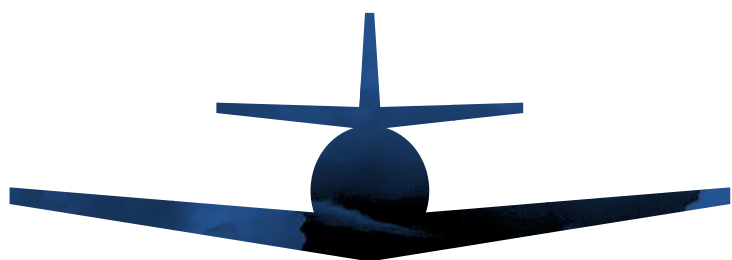




# **GUERNSEY AVIATION REQUIREMENTS (GARs)**



**PART 91  
and  
PART 125**

**GENERAL  
OPERATING  
INSTRUCTIONS  
and  
COMPLEX  
GENERAL  
AVIATION**

**BAILIWICK OF GUERNSEY**

Director of Civil Aviation

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This fifth issue:

- incorporates amendments to ICAO Annex 6, Parts II and III that become effective in November 2016;
- introduces the Private Operator Certificate and associated Operations Specifications;
- amends fuel requirements and in-flight fuel management requirements;
- contains editorial corrections and layout improvements.

ICAO compliance:

This fifth issue incorporates ICAO standards of:

- Annex 6, Part II at amendment 34-A;
- Annex 6, Part III at amendment 20-A.

The definitive version of GARs is on the States of Guernsey website <http://www.gov.gg/gars> which should be viewed to establish the latest issue of each Part.

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Part 91		Requirement	Part 125		Requirement
<b>Subpart A – General</b>					
<b>91.1</b>		<b>Purpose</b>	<b>125.1</b>		<b>Purpose</b>
					<i>Note: in this presentation of GAR 91 and GAR 125, all GAR 91 paragraphs also apply to GAR 125, except when in the same row a different GAR 125 requirement appears, which then applies and overrules the corresponding GAR 91 requirement.</i>
	a	The requirements of this Part cover operation and piloting of aircraft, the arrangements for the planning and preparation for flight, and the maintenance and equipment of aircraft.			
	b	These Requirements constitute instructions given by the Director under section 39 of the Air Navigation (Bailiwick of Guernsey) Law, 2012 ("the Law"). These Requirements are not in themselves Law. Failure to comply with these Instructions may constitute an offence under and in accordance with article 74 and the provisions of article 185(1) of the Law. These Requirements encompass and amplify many of the provisions of the Law, including the Rules of the Law set out in Schedule 4 to the Law. Therefore, failure to comply with these Requirements may:			
		1 constitute a breach of one or more provisions of the Law; and			
		2 result in proceedings for breaches of the Law; or			
		3 result in the refusal of an application for renewal of a certificate; or			
		4 result in action to suspend or revoke a certificate			
	c	The Law establishes the basic legal obligations governing the operation and piloting of aircraft, the planning and preparation for flight and the maintenance and equipment of aircraft but specifies these obligations in rather general terms. Therefore Section 135 of the Law requires the Director to publish Requirements to augment, amplify and detail more precisely the manner in which these obligations shall be met. The Requirements are the means by which the operator of an aircraft or the pilot will be able to satisfy the Director as to the fulfilment of the obligations in respect of the operation of an aircraft or their respective entitlement to hold a certificate.			
	d	The issue of a certificate indicates only that the holder is considered competent to secure the safe operation of aircraft. The possession of such a document does not relieve the operator of an aircraft, or the pilot-in-command, from the responsibility for compliance with the Law and any other legislation in force. Neither does it relieve them of their responsibility for the safe conduct of any particular flight, as the ultimate responsibility for the safety of flight operations always rests with the operator and the pilot-in-command.			
	e	Other GAR Parts may impinge upon activities conducted under this Part. In particular, Part 1 contains definitions which apply, unless otherwise stated, to all Parts. A full list of GAR Parts, a description of the legislative structure and the place of GARs and Guernsey Aviation Circulars (GACs) within it can be viewed on the website <a href="http://www.gov.gg/gars">http://www.gov.gg/gars</a> .			
<b>91.5</b>		<b>Applicability</b>	<b>125.5</b>		<b>Applicability</b>
	a	Unless stated otherwise, this Part applies to:			Where the approval of the Director is required for general aviation operations using aircraft registered in Guernsey pursuant to the Law, section 75, the operator shall:
				a	hold a Private Operator Certificate approval as described in Appendix A to this Part; and
				b	ensure that the requirements of Part 91 and this Part, where in addition to, or replacing, a corresponding section of Part 91, are applied to:
		1 the owner, the charterer by demise or where an aircraft is leased, the lessee of an aircraft registered in Guernsey, wherever such an aircraft may be; and		1	an aeroplane with MTOM authorised exceeding 5,700 kg;
		2 all aircraft operating or navigating within Guernsey; and		2	an aeroplane equipped with one or more turbojet engines;

		3	the crew of all such aircraft.			3	an aeroplane with a maximum approved passenger seating configuration of more than 9;
			<i>Note 1: Additional requirements are applicable to General Aviation operations involving aircraft registered in Guernsey of the classes or used in the cases identified in GAR Part 125.</i>			4	a helicopter with MTOM authorised exceeding 3,175 kg
			<i>Note 2: Commercial air transport operations involving aircraft registered in Guernsey are subject to the additional requirements in GAR Parts 119, 121 and 135, as applicable.</i>			5	a helicopter with a maximum approved seating capacity of more than 5;
			<i>Note 3: Commercial air transport operations involving foreign-registered aircraft are subject to permission from the Secretary of State.</i>			6	any aircraft operation involving the use of aircraft that are operated by pilots employed by the operator for the purpose of flying the aircraft
						7	Any other general aviation operation as the Director shall in the public interest specify.
<b>91.10</b>			<b>Use of English</b>				
			All documentation, written communications and data (electronic or otherwise) for submission to the Director in support of an application for a certificate shall be provided in English.				
<b>91.15</b>			<b>Laws, requirements and procedures</b>	<b>125.15</b>			<b>Laws, requirements and procedures</b>
	a		The holder of a certificate, licence, permit or approval shall take reasonable care to ensure that all persons employed, engaged, or contracted by the holder to perform safety-related activities, are familiar with and comply with the laws, regulations and procedures necessary to the performance of their duties.				The operator shall ensure that all flight crew are familiar with and comply with the laws, regulations and procedures necessary to a flight, including but not limited to the following:
	b		The pilot-in-command shall comply with the laws, regulations and procedures of those States in which operations are conducted.		a		the appropriate provisions of the Law; and
	c		The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his or her duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The pilot-in-command shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aircraft.		b		the relevant Guernsey Aviation Requirements; and
					c		any applicable conditions on the operator's approval; and
					d		the procedures specified in the operator's required documentation; and
					e		such laws, regulations and procedures that may be relevant in those States in which the operation is to be conducted, including in particular those flight procedures and obstacle clearance criteria that may differ from those established by PANS-OPS; and
					f		procedures required at any aerodrome planned to be used as a destination or as an alternate, and procedures for air navigation facilities relating to such aerodromes.
<b>91.20</b>			<b>More stringent requirements</b>				
			The pilot-in-command of a Guernsey-registered aircraft operating in:				
	a		a foreign state; or				
	b		international airspace under the control of a foreign State,				
			shall comply with this Part unless the application of a more stringent operating and flight rule of that State or of that airspace is required.				
<b>91.25</b>			<b>Power to inspect</b>				
			The holder of a certificate, licence, permit or approval shall ensure that any person authorised by the Director is allowed to board an aircraft, unless in the reasonable opinion of the pilot-in-command, the safety of the aircraft would thereby be endangered.				
<b>91.30</b>			<b>Production of documentation and records</b>				
	a		The holder of a certificate, licence, permit or approval shall:				

