are at or above the alternate minimums specified. However, the flight release may be amended en route to include any alternate aerodrome within the aircraft's fuel range as set in GACAR § 125.510.

(c) When the aircraft is en route, no PIC may change the planned destination or alternate aerodrome to any other aerodrome unless the third aerodrome chosen to land is authorized for that aircraft type.

(d) Each person who amends a flight release en route must record that amendment.

§ 125.510 Fuel Requirements.

(a) No operator may commence the flight unless, considering both the meteorological conditions and any delays that are expected in flight, the aircraft carries sufficient fuel and oil to ensure that it can safely complete the flight. The amount of fuel to be carried must permit the following:

(1) When the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is not required in accordance with § 125.503, 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

(2) 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

(3) 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

(4) 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.

(b) The operator must carry enough usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.

(c) The amount of usable fuel to be carried must, as a minimum, be based on:

(1) fuel consumption data:

(i) provided by the aircraft manufacturer; or

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

(2) the operating conditions for the planned flight including:

(i) anticipated aircraft mass.

(ii) Notices to Airmen.

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

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

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

(d) 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.

(e) The pre-flight calculation of usable fuel required must include the following:

(1) *taxi fuel*, the amount of fuel expected to be consumed before take-off considering local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption.

(2) *trip fuel*, the amount of fuel required to enable the aircraft to fly from take-off until landing at the destination aerodrome considering the operating conditions of§ 125.510.

(3) *contingency fuel*, the amount of fuel required to compensate for unforeseen factors. The contingency fuel must not be less than five per cent of the planned trip fuel.

(4) *destination alternate fuel*, which must be:

A) where a destination alternate aerodrome is required, the amount of fuel required to enable the airplane 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

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

C) where the aerodrome of intended landing is an isolated aerodrome:

(i) for a reciprocating engine airplane, the amount of fuel required to fly for 45 minutes plus 15 percent 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 airplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel.

(5) *final reserve fuel*, which must be the amount of fuel on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:

(i) for a reciprocating engine airplane, the amount of fuel required to fly for 45 minutes; or

(ii) for a turbine-engine airplane, 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.

(6) additional fuel, 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.

(7) discretionary fuel, the extra amount of fuel to be carried at the discretion of the pilot-in-command.

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

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

(h) The operator must establish procedures to ensure that in-flight fuel checks and fuel management are performed as given in § 91.267.

§ 125.511 Load Manifest.

(a) Each authorization holder is responsible for the preparation and accuracy of a load manifest in duplicate containing information concerning the loading of the aircraft. The manifest must be prepared before each takeoff and must include the following:

(1) The number of passengers.

(2) The total mass of the loaded aircraft.

(3) The maximum allowable takeoff and landing mass for that flight.

(4) The center of gravity limits.

(5) The center of gravity of the loaded aircraft, except that the actual CG, is not required to be computed if the aircraft is loaded according to a loading schedule or other approved method that ensures the center of gravity of the loaded aircraft is within approved limits. In those cases, an entry must be made on the manifest indicating that the center of gravity is within limits according to a loading schedule or other approved method.

(6) The registration number of the aircraft.

(7) The origin and destination.

(8) A list of passenger names.

(b) The authorization holder must keep copies of completed load manifests for at least 30 days at its principal operations base or another location used by it and approved by the President.

SUBPART Q – RECORDS AND REPORTS

§ 125.531 Crew Member Record.

Each authorization holder must—

(a) Maintain current records of each crew member that demonstrate crew member compliance with GACAR (for example, proficiency checks, aircraft qualifications, test results from testing performed, any required physical examinations, and flight time records.

(b) Maintain the records required under this section at its principal operations base or another location used by it and approved by the President.

§ 125.533 Flight Release Form.

(a) The flight release may be in any form but must contain at least the following information concerning each flight:

(1) Company or organization name.

(2) Make, model, and registration number of the aircraft being used.

(3) Date of flight.

(4) Name and duty assignment of each crew member.

(5) Departure aerodrome, destination aerodromes, alternate aerodromes, and route.

(6) Minimum fuel supply; and

(7) A statement of the type of operation (for example, IFR or VFR).

(b) The aircraft flight release must contain, or have attached to it, weather reports, available weather forecasts, or a combination of them.

§ 125.535 Disposition of Load Manifest, Flight Release, and Flight Plans.