		1	give any person authorised by the Director access to any documentation relating to aircraft operations and the safety of aircraft in flight; and				
		2	produce all such documentation and records, when requested to do so by an authorised person, within a reasonable period of time.				
	b		The pilot in command shall, within a reasonable period of time of being requested to do so by an authorised person, produce to that person the documentation required to be carried on board.				
<b>91.35</b>			<b>Aircraft airworthiness</b>				
			Except as authorised by the Director, an aircraft shall not fly unless:				
	a		it has a valid Certificate of Airworthiness issued by the State of Registry; or				
	b		it has a valid Permit to Fly in accordance with GAR Part 21 Subpart P; and				
	c		the aircraft is operated in compliance with that document.				
<b>91.40</b>			<b>Aircraft flight manual</b>				
			An aircraft shall be operated in compliance with the operating limitations specified in the aircraft flight manual, or an equivalent document approved by the Director.				
<b>91.45</b>			<b>Documents to be carried</b>				
	a		A flight shall not be commenced unless the following documents are carried:				
		1	the valid Certificate of Airworthiness; and				
		2	the flight crew licences and validations of each member of the flight crew; and				
		3	the aircraft radio licence; and				
		4	a noise certification document, if applicable; and				
		5	a copy of any approvals, permissions, authorisations or exemptions relevant to the flight; and				
		6	a certified true copy of any transfer agreement under Article 83 bis of the Chicago Convention; and				
		7	Certificate of Registration; and				
		8	the journey log book or equivalent record; and				
	b		Where such documents as required by paragraphs (a)(1), (a)(4) and (7) are written in a language other than English, an English translation shall be provided.				
	c		Before any flight is commenced the pilot-in-command shall ensure that the documents listed in (a) are in force and will remain so for the duration of the flight.				
	d		The documents required by (a) shall be carried on each flight except that:				
		1	where the flight is intended to begin and end at the same aerodrome; and				
		2	the aerodrome is located in the Bailiwick of Guernsey; and				
		3	the planned flight does not include passage over any other State				
			the documents listed at (a) may be kept at the aerodrome of departure instead of being carried in the aircraft.				
<b>91.50</b>			<b>Manuals to be carried</b>	<b>125.50</b>			<b>Manuals to be carried</b>
	a		A flight shall not be commenced unless the following manuals are carried:		a		The operator shall ensure that the following manuals are carried on each flight:
		1	the flight manual for the aircraft, or equivalent document.			1	the flight manual for the aircraft, or equivalent document; and
						2	the operations manual, or those parts of it that apply to flight operations.
<b>91.55</b>			<b>Additional information and forms to be carried</b>				
	a		A flight shall not be commenced unless the following additional information or forms are carried:				
		1	such documentation as will enable the pilot-in-command to record operational information; and				
			<i>Note: This may include items such as the operational flight plan, aircraft technical log etc.</i>				



		2	for an international flight, passenger and cargo manifests; and				
		3	any specific approval issued by the State of Registry, if applicable, for the operation(s) to be conducted; and				
		4	current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted; and				
			<i>Note: Charts may be any approved representation.</i>				
		5	essential data relating to the search and rescue facilities in the areas in which the flight will be operated including the ground-air signal codes; and				
		6	for an international flight, a copy of the notified procedures to be followed by the pilot-in-command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft.				
<b>91.60</b>			<b>Correcting lenses</b>				
			Any flight crew member assessed as fit to exercise the privileges of a licence subject to the use of suitable correcting lenses, shall have a spare set of spectacles readily available when exercising those privileges.				
<b>91.65</b>			<b>Radio licences</b>				
			Where an aircraft is fitted with radio transmitting equipment, such equipment shall be operated only by crew members who are appropriately qualified.				
<b>91.70</b>			<b>Ground operation of aircraft</b>				
	a		An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls is an appropriately qualified pilot or:				
		1	has been duly authorised and briefed by the operator;				
		2	is fully competent to taxi the aeroplane				
		3	is qualified to use the radio telephone if radio communications are required; and				
		4	has received instruction from a competent person in respect of aerodrome layout, and where appropriate, information on routes, signs, marking, lights, ATC signals and instructions, phraseology and procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.				
	b		A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot at the controls.				
	c		A helicopter rotor shall not be turned under power, for other than purpose of flight unless the person at the controls:				
		1	has been duly authorised and briefed;				
		2	has been provided with training and procedures to be followed.				
<b>91.75</b>			<b>Portable electronic devices</b>				
	a		No person may operate on any aircraft any mobile or cell phone, computer or other electronic device that is designed to transmit or capable of transmitting electromagnetic energy otherwise than in accordance with the permission of the pilot-in-command of that aircraft.				
	b		Paragraph (a) shall not apply to				
		1	hearing aids; and				
		2	heart pacemakers; and				
		3	portable voice recorders; and				
		4	electric shavers; and				
		5	electronic watches; and				
		6	any other portable electronic device if the operator or pilot-in-command of the aircraft has determined that the said portable electronic device to be used will not cause interference with any aircraft system or equipment of the aircraft on which it is used				
<b>91.80</b>			<b>Flight instruction and testing</b>				
			No person shall give flight instruction in an aircraft, except a balloon, unless that aircraft is equipped with fully functioning dual controls.				
<b>91.85</b>			<b>Common language</b>	<b>125.85</b>			<b>Common language</b>

		The pilot-in-command shall ensure that:			The operator shall ensure that:
		flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in ICAO Annex 1.			all crew members have the ability to speak and understand the English language to the extent necessary for effective communication to occur between flight crew and other crew members.
<b>91.90</b>		<b>Information on emergency and survival equipment carried</b>	<b>125.90</b>		<b>Information on emergency and survival equipment carried</b>
	a	The holder of a certificate shall have available, for immediate communication to rescue co-ordination centres, information on the emergency and survival equipment carried on board each of its aircraft.			The operator shall have available, for immediate communication to rescue co-ordination centres, information on the emergency and survival equipment carried on board each of its aircraft.
	b	For flights over-water the information shall, where such equipment is carried, include:			
	1	the number, colour, and type of life rafts; and			
	2	type of pyrotechnics carried; and			
	3	details of emergency medical supplies and water supplies; and			
	4	the type and operating frequencies of any emergency portable radio equipment.			
<b>91.95</b>		<b>Stowage of baggage and cargo</b>	<b>125.95</b>		<b>Stowage of baggage and cargo</b>
	a	Baggage or cargo shall not be carried in an aircraft unless it is:			The operator shall specify procedures to ensure that all baggage carried onto an aircraft and taken into the passenger cabin is adequately and securely stowed.
	1	stowed and restrained in accordance with any instructions given in the aircraft flight manual; and			
	2	packaged to avoid injury to any person on board.			
	b	The pilot-in-command shall not permit any baggage or cargo carried to:			
	1	exceed the load limitation for the seats, berths, or floor structure as prescribed by the aircraft flight manual, or by placards; or			
	2	be located in a position that restricts the access to or use of any required emergency exit; or			
	3	be located in a position where it may restrict access to any flight control or part of the aircraft cockpit, or may restrict visibility of any flight instrument.			
<b>91.100</b>		<b>Carriage of dangerous goods</b>	<b>125.100</b>		<b>Carriage of dangerous goods</b>
		Dangerous goods shall not be loaded on or carried in an aircraft unless:			The operator shall ensure that no dangerous goods are loaded or carried on an aircraft except in accordance with the approved procedures.
	a	such dangerous goods are carried in accordance with the approval in writing of the Director; and			
	b	the conditions of carriage of dangerous goods meet the requirements of the Air Navigation Law, Schedule 5.			
<b>91.105</b>		<b>Carriage of weapons and munitions of war</b>	<b>125.105</b>		<b>Carriage of weapons and munitions of war</b>
	a	A flight carrying weapons or munitions of war shall be commenced only:			The operator shall ensure that no weapons and munitions of war are carried on an aircraft except in accordance with approved procedures.
	1	with the written permission of the Director and in accordance with any conditions contained in the permission; and			
	2	provided that details in writing of the:			
	i	type, mass or quantity of any such weapon or munitions; and			
	ii	any conditions of the permission for carriage; and			
	iii	the location of the weapons or munitions;			
		are carried on board the aircraft.			
<b>91.110</b>		<b>Carriage of sporting weapons and ammunition</b>	<b>125.110</b>		<b>Carriage of sporting weapons and ammunition</b>
	a	A flight, with sporting weapons on board, shall not be commenced unless request for carriage has been made in advance.			The operator shall ensure that:
	b	Sporting weapon accepted for carriage shall be:		a	written details of any sporting weapons and/or ammunition have been provided by the person requesting carriage of the item, before the item is taken on board the aircraft; and
	1	stowed in the aircraft in a place which is inaccessible to passengers during flight; unless the Director has determined that compliance is impractical and accepted that other procedures might apply; and		b	the pilot-in-command is informed in writing of the location, type, mass, and quantity of those items carried.
	2	unloaded in the case of firearms or other weapons that can contain ammunition.			



			<i>Note: Ammunition for sporting weapons may be contained in baggage, subject to certain limitations, in accordance with the Air Navigation Law, Schedule 5.</i>				
				<b>125.115</b>			<b>Electronic navigation data management</b>
					a		The operator shall not use electronic navigation data products unless procedures have been approved by the Director to ensure that:
						1	the process applied and the products delivered have met acceptable standards of integrity; and
						2	the products are compatible with the intended function of the equipment that will use them.
							<i>Note: Guidance relating to the processes that data suppliers may follow is contained in RTCA DO200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.</i>
					b		The operator shall implement procedures to ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft requiring such data and shall continue to monitor both process and products.
<b>91.120</b>			<b>Responsibilities of pilot-in-command</b>				
	a		The responsibilities of the pilot-in-command shall include:				
		1	the safety and security of all persons on board the aircraft when the doors are closed;				
		2	the operation and safety of the aircraft from the moment the aircraft has started its engine(s) for the purpose of taking-off until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped;				
		3	ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs;				
		4	ensuring that a flight is not continued beyond the nearest suitable aerodrome or heliport when a required flight crew member's capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, or lack of oxygen;				
		5	reporting all known or suspected defects in the aircraft at the termination of the flight;				
		6	completion of the journey log book and any general declaration;				
		7	preservation of flight recorder records and if necessary the associated flight recorders if the aircraft has been involved in an accident or incident;				
		8	notifying the appropriate local authority in the event that an emergency situation that necessitates action in violation of local regulations or procedures. The report shall be made as soon as possible, but in any event, not later than 72 hours after the incident. A copy of the report shall be submitted to the Director;				
		9	the security of the aircraft during its operation; and				
		10	reporting any act of unlawful interference to the Director and to the designated local authority.				
<b>91.128</b>			<b>Specific approvals</b>				
			The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the State of Registry.				
<b>91.130</b>			<b>Passenger briefing</b>				
	a		A flight shall not be commenced unless passengers are made familiar with the location and use of:				
		1	seat belts or any other restraints;				
		2	emergency exits;				
		3	lifejackets if required to be carried;				
		4	other emergency equipment provided for individual use, including passenger emergency briefing cards;				
		5	flotation equipment, where carried ; and				