(a) The PIC must carry on board the aircraft to its destination the original or a signed copy of the following documents:

(1) Load manifest required by GACAR § 125.511,

(2) Flight release, and

(3) Airworthiness release.

(4) If a flight originates at the principal operations base, it must retain at that base a signed copy of each document listed in paragraph § 125.535 (a) of this section.

(b) The PIC or any authorized person must transmit signed copies of the documents referred to in § 125.535 (a) to the principal operation base if the flight originates from a place other than the base.

(c) For this section, transmit means send by mail, email, facsimile, or other methods acceptable to the President.

§ 125.537 Maintenance Records.

(a) The owner of an aircraft, or in the case where it is leased, the lessee, must ensure that the following records are kept for the periods mentioned in § 125.537 (b):

(1) the total time in service (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components.

(2) the status of compliance with all applicable mandatory continuing airworthiness information.

(3) appropriate details of modifications and repairs.

(4) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aircraft or its components subject to a mandatory overhaul life.

(5) the status of the aircraft's compliance with the maintenance program; and

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

(b) The records mentioned in § 125.537 (a) (1) to (5) must 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 § 125.537 (6) for a minimum period of one year after the signing of the maintenance release.

(c) In the event of a temporary change of owner or lessee, the records must be made available to the new owner or lessee. In the event of any permanent change of owner or lessee, the records must be transferred to the new owner or lessee.

(d) The records kept and transferred in accordance with this section must be maintained in a form and format that

ensures readability, security, and integrity of the records always.

(e) Each person who takes corrective action or defers action concerning an aircraft's reported or observed failure or malfunction must record the details of rectification action in the aircraft maintenance log as per GACAR Part 43.

(f) Each authorization holder must establish a procedure for keeping copies of the aircraft maintenance log in the aircraft for access by appropriate personnel and must include that procedure in the manual required by Appendix A to this part.

(g) The record must be in the form of a legible hard copy or electronic copy as acceptable to the President. The authorization holder and maintenance organization must preserve all records safely and securely to prevent such records' damage, loss, or alteration. All such aircraft maintenance records must be preserved in accordance with the period specified in GACAR §91.457.

(h) The necessary data on the modification/alteration and repair must be preserved along with substantiating data supporting compliance with the airworthiness requirements.

§ 125.539 Service Difficulty Reports.

Each authorization holder must report the occurrence or detection of each failure, malfunction, or defect in accordance with the requirements stipulated in GACAR Part § 121.1553.

§ 125.541 Maintenance Record Entry.

(a) No authorization holder may operate an aircraft after performing maintenance unless the person performing that maintenance prepares the following —

(1) An airworthiness/Maintenance release, or

(2) An entry in the aircraft maintenance records as per the authorization holder's manual.

(3) The airworthiness release and maintenance record entry required by this section must be prepared following the procedures outlined in the authorization holder's manual.

§ 125.543 Electronic Recordkeeping.

(a) No authorization holder may use an electronic signature for records requiring a certifying statement unless the President approves the electronic signature system.

(b) No authorization holder may use an electronic recordkeeping system unless such system complies with the requirements given in 125.543 (c) through (e).

(c) A computer hardware and software system must be able to store and retrieve the records. The system must be capable of producing paper copies of the viewed information at the request of a GACA or AIB-authorized representative.

(d) Any electronic recordkeeping system must ensure that records are secured and retained for the retention periods prescribed in the operation manual.

(e) Before using the electronic recordkeeping system, an authorization holder must incorporate procedures into its operations manual to include the following:

(1) Procedures for making records available to the AIB personnel and GACA inspectors.

(2) Procedures for reviewing the computerized personal identification codes system to ensure that the system will not permit password duplication.

(3) Procedures for auditing the computer system every 60 days to ensure the integrity of the system.

(4) For electronic recordkeeping systems employing digital or electronic signatures, guidelines for authorized representatives of the authorization holder to use electronic signatures and access the appropriate records.

(5) The documentation requirement concerning FDR and ADRS parameters provided by operators to accident investigation authorities in accordance with the provisions of GACAR Part 4 must be in an electronic format acceptable to the President.

SUBPART R – TRANSPORTATION OF DANGEROUS GOODS

§ 125.581 Applicability.