		6	oxygen dispensing equipment, if the use of oxygen is anticipated.				
	b		All passengers shall be made aware of the conditions under which smoking may be permitted.				
	c		All persons on board the aircraft shall be made aware of the location and general manner of use of the principal emergency equipment carried for use by passengers.				
	d		During take off and landing and during such other times as may require it, all passengers on board the aircraft shall be secured in their seats by means of the seat belts or harnesses provided.				
	e		In the event of an emergency occurring during flight, all persons on board shall be instructed in such emergency action as may be appropriate to the circumstances.				
<b>91.140</b>			<b>Use and preservation of flight recorders and records</b>	<b>125.140</b>			<b>Use and preservation of flight recorders and records</b>
	a		On any flight on which one or more flight recorder systems is required to be carried:				The operator shall ensure, by use of appropriate procedures, that the requirements of 91.140 are met.
		1	in an aeroplane:				
		i	flight recorders shall be operated continuously from the time the first engine is started for the purpose of making a flight until the time the last engine is shut down after landing; and				
		ii	operational checks and evaluations of recordings from the flight recorder systems shall be conducted in accordance with ICAO Annex 6 Part I Appendix 8 or Part II Appendix 2.3 (as applicable), to ensure the continued serviceability of the recorders.				
		2	in a helicopter:				
		i	flight recorders shall be operated continuously from the time the rotors first turn for the purpose of making a flight until the rotors are next stopped; and				
		ii	operational checks and evaluations of recordings from the flight recorder systems shall be conducted in accordance with ICAO Annex 6 Part III Appendix 4, to ensure the continued serviceability of the recorders.				
			<i>Note 1: The checks referred to in (1)(ii) and (2)(ii) include, prior to the first flight of the day, that the built-in test features for the flight recorders and flight data acquisition unit (FDAU), when installed, shall be monitored by manual and/or automatic checks.</i>				
	b		To preserve flight recorder records, flight recorders shall be de-activated upon completion of flight time following an accident or serious incident. The flight recorders shall not be re-activated before their disposition as determined in accordance with GAR Part 13.				
	c		In the event of a serious incident or accident, flight recorder records, and where possible the associated flight recorders, shall be retained in safe custody.				
	d		Documentation concerning FDR and ADRS parameters that is provided to accident investigating authorities shall be in electronic format and take account of industry specifications.				
			<i>Note 2: Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A, Flight Recorder Electronic Documentation, or equivalent document.</i>				
<b>91.145</b>			<b>Security</b>				
	a		The pilot-in-command shall be responsible for the security of the aircraft during its operation.				
	b		Following an act of unlawful interference, the pilot-in-command shall submit a report of such an act to the designated local authority.				
			<i>Note: In the context of this Chapter, the word "security" is used in the sense of prevention of acts of unlawful interference against civil aviation.</i>				

Part 91		Requirement	Part 125		Requirement
<b>Subpart B - Operational Procedures</b>					
			<b>125.150</b>		<b>Operations manual</b>
					The operator shall:
				a	provide an operations manual containing all the instructions and information necessary for operations personnel to perform their duties;
				b	ensure that all staff members have ready access to the operations manual, or to those parts of the operations manual that relate to their duties; and
				c	ensure that the relevant parts of the operations manual are carried on each flight.
<b>91.155</b>		<b>Operational control</b>	<b>125.155</b>		<b>Operational control</b>
		Except as otherwise specified by the operator, the pilot-in-command shall be responsible for operational control.			The operator shall:
				a	establish and maintain a method of operational control;
				b	describe the system in the operations manual;
				c	ensure that operational control is exercised over every flight; and
				d	ensure that operational control is only delegated to a flight operations officer/flight dispatcher or the pilot-in-command.
			<b>125.160</b>		<b>Duties of flight operations officer/flight dispatcher</b>
				a	A flight operations officer/flight dispatcher employed in conjunction with a method of control and supervision of flight operations shall:
				1	assist the pilot-in-command in flight preparation and provide the relevant information;
				2	assist the pilot-in-command in preparing the operational and ATS flight plans (including identification of en-route alternates where appropriate), sign when applicable and file the ATS flight plan with the appropriate ATS unit, or designated representative; and
				3	furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight.
				4	In the event of an emergency:
				i	initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures;
				ii	convey safety-related information to the pilot-in-command that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight; and
				iii	if an emergency situation which endangers the safety of an aircraft or persons becomes known first to the flight operations officer/flight dispatcher, action by that person shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.
			<b>125.165</b>		<b>Competence of operations personnel</b>
				a	The operator shall ensure that:
				1	all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.

					2	where contracted and sub-contract staff are used by the operator to carry out functions that relate to the safety of aircraft, the operator shall ensure that the relevant duties and accountabilities of those staff are clearly defined by the operator. The operator shall also ensure that the responsibilities of any contracting organisation and their staff are clearly defined and confirmed within the contract or agreement.
					3	where operations personnel prepare an operational flight plan, those personnel:
					i	are trained and competent to perform the task; and
					ii	are notified as soon as practicable of relevant changes in equipment, operating procedures or facilities, including: changes to the use of navigation aids, aerodromes, ATC procedures and regulations, local aerodrome traffic control rules, and known hazards to flight including potentially hazardous meteorological conditions and irregularities in ground and navigation facilities; and
					iii	have been provided, where necessary, with an aeroplane operating manual, for each aircraft type operated.
				125.170		<b>Standard operating procedures</b>
					a	The operator shall provide and include in the operations manual, standard operating procedures for the use of aircraft crew and other operating staff for every aircraft type operated.
					b	The standard operating procedures shall contain the normal, abnormal and emergency procedures relating to the operation of aircraft.
				125.175		<b>Procedure compliance</b>
						All operational personnel shall conform with the applicable procedures specified in the operations manual.
91.185			<b>Pre-flight action</b>	125.185		<b>Pre-flight action</b>
						The operator shall ensure that before each flight, information is available to the pilot-in-command to complete the preparation for the intended operation and to ensure the adequacy of the facilities.
			The pilot-in-command shall, before beginning a flight, obtain, become familiar with and act on all information concerning that flight including the following:			
	a		the current and forecast meteorological information; and			
	b		the fuel and oil requirements for that flight; and			
	c		all relevant details of the planned load; and			
	d		the alternatives available if the flight cannot be completed as planned; and			
	e		any known or likely traffic delays that have been notified by ATS; and			
	f		the status of the communication and navigation facilities intended to be used; and			
	g		the current conditions of the aerodrome or heliport and runway lengths at aerodromes of intended use; and			
	h		all airspace restrictions that may apply on or adjacent to the planned route and alternatives available; and			
	i		any volcanic activity within the vicinity of the planned route.			
91.190			<b>Flight preparation</b>	125.190		<b>Flight preparation</b>
						The operator shall ensure, by use of appropriate procedures, that no flight is commenced unless the requirements of 91.190 have been satisfied.
			A flight shall not be commenced until the pilot in command is satisfied that:			

	a	the aircraft is airworthy and in a condition for safe flight;				
	b	the documents, manuals and additional documents specified are on board the aircraft;				
	c	the instruments and equipment installed on the aircraft are appropriate and in accordance with Subpart F, taking into account the expected flight conditions;				
	d	the instruments and equipment are in operable condition except as provided in the MEL;				
	e	any necessary maintenance has been carried out in accordance with Subpart G;				
	f	the correct quantity and type of fuel has been loaded on the aircraft;				
	g	the flight can be safely made in accordance with any given performance data for the aircraft being operated;				
	h	the mass of the aircraft and centre of gravity are such that the flight can be conducted safely, taking account of the expected flight conditions;				
	i	any load carried is properly distributed and safely secured;				
	j	the aircraft operating limitations, contained in the flight manual, or equivalent, will not be exceeded; and				
	k	those parts of the aircraft that are visible and accessible to him have been inspected and/or checked.				
			125.195			[reserved]
91.200		<b>ATS flight plan</b>	125.200			<b>ATS flight plan</b>
		A flight plan shall be submitted to an appropriate ATS unit, or its designated agent, prior to the start of each flight under VFR that proceeds over water more than 10 NM from shore, or is operating over any other remote or hazardous terrain.				An ATS flight plan shall be submitted to an appropriate ATS unit, or its designated agent, prior to each flight.
		<i>Note: This is in addition to any requirement to file an ATS flight plan contained in the Rules of the Air.</i>				
91.210		<b>Operating in icing conditions - ground procedures</b>				
		The pilot-in-command:				
	a	shall not operate an aircraft in conditions where ground icing is known or suspected to be present, unless the aircraft has been inspected for icing and if necessary given such de-ice and anti-ice treatment as may be required;				
	b	shall at no time perform a take-off in an aircraft that has snow, ice, or frost adhering to the wings, rotors, stabilisers, or control surfaces; and				
	c	may only perform a take-off in an aircraft that has frost adhering to a propeller, windscreen, or powerplant installation if such action is specifically permitted by the aircraft flight manual and the takeoff is performed in accordance with the aircraft flight manual procedures.				
91.215		<b>Operating in icing conditions - flight procedures</b>	125.215			<b>Operating in icing conditions - flight procedures</b>
		A flight shall not be commenced nor intentionally flown into expected or actual icing conditions unless the aircraft is certificated and equipped to cope with such conditions.				The operator shall establish procedures for flight in expected or actual icing conditions if the aircraft is certificated and equipped to cope with such conditions.
91.220		<b>Operating facilities</b>				
	a	A flight shall not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aircraft, are adequate for the type of operation under which the flight is to be conducted.				
	b	Any inadequacy of facilities observed in the course of operations shall be reported to the authority responsible for them, without undue delay.				
91.225		<b>Use of aerodromes/operating sites</b>	125.225			<b>Use of aerodromes/operating sites</b>



							The operator shall:
	a		An aircraft shall not be operated at an aerodrome or operating site unless:				ensure that an aircraft is not operated to or from an aerodrome or operating site unless the operator's procedures have identified that it is adequate for the type(s) of aircraft and operation(s) concerned.
		1	the aerodrome or operating site is satisfactory, taking account of the physical characteristics of the place, the operating environment and the performance of the aircraft; and				
		2	for operations at an aerodrome, at the expected time of use the aerodrome will be available and equipped with necessary ancillary services.				
			<i>Note 1: Ancillary services include ATS, lighting, communications, weather reporting, navigation aids and emergency services, as appropriate to the circumstances.</i>				
	b		A helicopter shall not be operated unless it is assured that:				
		1	any place used as a heliport or landing site within a congested area of a city, town or settlement has physical characteristics, obstacle limitation surfaces and visual aids commensurate with the characteristics of the helicopter being operated and the ambient light conditions; and				
		2	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement:				
		i	is suitable for the helicopter to hover clear of obstructions; and				
		ii	for a heliport, has a surface area suitable for touchdown and lift-off; and				
		3	any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and				
		4	any place in the Bailiwick of Guernsey to be used by a helicopter for the transport of passengers at night has lighting in operation to enable the pilot:				
		i	in the case of landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and				
		ii	in the case of taking off, to make a safe take-off.				
	c		Only helicopters operating in Performance Class 1 shall be permitted to operate from elevated heliports in congested areas.				
			<i>Note 2: Flights under (b)(1) and (c) are subject to obtaining Permission under Rule 5(3) of the Rules of the Air.</i>				
<b>91.230</b>			<b>Certificated aerodromes — requirement to use</b>				
			No aircraft shall take off or land at a place in the Bailiwick of Guernsey other than an aerodrome licensed under section 96 of the Air Navigation (Bailiwick of Guernsey) Law, 2012, for the take-off and landing of such aircraft, unless the Director of Civil Aviation has given permission in writing to do so.				
<b>91.235</b>			<b>Aerodrome operating minima — applicability</b>				
	a		An aerodrome shall not be used as a departure, destination or alternate aerodrome, unless operating minima have been established by the pilot-in-command in accordance with criteria specified in 91.240(a).				
	b		The aerodrome operating minima for a specific type of approach and landing procedure shall be applicable if:				
		1	the ground equipment shown on the respective instrument approach and landing chart required for the intended procedure, is operative; and				
		2	the aircraft systems required for the type of approach, are operative; and				



		3	the required aircraft performance criteria are complied with; and				
		4	the flight deck crew is qualified to conduct the type of approach.				
<b>91.240</b>			<b>Aerodrome operating minima — determination</b>	<b>125.240</b>			<b>Aerodrome operating minima — determination</b>
	a		The aerodrome operating minima for any aerodrome to be used shall be in accordance with Section 40 of the Air Navigation (Bailiwick of Guernsey) Law, 2012.		a		The operator shall establish aerodrome operating minima for each aerodrome to be used in operations. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State.
	b		The minima determined in accordance with (a) shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State.				
	c		When establishing the aerodrome operating minima applicable to any particular operation, the following shall be taken into account:				
		1	the type, performance and handling characteristics of the aircraft; and				
		2	the composition of the flight crew. their competence and experience; and				
		3	the dimensions and characteristics of the runways or touch-down areas which may be selected for use; and				
		4	the adequacy and performance of the available visual and non-visual ground aids; and				
		5	the equipment available in the aircraft for the purpose of navigation and/or control of the flight path during the approach to landing or missed approach; and				
		6	the obstacles in the approach and missed approach areas and the climb-out areas and necessary clearance; and				
		7	the obstacle clearance altitude/height for the instrument approach procedures;				
		8	the means to determine and report meteorological conditions; and				
		9	the flight technique to be used in the final approach.				
	d		The State of Registry may approve operational credit(s) for operations with aircraft with automatic landing systems, Head-up Displays (HUD) or equivalent displays, Enhanced vision system (EVS), Synthetic Vision Systems (SVS) or Combination Vision Systems (CVS). Such approvals shall not affect the classification of the instrument approach procedure.				
			<i>Note 1: Operational credit includes:</i> <i>a) for the purposes of an approach ban (2.6.3.2), a minima below the heliport or landing location operating minima;</i> <i>b) reducing or satisfying the visibility requirements;</i> <i>or</i> <i>c) requiring fewer ground facilities as compensated for by airborne capabilities.</i>				
			<i>Note 2: Guidance for operational credits and use of HUDs, equivalent displays and vision systems is contained in Attachment I of ICAO Annex 6, Part I (for commercial air transport with aeroplanes), Attachment 2.B of ICAO Annex 6, Part II (for aeroplanes) and Attachment 1 to ICAO Annex 6, Part III (for helicopters).</i>				
			<i>Note 3: Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the Manual of All-Weather Operations (Doc 9365).</i>				
			<i>Note 4: Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.</i>				

	e	Aerodrome operating minima lower than Category I shall be used only in accordance with an approval issued by the State of Registry.				
	f	In the case of an aircraft registered in Guernsey, approval for the use of aerodrome operating minima lower than Category I may be issued by the Director in accordance with Subpart SPA.				
		<i>Note 5: See 91.415 for IFR departure limitations and approval requirements.</i>				
<b>91.245</b>		<b>Noise abatement procedures</b>	<b>125.245</b>			<b>Noise abatement procedures</b>
		Operating procedures shall take into account the need to minimise the effect of aircraft noise unless this would have a detrimental effect on aircraft safety.		a		The operator's noise abatement procedures for departure and arrival/approach for each aeroplane type, shall be designed to be simple and safe to operate with no significant increase in crew workload during critical phases of flight.
				b		The pilot-in-command shall follow noise abatement procedures unless these would have a detrimental effect on aircraft safety.
		<i>Note: Guidance on noise abatement procedures is contained in PANS-OPS (ICAO Doc 8168) Volume I, Section 7.</i>				
<b>91.250</b>		<b>Alternate aerodromes — general requirements</b>				
		An aerodrome shall not be nominated as an alternate unless:				
	a	it has a notified instrument approach procedure and weather forecasts indicate that at the estimated time of use the conditions will be at or above the applicable aerodrome operating minima; or				
	b	weather forecasts indicate that at the estimated time of use the cloud ceiling and visibility will be at or above the VFR minima prescribed in the Rules of the Air.				
			<b>125.255</b>			<b>Take-off alternate</b>
				a		The operator shall ensure that a take-off alternate aerodrome is selected and specified in the operational flight plan if either: the meteorological conditions at the aerodrome of departure are at or below the applicable aerodrome landing minima for that operation; or, it would not be possible to return to the aerodrome of departure for other reasons.
				b		The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:
				1		for an aeroplane 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;
				2		for an aeroplane with three or more engines, two hours of flight time at an all-engine 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 shall indicate that, at the estimated time of use, the conditions will be at or above the applicable aerodrome operating minima for that operation
<b>91.265</b>		<b>Destination alternate</b>	<b>125.265</b>			<b>Destination alternate</b>
		For any flight conducted under IFR, at least one destination alternate aerodrome shall be nominated and specified in the flight plan unless:				
	a	For aeroplanes,				
	1	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				
	2	the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight a reasonable certainty exists that the				