This subpart applies to certificate holders authorized in their operations specifications to transport dangerous goods, and to certificate holders with a prohibition in their operations specifications against transporting or handling dangerous goods.

§ 125.583 General.

(a) The transport of dangerous goods by air must be conducted in accordance with GACAR Part 109.

(b) Except as provided for in GACAR § 109.7, an operator must not transport dangerous goods unless authorized to do so by the President in accordance with GACAR § 109.3.

(c) All reasonable measures must be taken to prevent dangerous goods from being carried on board inadvertently.

(d) The operator must, in accordance with GACAR § 109.67, report without delay to the President where the accident or incident occurred—

(1) Any incidents or accidents involving dangerous goods, and

(2) The finding of undeclared or wrongfully declared dangerous goods in cargo or passengers' baggage.

§ 125.585 Dangerous Goods Training Program.

(a) Each certificate holder must establish and implement a dangerous goods training program that meets the applicable requirements of GACAR Part 109.

SUBPART S – SAFETY MANAGEMENT SYSTEM

§ 125.601 Safety Management System.

Each authorization holder must establish and implement a Safety Management Program and related training program that meets the applicable requirements that suit the organization's size and complexity of the aircraft operated. The program must include policies and procedures as the requirements stipulated in the GACAR Part 5:

(a) Safety Policy and Objectives.

(b) Safety Risk Management specific to the nature of the operation.

(c) Safety Assurance programs.

(d) Safety Promotion.

§ 125.603 Safety Management System Manual and Procedures.

Each authorization holder must establish and implement SMS in accordance with the requirements stipulated in the GACAR Part 5. The organization's system is based on the organization's size, the operation level, and the aircraft's complexity. The SMS system must include at least the following:

(a) A safety policy on which the system is based.

(b) Setting of safety objectives, performance targets, and indicators.

(c) Clearly defined lines of safety accountability throughout the organization, including direct accountability for safety on the part of the Accountable Manager.

(d) Identification of hazards to aviation safety and the evaluation and management of their associated risks.

(e) Safety training to ensure their competency to perform their duties.

(f) Documentation of all SMS components, procedures, and activities, including their relevant integration.

(g) Periodic reviews and audits of the SMS.

(h) An emergency response plan.

§ 125.605 Protection and Use of Safety data.

(a) No Authorization holder may allow recordings or transcripts of CVR, CARS, Class A AIR, and Class A AIRS for purposes other than the investigation of an accident or incident or safety enhancement programs described in GACAR Part 5, except where the recordings or transcripts are:

(1) 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 as per GACAR Part 5.

(2) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections as per GACAR Part 5; or

(3) used for inspections of flight recorder systems to verify serviceability.

(b) No authorization holder may allow the use of recordings or transcripts of FDR, ADRS, Class B and C AIR, and Class B and C AIRS for purposes other than the investigation of an accident or incident, except where the recordings or transcripts are subject to the protections accorded as per GACAR Part 5 and are:

(1) used by the operator for airworthiness or maintenance purposes.

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

(3) de-identified; or disclosed under secure procedures.

(c) The owner of the aircraft, or in the case where it is leased, the lessee, must ensure, in the event the aircraft 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 by the President or AIB.

APPENDIX A TO GACAR PART 125 – OPERATION MANUAL

MANUAL REQUIREMENTS

I. Operations Manual.

The operations manual referred to in § 125.79 must contain at the least the following:

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.

(a) General.

(1) The name of each management person authorized to act for the authorization holder, the person's assigned area of responsibility, and the person's duties, responsibilities, and authority.

(2) The operational control system including the roles and responsibilities of those involved with the system.

(i) The PIC must be authorized to exercise operational control.

(ii) The authorization holder may authorize other persons to exercise joint operational control in accordance with Subpart P of this part.

(3) Copies of the authorization holder's operations specifications or appropriate extracted information, including the area of operations authorized, category and class of aircraft authorized, crew complements, and types of operations authorized.

(4) Procedures for complying with accident notification requirements, including procedures for use, protecting, and preserving all related CVR/FDR records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with the AIB.

(5) Procedures for ensuring that the PIC has available on board the aircraft all the essential information concerning the search and rescue services in the area over which the aircraft will be flown.

(6) Procedures for ensuring that the PIC knows that required airworthiness inspections have been made and that the aircraft has been approved for return to service in compliance with applicable maintenance requirements.