			approach and landing may be made under visual meteorological conditions; or				
		3	the aerodrome of intended landing is isolated; and				
		i	a standard instrument approach procedure is prescribed for the aerodrome of intended landing; and				
		ii	a point of no return (PNR) is determined; and				
		iii	the flight shall not be continued past the PNR unless available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival:				
		A	a cloud base of at least 1,000 feet (300 m) above the minimum associated with the instrument approach procedure; and				
		B	visibility of at least 5.5 km (3 NM) or of 4 km (2 NM) more than the minimum associated with the instrument approach procedure.				
		b	For helicopters; either 1 or 2 below:				
		1	current meteorological information indicates that from two hours before to two hours after the estimated time of arrival, or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period, the following meteorological conditions will exist:				
		i	a cloud base of at least 400 feet (120 m) above the minimum associated with the instrument approach procedure; and				
		ii	visibility of at least 1.5 km more than the minimum associated with the procedure.				
			or:				
		2	the heliport of intended landing is isolated and no alternate heliport or landing location is available; and				
		i	an instrument approach procedure is prescribed for the isolated heliport of intended landing; and				
		ii	a point of no return (PNR) is determined in case of an offshore destination.				
		c	For helicopters conducting offshore operations, offshore alternates may be specified subject to the following conditions:				
		1	the offshore destination alternate shall be used only after a point of no return (PNR). Prior to PNR on-shore destination alternates shall be used; and				
		2	mechanical reliability of critical systems and critical components shall be considered and taken into account when determining the suitability of the destination alternates; and				
		3	one engine inoperative hover performance capability shall be attainable prior to arrival at the destination alternate; and				
		4	to the extent possible, helideck availability shall be guaranteed at the destination alternate; and				
		5	a landing forecast indicating the likelihood of visual meteorological conditions at the intended offshore destination and the offshore destination alternate based upon accredited meteorological information conforming to the standards in ICAO Annex 3, shall be required for the decision to go beyond PNR; and				
		6	an offshore destination alternate shall not be used if fog is forecast or observed within 100 km of the destination; and				
		7	offshore alternates should not be used when it is possible to carry enough fuel to have an onshore alternate; the use of offshore alternates shall be exceptional and shall not be used for the purposes of payload enhancement during adverse weather conditions.				
<b>91.280</b>			<b>Fuel requirements</b>	<b>125.280</b>			<b>Fuel requirements</b>
							Notwithstanding 91.280:

	a		A flight shall not be commenced unless the aircraft carries sufficient fuel and oil, taking into account weather reports, forecasts and weather conditions, to complete the flight and to allow for contingencies, which shall be at least the amount sufficient to enable:		a		The operator shall establish a fuel and oil policy for the purpose of flight planning, and en-route replanning, to ensure that each aircraft carries sufficient fuel and oil for the planned flight, including reserve fuel to cover deviations from the planned flight.
		1	For aeroplanes:		b		The fuel and oil policy shall ensure that the planning requirements are based upon:
		i	when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265 or when flying to an isolated aerodrome, to complete the flight to the intended destination and thereafter have a final reserve fuel for 45 minutes at the normal cruising altitude; or			1	current aircraft-specific data derived from a fuel consumption monitoring system, if available; or if current aircraft-specific data is not available, data provided by the aircraft manufacturer; and
		ii	when flying in accordance with the instrument flight rules and a destination alternate is required in accordance with paragraph 91.265, or when flying to an isolated aerodrome, to complete the flight to the intended destination, thence to an alternate and thereafter for 45 minutes at the normal cruising altitude; or			2	the operating conditions under which the planned flight is to be conducted, including but not limited to:
		iii	when flying in accordance with the visual flight rules by day to complete the flight to the intended destination and thereafter for 30 minutes at the normal cruising altitude.			i	anticipated aircraft mass;
		iv	when flying in accordance with the visual flight rules by night to complete the flight to the intended destination and thereafter for 45 minutes at the normal cruising altitude.			ii	Notices to Airmen; and
						iii	current meteorological reports or a combination of current reports and forecasts; and
		2	For helicopters:			iv	air traffic services procedures, restrictions and anticipated delays; and
		i	when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265(b)(1), to complete the flight to the intended destination and execute an approach and thereafter for 30 minutes at the holding speed at 450 m (1500 ft) above the destination heliport under standard temperature conditions and approach and land, and an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies;			v	the effects of deferred maintenance items and/or configuration deviations.
		ii	when flying in accordance with the instrument flight rules and a destination alternate is required, to complete the flight to the intended destination and execute an approach, and a missed approach, thence to an alternate and thereafter for 30 minutes at the normal holding speed at 450 m (1,500 ft) above the destination under standard temperature conditions and approach and land, and an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies;		c		The pre-flight calculation of usable fuel required shall include:
		iii	when flying in accordance with the visual flight rules, to complete the flight to the intended destination and thereafter for 20 minutes at best-range speed and an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.			1	taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption; and
	b		The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.			2	trip fuel, which shall be the amount of fuel required to enable the aircraft to fly from take-off or the point of in-flight re-planning until landing at the destination aerodrome taking into account the operating conditions of 135.280(b)(2); and
						3	contingency fuel, which shall be the amount of fuel sufficient to compensate for unforeseen factors. It shall be 5 % of the planned trip fuel or 5 % of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel but in any case not less than the amount required to fly for five minutes at holding speed at 1,500 ft (450m) above the destination aerodrome in standard conditions; and



							<i>Note: Unforeseen factors are those which could have an influence on the fuel consumption to the destination aerodrome, such as deviations of an individual aircraft from the expected fuel consumption data, deviations from forecast meteorological conditions, extended taxi times before take-off, and deviations from planned routings and/or cruising levels.</i>
						4	destination alternate fuel; which shall be:
						i	if a destination alternate aerodrome is required, the amount of fuel required to enable the aircraft to perform a missed approach at the destination aerodrome, climb to the expected cruising altitude, fly the expected routing, descend to the point where the expected approach is initiated, and conduct the approach and landing at the destination alternate aerodrome; or
						ii	where two destination alternate aerodromes are required, the amount of fuel, as calculated in 135.280(c)(4)(i), required to enable the aircraft to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or
						iii	when a flight is operated without a destination alternate aerodrome in accordance with 135.265(a)(2), an amount of fuel sufficient to enable an aircraft to hold for 15 minutes at 1,500 ft (450 m) above destination aerodrome elevation in standard conditions; or
						iv	when a flight is operated without a destination alternate aerodrome in accordance with 135.265(a)(3), an amount of fuel sufficient to enable a turbine engine aeroplane to hold for 120 minutes; or a piston-engine aeroplane to fly for 45 minutes plus 15 % of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; and
						5	final reserve fuel,
						i	which shall be the amount of fuel required to enable a helicopter or turbine-engine aeroplane to fly for 30 minutes, or a piston-engine aeroplane to fly for 45 minutes, at holding speed at 1,500 ft (450 m) above aerodrome elevation in standard conditions, calculated with the estimated mass on arrival at the destination alternate aerodrome or the destination aerodrome, when no destination alternate aerodrome is required; and
						ii	the operator shall determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure; and
						6	additional fuel, which shall be a supplementary amount of fuel required if the minimum fuel calculated in accordance with 125.280(c)(2)(3)(4) and (5) is not sufficient to:
						i	allow the aircraft to descend as necessary and proceed to an adequate alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route; and
						A	hold for 15 minutes at 1,500 ft (450m) above aerodrome elevation in standard conditions; and
						B	make an approach and landing; and
						ii	allow an aeroplane engaged in extended diversion time operations (EDTO) to comply with the EDTO critical fuel scenario as established by the Director.
						iii	meet additional requirements not covered above; and
						7	discretionary fuel, which shall be an amount of fuel to be carried at the discretion of the pilot-in-command.
					d	1	Variations to the pre-flight calculation of taxi fuel, trip fuel, contingency fuel, destination alternate fuel and additional fuel specified in (c) shall be subject to the approval of the Director, on the basis of a risk assessment provided by the operator.
						2	The risk assessment shall demonstrate how an equivalent level of safety will be maintained.
						3	The risk assessment shall include:
						i	flight fuel calculations; and
						ii	capabilities of the operator to include a data-driven method that includes a fuel consumption monitoring programme and/or the advanced use of alternate aerodromes; and
						iii	specific mitigation measures.
					e		A flight shall not be commenced nor continued beyond the point of in-flight re-planning unless the usable fuel

						on board meets the applicable requirements in 135.280(c) or (d).
				f		The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.
						<i>Note: Guidance on flight planning including the circumstances that may require re-analysis, adjustment and/or re-planning of the planned operation before take-off or en-route, is contained in the Flight Planning and Fuel Management Manual (ICAO Doc 9976).</i>
<b>91.285</b>			<b>Checklists</b>	<b>125.285</b>		<b>Checklists</b>
			The pilot-in-command shall ensure that, where a checklist is provided, it is used.	a		The operator shall ensure that flight crews are provided with checklists of normal, abnormal and emergency aircraft procedures.
				b		The checklists provided to flight crews shall be designed in accordance with human factors principles and shall contain sufficient information to enable flight crews to comply with the operating procedures in the operations manual, the aircraft flight manual or such other documents as may be associated with the certificate of airworthiness.
				c		The operator shall ensure that flight crew operating procedures incorporate the use of checklists for all phases of aircraft operations and in emergency.
				d		The operator shall ensure that checklists are used by flight crews prior to, during and after all phases of aircraft operation.
				<b>125.290</b>		<b>In-flight simulation of emergency situations</b>
						The operator shall ensure that on a flight when passengers are being carried:
				a		no emergency or abnormal situations are simulated; and
				b		no simulated instrument flight is conducted.
<b>91.295</b>			<b>Use of airborne collision avoidance system (ACAS II)</b>			
	a		In an aircraft with airborne collision avoidance system (ACAS II) installed:			
		1	It shall be used in normal conditions during flight in a mode that enables Resolution Advisories (RAs) to be produced for the pilot flying when undue proximity to another aircraft is detected.			
		2	When an RA is produced by ACAS II, the pilot flying shall immediately take the corrective action indicated by the RA, even if this is in conflict with an Air Traffic Control (ATC) instruction. The aircraft shall be promptly returned to the terms of the ATC instructions or clearance when the situation is resolved.			
		3	Unless otherwise specified in an air traffic control instruction, pilots shall use appropriate procedures to ensure that a rate of climb or descent of less than 8 m/sec or 1,500 ft/min (depending on the instrumentation available) is achieved throughout the last 300 m (1,000 feet) of climb or descent to the assigned altitude or flight level.			
			<i>Note: This is to avoid unnecessary ACAS II RAs in aircraft at or approaching adjacent altitudes or flight levels.</i>			
<b>91.300</b>			<b>Crew members at stations</b>	<b>125.300</b>		<b>Crew members at stations</b>
						Whenever required cabin crew are carried they shall occupy a seat provided in accordance with paragraph 125.635 during take-off and landing and at such other times as the pilot in command may require.
	a		The pilot-in-command shall ensure that each crew member on duty in an aircraft during take-off and landing or when he so directs:			
		1	be at their crew member station unless their absence is necessary to perform duties in connection with the operation of the aircraft; and			
		2	have their safety belt, or harness where so equipped, fastened while at the crew member station.			



	b		The pilot-in-command shall ensure that all flight crew members required to be on flight deck duty in an aircraft other than during take-off and landing shall remain at their stations with their safety belt fastened except when their absence is necessary for the performance of duties in connection with the operation of the aircraft or for physiological needs.				
	c		No crew member shall perform any activity during critical phases of flight except those required for the safe operation of the aircraft.				
		1	The critical phases of flight include:				
		i	for flight crew members, all operations involving push back, taxi, take-off, approach and landing; and				
		ii	for other crew members, all ground operations after leaving the apron area to join a main taxiway, takeoff until passing 1,000 feet on climb, and all flight below 5,000 feet on the landing approach phase of the flight.				
91.305			<b>In-flight fuel management</b>	125.305			<b>In-flight fuel management</b>
	a		The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining		a		The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out.
					b		The pilot in command shall ensure that fuel checks are carried out at regular intervals to confirm that the amount of usable fuel remaining in flight is not less than the fuel required to proceed to an aerodrome/landing site where a safe landing can be made, with the planned final reserve fuel remaining.
							<i>Note 1: The protection of final reserve fuel is intended to ensure a safe landing at any aerodrome when unforeseen occurrences may not permit safe completion of an operation as originally planned. Guidance on flight planning including the circumstances that may require re-analysis, adjustment and/or re-planning of the planned operation before take-off or en-route, is contained in the Flight Planning and Fuel Management Manual (ICAO Doc 9976).</i>
					c		The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.
	b		The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome, or other air traffic delays, may result in landing with less than the planned final reserve fuel		d		The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome, or other air traffic delays, may result in landing with less than the planned final reserve fuel
			<i>Note 1: The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i>				<i>Note 1: The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i>
							<i>Note 2: Guidance on declaring minimum fuel is contained in the Flight Planning and Fuel Management Manual (ICAO Doc 9976).</i>
	c		The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.		e		The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

		<i>Note 2: The planned final reserve fuel refers to the value calculated in 91.280 and is the minimum amount of fuel required upon landing at any aerodrome</i>				<i>Note 3: The planned final reserve fuel refers to the value calculated in 135.280 and is the minimum amount of fuel required upon landing at any aerodrome.</i>
		<i>Note 3: The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1, b) 3.</i>				
<b>91.310</b>		<b>Use of oxygen</b>				
		The pilot-in-command of an aircraft with a nonpressurised cabin shall ensure that:				
	a	before the aircraft reaches flight level 130 the method of use of the oxygen provided in the aircraft is demonstrated to all passengers; and				
	b	when flying above flight level 130 all passengers and crew members are instructed to use oxygen; and				
	c	during any period when the aircraft is flying above flight level 100 up to and including flight level 130, oxygen is used by all the flight crew of the aircraft for that part of the flight at those altitudes that is of more than 30 minutes duration; and				
	d	during any period when the aircraft is flying above flight level 130 oxygen is used continuously by all the flight crew of the aircraft.				
	e	an aircraft with a non-pressurised cabin is not operated above flight level 250.				
			<b>125.315</b>			<b>Cosmic radiation</b>
				a		The operator shall take appropriate measures to:
					1	assess the exposure to cosmic radiation when in flight of all crew members who are liable to be subject to cosmic radiation in excess of 1 millisievert (mSv) in any period of 12 months;
					2	take into account the assessed exposure when organising work schedules with a view to reducing the doses of highly exposed crew members;
					3	inform the crew members concerned of the health risks their work involves; and
					4	retain assessments of exposure to cosmic radiation for the periods specified in 91.1265.
						<i>Note: The exposure of crew in aircraft that do not generally operate above 26,000 feet is likely to result in an annual dose less than 1 mSv in any 12 month period.</i>
				b		The operator shall ensure that the working schedules for female crew members, once they have notified the operator that they are pregnant, keep the equivalent dose to the foetus as low as can reasonably be achieved and in any case ensure that the dose does not exceed 1 mSv for the remainder of the pregnancy.
				c		The operator shall ensure that for any flight operated above 49,000 feet:
					1	procedures for operating above 49,000 feet and for the use of monitoring equipment shall be specified in the operations manual;
					2	a descent to 49,000 feet or lower is initiated as soon as practicable if the limit values of cosmic radiation dose rate specified in the operations manual are exceeded.
<b>91.325</b>		<b>Flight crew communication</b>	<b>125.325</b>			<b>Flight crew communication</b>
		When operating under IFR all flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition altitude.				The operator shall ensure that all flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition altitude.
<b>91.335</b>		<b>Fuelling operations</b>	<b>125.335</b>			<b>Fuelling operations</b>
		The pilot-in-command shall ensure that:		a		The operator shall ensure that an aircraft is not refuelled or defuelled when passengers are embarking, on board or disembarking unless:
	a	no aircraft is refuelled or defuelled whilst passengers are embarking, on board or disembarking, or with a helicopter rotor turning; and			1	the aircraft is properly attended by qualified personnel ready to initiate and direct an evacuation by the most practical and expeditious means available; and
	b	appropriate precautions are taken, particularly when refuelling with fuels other than aviation kerosene, or when refuelling results in a mixture of aviation			2	two-way communication is maintained by use of the aeroplane inter-communication system or other suitable means between the ground crew

		kerosene with other aviation turbine fuels, or when an open line is used.				supervising the refuelling or defuelling and the qualified personnel on board the aircraft.
<b>91.340</b>		<b>Fuel spillage</b>	<b>125.340</b>			<b>Fuel spillage</b>
	a	When refuelling or defuelling, if fuel is spilled and is likely to endanger persons or property:				The operator shall have a system for dealing with fuel spillage.
	1	refuelling or defuelling shall be stopped immediately and emergency services, where available, are summoned; and				
	2	immediate action shall be taken to cover the fuel with sand, sawdust, dry earth, or an agent such as foam or dry chemical extinguisher powder, to reduce the fire hazard; and				
	3	the aircraft shall be moved clear of the contaminated area, with the agreement of any attending emergency services, before any engine is started.				
<b>91.345</b>		<b>Completion of journey log and recording of defects</b>				
	a	The pilot in command of an aircraft registered in Guernsey shall, on the completion of the flight, or series of flights:				
	1	complete the journey log book or equivalent record; and				
	2	complete the technical log, or other applicable maintenance records, and record any aircraft defects that have been identified during the flight.				
<b>91.350</b>		<b>Notification of accidents and occurrences</b>				
	a	The pilot-in-command shall 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.				
	b	The pilot-in-command shall notify occurrences in accordance with GAR Part 13.				
<b>91.355</b>		<b>Occupation of seats and wearing of restraints</b>				
	a	The pilot-in-command of an aircraft shall require each person on the aircraft to occupy a seat or berth and to fasten his safety belt, or restraining belt, or if equipped, shoulder harness or single diagonal shoulder belt:				
	1	during each take-off and landing; and				
	2	when the aircraft is flying at a height of less than 1,000 feet above the surface unless operational requirements preclude such restraint and the procedures are approved by the Director; and				
	3	at other times when the pilot-in-command considers it necessary for his safety; and				
	4	during aerobatic flight; and				
	5	at all times in an open cockpit aircraft.				
	b	The pilot-in-command of an aircraft shall require each passenger to place his seat in the take-off and landing configuration during take-off and landing.				
	c	Paragraph (a)(1), (2), and (3) shall not apply to a child of less than 2 years of age if the child:				
	1	is held by an adult who is occupying a seat or berth, provided the child is securely restrained; or				
	2	occupies a seat equipped with an approved child restraint system, if the child does not exceed the specified mass limit for that system and is accompanied by a parent, guardian, or attendant designated by the child's parent or guardian to attend to the safety of the child during the flight.				
	d	Paragraph (a) and (b) shall not apply to persons carried in balloons or engaged in parachute operations.				
		<i>Note: The applicable requirements for parachuting operations are specified in paragraph 91.390.</i>				
<b>91.360</b>		<b>Familiarity with operating limitations and emergency equipment</b>				
		The pilot-in-command of an aircraft shall before beginning a flight, be familiar with:				
	a	the aircraft flight manual for that aircraft; and				