(7) Procedures for reporting and recording mechanical irregularities that come to the attention of the PIC before, during, and after the completion of a flight.

(8) Procedures to be followed by the PIC for determining that mechanical irregularities or defects reported for previous flights have been corrected, or that correction has been deferred.

(9) Procedures to be followed by the PIC to obtain maintenance, preventive maintenance, and servicing of the aircraft at a place where previous arrangements have not been made by the operator, when the pilot is authorized to act for the operator.

(10) Procedures for the release or continuation of flight if any item of equipment required for the specific type of operation becomes inoperative or unserviceable en route.

(11) Procedures for refueling aircraft, eliminating fuel contamination, protecting from fire (including electrostatic protection), and supervising and protecting passengers during refueling.

(12) Procedures to be followed by the PIC in the briefing required under GACAR § 125.461.

(13) Flight locating procedures, when applicable

(14) References to the approved aircraft inspection program.

(15) Procedures and instructions to enable the PIC to recognize dangerous goods, as defined in GACAR Part 109, and, if these materials are to be carried, stored, or handled, procedures and instructions for—

(i) Accepting shipment of dangerous goods required by GACAR Part 109 to assure proper packaging, marking, labeling, shipping documents, compatibility of articles, and instructions on their loading, storage, and handling.

(ii) Notification and reporting of dangerous goods incidents as required by GACAR Part 109; and

(16) Notification of the PIC when there are dangerous goods aboard, as required by GACAR Part 109;

(17) Procedures for the evacuation of persons who may need the assistance of another person to move expeditiously to an exit if an emergency occurs.

(18) Details of the Safety Management System provided in accordance with GACAR Part 5.

(19) Instructions and training procedures for the operation of advanced aircraft using Autoloading systems, head up display (HUD) systems, enhanced vision systems (EVS), night vision imaging systems, Synthetic Vision System (SVS), Combined Vision System (CVS), as applicable, and any other special systems

implemented under special flight operations authorized under Subpart D of GACAR Part 91.

(20) Procedures for managing fatigue, including flight time and duty period limitations.

(21) Procedures for the notification and reporting of accidents, incidents, and statistics in accordance with GACAR Part 4.

(22) The maintenance manual contents prescribed in Section II of this Appendix; and

(23) Other procedures and policy instructions regarding the authorization holder's operations that are issued by the authorization holder.

(24) Requirements and procedures to use oxygen as stipulated in GACAR Part 91.

(25) Procedures of using breathing oxygen continuously by all flight crew members whenever emergency of pressurization failure or circumstances prevail for which, its supply has been prescribed.

(26) Procedures for inflight fuel management and handling fuel emergencies as per the requirements given in GACAR 91. 267.

(27) Procedures for operational record keeping.

(28) Security Procedures, if applicable.

(b) Aircraft Operating Information.

(1) Procedures for ensuring compliance with aircraft mass and balance limitations including proper stowage of cargo and carry-on baggage.

(2) Procedures for ensuring compliance with emergency procedures, including a list of the functions assigned to each category of required crew members in connection with an emergency and emergency evacuation.

(3) A MEL in accordance with GACAR § 125.223 for each aircraft type if a master MEL is established for the aircraft type; and

(4) Procedures for the conduct of a safe flight considering aircraft performance and operating limitations.

(5) Aircraft operating procedures for rates of climb and descent, considering ATM procedures.

(c) Areas, Routes, and Aerodromes.

Procedures for the conduct of a safe flight considering the relevant expected conditions of the aerodromes and routes to be flown. Procedures to establish aerodrome operating minima in accordance with criteria specified GACAR Part 91

(d) Training.

The identity of each person who will administer tests required by this part, including the designation of the tests authorized to be given by the person.

APPENDIX B - MAINTENANCE CONTROL MANUAL

MANUAL REQUIREMENTS

I. Maintenance Control Manual.

The Maintenance Control Manual referred to in § 125.79 must contain at the least the following:

(a) General – Organization.

(1) Corporate commitment by the accountable manager.

(2) General information on Maintenance Control setup.

(3) Management personnel Maintenance Control Group or Organization.

(4) Management organization chart.

(5) Notification procedure to GACA regarding changes to the organization's activities / approval / location / personnel.

(6) MCM Amendment procedures.