	b	any placards, listings, or instrument markings containing any operating limitation prescribed for that aircraft by the manufacturer or the Director; and				
	c	the emergency equipment installed on the aircraft; and				
	d	which crew member is assigned to operate each item of emergency equipment; and				
	e	the procedures to be followed for the use of normal and emergency equipment in an emergency situation.				
<b>91.365</b>		<b>Flying displays</b>				
	a	The pilot-in-command of an aircraft shall not participate in a flying display unless:				
	1	he holds a current display authorisation, granted by the Director; and				
	2	he has taken all reasonable steps to confirm that the organiser of the flying display has been granted any permission as may be required, and that the planned flight can be safely made in accordance with the terms of such permission; and				
	3	he operates at a height not less than that specified in either the pilot's display authorisation or any permission associated with the flying display, whichever is the greater; and				
	4	he flies the aircraft aligned with reference to a display line sufficiently distanced from spectators so as not to cause undue risk to persons or property on the surface; and				
	5	he does not carry any additional persons other than those crew members required to operate the aircraft; and				
	6	he does not fly over any spectator area; and				
	7	he does not conduct any high-energy manoeuvre between the display line and any spectator area; and				
	8	he does not initiate any manoeuvre in the direction of any spectator area.				
	b	Paragraph (a) shall not apply to private aviation events that are not open to the general public.				
<b>91.370</b>		<b>Aerial work and specialised operations</b>				
	a	Aerial work is regulated in accordance with Section 138 to 144 of the Air Navigation (Bailiwick of Guernsey) Law, 2012.				
	b	Aerial work certificates are regulated in accordance with section 70 of the Air Navigation (Bailiwick of Guernsey) Law, 2012.				
<b>91.375</b>		<b>[reserved]</b>				
<b>91.380</b>		<b>[reserved]</b>				
<b>91.385</b>		<b>[reserved]</b>				
<b>91.390</b>		<b>Dropping of persons — Parachuting</b>				
	a	[reserved]				
	b	[reserved]				
	c	[reserved]				
	d	The pilot-in-command shall ensure that all persons to be carried are briefed before take-off on the relevant procedures to be followed (including normal, abnormal, and emergency procedures) and any aircraft equipment to be used during the parachuting operation.				
	e	Nothing in this paragraph:				
	1	applies to the descent of persons by parachute from an aircraft in an emergency;				
	2	prohibits the lowering of any person in an emergency or for the purpose of saving life;				
	3	prohibits the disembarkation of any person from a helicopter hovering in ground effect in accordance with normal aviation practice; or				
	4	prohibits the lowering of any person from a helicopter to the surface in accordance with the terms of a permission granted by the Director as required under 91.370.				



Part 91		Requirement	Part 125		Requirement
<b>Subpart C - Operating Limitations</b>					
<b>91.400</b>		<b>Meteorological conditions — VFR flight</b>			
		A flight to be conducted in accordance with the visual flight rules shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under the visual flight rules will, at the appropriate time, be such as to enable compliance with these rules.			
<b>91.410</b>		<b>Meteorological conditions — IFR flight</b>			
		A flight to be conducted in accordance with the instrument flight rules shall not:			
	<b>a</b>	take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and			
	<b>b</b>	take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 91.265, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions one hour before and after the earliest and latest time of arrival will be at or above the aerodrome operating minima for that operation.			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 125.255 or 91.265, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions one hour before and after the earliest and latest time of arrival will be at or above the aerodrome operating minima for that operation.
<b>91.415</b>		<b>IFR departure limitations</b>	<b>125.415</b>		<b>IFR departure limitations</b>
	<b>a</b>	A departure under IFR shall not be commenced unless:			The operator shall ensure that:
	<b>1</b>	meteorological conditions are at or above the minima for IFR take-off determined in accordance with GAR 91.240; and			an IFR flight does not take off when meteorological conditions are below prescribed IFR landing minima unless meteorological reports and forecasts indicate that a successful approach and landing can be made at the take-off alternate.
	<b>2</b>	the relevant RVR is at least 150 m RVR (Category A, B, C aeroplanes, and helicopters) or 200 m RVR (Category D aeroplanes), unless conducted in accordance with an approval issued by the State of Registry.			<i>Note: Subpart SPA contains material with regard to: aerodrome considerations; training; operating procedures; and minimum equipment, which may be used in the construction of operating procedures and training for Low Visibility Takeoff (LVTO).</i>
	<b>3</b>	In the case of an aircraft registered in Guernsey, approval for take-off below 150 m RVR (Category A, B, C aeroplanes, and helicopters) or 200 m RVR (Category D aeroplanes) may be issued by the Director in accordance with Subpart SPA.			
			<b>125. 420</b>		<b>Minimum flight altitudes</b>
					The operator shall specify, in the operations manual, the method for establishing terrain clearance altitudes.
<b>91.425</b>		<b>Approach and landing conditions</b>			
		A flight shall not be continued towards the aerodrome of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the appropriate operating minima.			
<b>91.430</b>		<b>Commencement and continuation of approach</b>			
	<b>a</b>	An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome/heliport or into the final approach segment, unless the reported visibility or controlling RVR is above the specified minimum.			
	<b>b</b>	If, after entering the final approach segment or after descending below 1,000 feet (300 m) above the aerodrome/heliport, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.			
	<b>c</b>	The approach shall not be continued below the DA/H or MDA/H unless the specified visual reference is established at DA/H or MDA/H and is maintained.			

				125.435			<b>Instrument approach procedures</b>
							The operator shall ensure that procedures for carrying out instrument approaches are specified as standard operating procedures and included within the operations manual.





Part 91		Requirement	Part 125		Requirement
Subpart D - Mass and Balance					
91.450		Aircraft load limitations			
		The holder of a certificate, licence, permit or approval shall ensure that the limitations contained in the aircraft flight manual, or other approved document, relating to the mass and balance of the aircraft are complied with.			



Part 91		Requirement	Part 125		Requirement
<b>Subpart E - Performance</b>					
<b>91.500</b>		<b>Performance — general</b>			
		Before a flight is commenced, it shall be determined that, having regard to performance in the conditions to be expected on the intended flight, and to any obstructions at the places of departure and intended destination and on the intended route, the aircraft is capable of safely taking off, reaching and maintaining a safe height thereafter and making a safe landing at the place of intended destination.			
			<b>125.510</b>		<b>Accuracy of available data</b>
					The operator shall take account of the accuracy of charts and other data used during performance planning, when assessing whether a flight can be safely operated.
			<b>125.515</b>		<b>Performance data</b>
					The operator shall ensure that for each aircraft it operates the performance data used is:
				a	contained in the aircraft flight manual; or
				b	where provided by the aircraft manufacturer or other source, contained in an equivalent document; and
				c	available to all flight crew or other persons responsible for flight planning or aircraft dispatch.
			<b>125.530</b>		<b>Wet and contaminated runway surfaces</b>
					The operator shall ensure that where it is necessary for a take-off to be made on a runway contaminated with water, slush, snow or ice account is taken of:
				a	the runway overrun area; and
				b	local wind conditions, including any element of tailwind or crosswind; and
				c	height of any snow banks adjacent to the runway.
			<b>125.545</b>		<b>Loss of runway length</b>
					The operator shall, when calculating distance available for take-off, take account of any length of the runway which will necessarily be used for lining up the aircraft in the direction of take-off.
			<b>125.550</b>		<b>Short landings — aeroplanes</b>
					An operator needing to use Short Landing Operations (where the distance used for the calculation of permitted landing mass may include the usable length of the declared safe area) shall require an approval by the Director. (See Appendix 1 to 125.550)
			<b>125.555</b>		<b>Steep approaches — aeroplanes</b>
					An operator requiring the use of steep approaches (using glideslope angles of 4.5° or more) shall require an approval by the Director. (See Appendix 1 to 125.555)
			<b>125.560</b>		<b>Performance — mass limitation</b>
					The operator shall ensure that:
				a	the mass of the aeroplane at the start of any take-off shall not exceed:
				1	the mass at which 125.575 or 125.580 can be complied with; and
				2	the mass at which 125.585 and 125.590 can be complied with, allowing for expected reductions in mass as the flight proceeds, for any fuel jettisoning that may be envisaged, and the use of alternate aerodromes;
				b	in no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for that pressure altitude appropriate to the aerodrome elevation and, if used as a parameter to determine the maximum take-off mass any other local atmospheric condition;
				c	in no case shall the estimated mass for the expected time of landing at the planned destination aerodrome and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure altitude appropriate to the aerodrome elevation(s),

							and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition; and
					d		the mass of the aeroplane at the time of take-off, or at the expected time of landing at the destination and at any planned alternate does not exceed the maximum mass at which the applicable noise certification has been granted unless otherwise authorised by the Director.
				<b>125.575</b>			<b>Take-off</b>
					a		The operator shall ensure that an aeroplane of MTOM authorised greater than 5,700 kg is able, in the event of a critical power-unit failing at any point in the take-off, either to discontinue the take-off and stop within either the accelerate-stop distance available or the runway available, or to continue the take-off and clear all obstacles along the flight path by an adequate margin until the aeroplane is in a position to comply with 125.585.
				<b>125.580</b>			<b>Aeroplane climb performance</b>
					a		The operator shall ensure that pilots are provided with operating instructions and with information on aeroplane climb performance sufficient 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 using the intended take-off technique.
					b		The information required by (a) shall be made available within the operations manual.
				<b>125.585</b>			<b>En-route mass</b>
							The operator shall ensure that any aeroplane of MTOM authorised greater than 5,700kg shall be able, in the event of the critical engine becoming inoperative at any point along the route or any planned diversion route, to continue the flight to an aerodrome at which the requirements of 125.590 can be met, without flying below the minimum obstacle clearance altitude at any point.
				<b>125.590</b>			<b>Landing mass</b>
							The operator shall ensure that:
					a		an aeroplane shall at the planned destination aerodrome and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that the aeroplane will be able to come to a stop (or for a seaplane to a satisfactorily low speed) within the landing distance available; and
					b		when calculating whether an aeroplane will be able to comply with (a), allowance shall be made for expected variations in the approach and landing techniques used.