(b) Continuing Airworthiness Management Procedures.

(1) Aircraft technical log utilization and MEL application.

(2) Aircraft continuing airworthiness record system utilization.

(3) Aircraft maintenance programs – development amendment and approval.

(4) Time and continuing airworthiness records, responsibilities, retention, access.

(5) Accomplishment and control of airworthiness directives.

(6) Analysis of the effectiveness of the maintenance program(s).

(7) Non mandatory modification embodiment policy.

(8) Major repair and alteration/modification standards.

(9) Defect reports.

(10) Engineering activity.

(11) Reliability programs.

(12) Pre-flight inspections.

(13) Aircraft weighing.

(14) Check flight procedures.

(c) Quality System / Quality Inspection System.

(1) Continuing airworthiness quality policy, plan, and audits procedure.

(2) Monitoring of continuing airworthiness management activities.

(3) Monitoring of the effectiveness of the maintenance program(s).

(4) Monitoring the quality of maintenance performed by maintenance Organizations.

(5) Monitoring that all contracted maintenance performed in accordance with the contract, including sub-contractors used by the maintenance contractor.

(6) Quality audit personnel.

(d) Aircraft Inspection / Airworthiness Review Procedures.

(1) Airworthiness Inspection staff.

(2) Review of aircraft records.

(3) Physical inspection

(4) Additional procedures for recommendations to GACA for the import of aircraft

(5) Recommendations to GACA for the issue of C of A

(6) Issue of C of A or ARC.

(7) Aircraft Inspection / Airworthiness review records, responsibilities, retention, and access.

(e) Appendices.

(1) Sample documents.

(2) List of Aircraft Inspector / airworthiness review staff.

(3) List of sub-contractors.

(4) List of contracted approved maintenance organizations.

(5) Copy of contracts for sub-contracted work.

APPENDIX C - MAINTENANCE PROCEDURE MANUAL

MANUAL REQUIREMENTS

I. Maintenance Procedure Manual.

(a) Maintenance Management.

(1) Corporate commitment by the accountable manager.

(2) Safety and quality policy.

(3) Management personnel.

(4) Duties and responsibilities of the management personnel.

(5) Management organization chart.

(6) List of certifying staff, support staff. and airworthiness review staff

(7) Manpower resources.

(8) General description of the facilities at each address.

(9) Organizations intended scope of work.

(10) Notification procedure to GACA regarding changes to the organization's activities/approval/location /personnel.

(11) Manual amendment procedures including, if applicable, delegated procedures.

(b) Maintenance Procedures.

(1) Supplier evaluation and subcontract control procedure.

(2) Acceptance/inspection of aircraft components and material from outside contractors.

(3) Storage, tagging and release of aircraft components and material to aircraft maintenance.

(4) Acceptance of tools and equipment.

(5) Calibration of tools and equipment.

(6) Use of tooling and equipment by staff (including alternate tools).

(7) Cleanliness standards of maintenance facilities.

(8) Maintenance instructions and relationship to aircraft/aircraft component manufacturers' instructions including updating and availability to staff.

(9) Repair procedure.

(10) Aircraft maintenance program compliance.

(11) Airworthiness directives procedure.

(12) Optional modification procedure.

(13) Maintenance documentation in use and its completion of same.

(14) Technical record control.

(15) Rectification of defects arising during base maintenance.

(16) Release to service procedure.

(17) Records for the operator.

(18) Reporting of defects to GACA/operator/manufacturer.

(19) Return of defective aircraft components to store.

(20) Defective components to outside contractors.

(21) Control of computer maintenance record systems.

(22) Control of man-hour planning versus scheduled maintenance work.

(23) Control of critical maintenance tasks and error-capturing methods.

(24) Reference to specific maintenance procedures such as - Engine running procedures, Aircraft pressure run procedures, Aircraft towing procedures, Aircraft taxing procedures.

(25) Procedures to detect and rectify maintenance errors.

(26) Shift/task handover procedures.

(27) Procedures for notification of maintenance data inaccuracies and ambiguities, to the type certificate holder.

(28) Maintenance planning procedures.

(29) Required Inspection Items/Critical items Inspection.

(c) Forms and Organization List.

(1) Sample of documents and forms.

(2) List of Sub-contractors providing maintenance support

(3) List of Line maintenance locations.

(4) List of contracted approved organization.