**Appendix 1 to 121.550 / 125.550 / 135.550**

		<b>Short landing operations</b>
A		For the purpose of short landing operations, the distance used for the calculation of the permitted landing mass may consist of the usable length of the declared safe area plus the declared landing distance available. The Director may approve such operations in accordance with the following criteria:
	1	Demonstration of the need for short landing operations. There must be a clear public interest and operational necessity for the operation, either due to the remoteness of the airport or to physical limitations relating to extending the runway.
	2	Aeroplane and operational criteria:
	i	Short landing operations will only be approved for aeroplanes where the vertical distance between the path of the pilot's eye and the path of the lowest part of the wheels, with the aeroplane established on the normal glide path, does not exceed 3 m.
	ii	When establishing aerodrome operating minima the visibility/RVR must not be less than 1,500 m. In addition, wind limitations must be specified in the operations manual.
	iii	Minimum pilot experience, training requirements and special aerodrome familiarisation must be specified for such operations in the operations manual.
	3	It is assumed that the crossing height over the beginning of the usable length of the declared safe area shall not be less than 50 ft.
	4	Additional criteria: The Director may impose such additional conditions as are deemed necessary for a safe operation taking into account the aeroplane type characteristics, orographic characteristics in the approach area, available approach aids and missed approach/baulked landing considerations. Such additional conditions may be, for instance, the requirement for VASI/PAPI -type visual slope indicator system.
B		<b>Airfield criteria for short landing operations:</b>
	1	The use of the safe area must be approved by the airport authority.
	2	The usable length of the declared safe area must not exceed 90 m.
	3	The width of the declared safe area shall not be less than twice the runway width or twice the wing span, whichever is the greater, centred on the extended runway centre line.
	4	The declared safe area must be clear of obstructions or depressions which would endanger an aeroplane undershooting the runway and no mobile object shall be permitted on the declared safe area while the runway is being used for short landing operations.
	5	The slope of the declared safe area must not exceed 5 % upward nor 2 % downward in the direction of landing.
	6	For the purpose of this operation, the bearing strength requirement of the landing distance available need not apply to the declared safe area.

**Appendix 1 to 121.555 / 125.555 / 135.555**

		<b>Steep approach procedures</b>
A		The Director may approve the application of steep approach procedures using glide slope angles of 4.5° or more, and with screen heights of less than 50 ft but not less than 35 ft, provided that the following criteria are met:
	1	the aeroplane flight manual must state the maximum approved glide slope angle, any other limitations, normal, abnormal or emergency procedures for the steep approach as well as amendments to the field length data when using steep approach criteria;
	2	a suitable glide path reference system, comprising at least a visual glide path indicating system, must be available at each aerodrome at which steep approach procedures are to be conducted; and
	3	weather minima must be specified and approved for each runway to be used with a steep approach. Consideration must be given to the following:
	i	the obstacle situation;
	ii	the type of glide path reference and runway guidance such as visual aids, MLS, 3D-NAV, ILS, LLZ, VOR, NDB;
	iii	the minimum visual reference to be required at DH and MDA;
	iv	available airborne equipment;
	v	pilot qualification and special aerodrome familiarisation;
	vi	aeroplane flight manual limitations and procedures; and
	vii	missed approach criteria.

Part 91		Requirement	Part 125		Requirement
<b>Subpart F - Instruments and Equipment</b>					
<b>91.600</b>		<b>Applicability</b>	<b>125.600</b>		<b>Applicability</b>
		This Subpart prescribes the instrument and equipment required for aircraft operating under this Part.			This Subpart prescribes the instruments and equipment required for aircraft operating under this Part.
<b>91.605</b>		<b>General</b>			
	a	No person shall operate an aircraft unless it is equipped in compliance with the laws and regulations of the State in which it is registered.			
	b	For an aircraft registered in Guernsey the equipment to be provided is that required by this Subpart.			
	c	No person shall operate an aircraft to which this Subpart applies unless:			
		1 the aircraft is equipped with the type and number of instruments and equipment required by this Subpart; and			
		2 the instruments and equipment shall be of a type approved by the Director either generally or in relation to a class of aircraft or in relation to that aircraft; and			
		3 the instruments and equipment have been installed in accordance with the Type Certificate holder's instructions or other instructions acceptable to the Director, or are carried, as appropriate.			
<b>91.610</b>		<b>Inoperative instruments and equipment</b>			
	a	Except as provided in paragraph (b), an aircraft shall not commence a flight with inoperative instruments or equipment if it is legally required to carry that instrument or equipment, unless the following conditions are met:			
		1 a minimum equipment list (MEL) has been approved by the Director for use with that aircraft; and			
		2 the aircraft records available to the pilot include an entry describing the inoperative instruments and equipment; and			
		3 the aircraft is operated in accordance with all applicable conditions and limitations contained in the MEL.			
	b	An aircraft that is not required to hold an MEL may be operated under this Part with inoperative instruments and equipment provided the inoperative instruments and equipment:			
		1 are not:			
		i part of the certification instruments and equipment prescribed in the applicable airworthiness requirements under which the aircraft was type certificated; or			
		ii required by this Subpart for specific operations; or			
		iii required by an airworthiness directive to be in operable condition; and			
		2 are placarded "Inoperative" and the required maintenance recorded in accordance with GAR Part 43.			
<b>91.615</b>		<b>Minimum equipment list (MEL)</b>	<b>125.615</b>		<b>Minimum equipment list (MEL)</b>
		Where a minimum equipment list is established in relation to an aircraft, the operator shall ensure:			The operator shall, where a master minimum equipment list (MMEL) exists for the aircraft:
	a	it is based upon, but no less restrictive than, the relevant master minimum equipment list (MMEL); and		a	establish, for each aircraft, a minimum equipment list (MEL) approved by the Director. This shall be based upon, but no less restrictive than, the relevant master minimum equipment list (MMEL); and
	b	it has been approved by the Director.		b	ensure the MEL is contained in the operations manual; and
				c	not operate an aircraft other than in accordance with the MEL unless permitted by the Director. Any such permission will in no circumstances permit operation outside the constraints of the MMEL.
<b>91.625</b>		<b>Location of instruments and equipment</b>			
		The operator shall ensure that:			

	a		any instruments and equipment to be operated or used by one pilot can be readily seen and operated from that pilot's normally seated position with the minimum practicable deviation from normal line of sight along the flight path; and				
	b		any single instrument or item of equipment to be operated or used by two pilots, is installed so that it can be readily seen and operated from each pilot's normally-seated position.				
<b>91.630</b>			<b>Markings and placards</b>				
			The operator shall ensure that:				
	a		any placards, listings or instrument markings containing prescribed operating limitations shall be displayed in the aircraft. Each marking and placard shall be displayed in a conspicuous place and in such a manner to minimise the risk of erasure, disfigurement, obscuring, or removal; and				
	b		each unit of measure used on a marking or placard shall be the same as that on any related instrument or in the related flight manual; and				
	c		each fuel contents gauge shall be clearly marked to indicate the units to which the gauge is calibrated; and				
	d		an aircraft shall be placarded in the immediate vicinity of each fuel and oil filler with the specification and/or grade of fuel or oil, as appropriate.				
<b>91.635</b>			<b>Seating and restraints</b>	<b>125.635</b>			<b>Seating and restraints</b>
	a		An aircraft shall be equipped with:				
		1	a seat or berth for each person on board; and				
		2	a safety belt for each seat and restraining belts for each berth; and				
		3	for each flight crew member seat: either a safety harness; or, if the aircraft type certificate allows, a seat belt with a diagonal shoulder strap.				
					b		The safety harness for each flight crew seat shall incorporate:
						1	a device to automatically restrain the occupant in the event of rapid deceleration; and
						2	where practicable, a device to prevent an incapacitated occupant from interfering with the controls.
							<i>Note: Depending on the design, the lock on an inertia reel device may suffice for this purpose.</i>
	c		Notwithstanding paragraph (a)(1) and (a)(2), a seat, berth, safety belt or restraining belt is not required for:				
		1	a child being carried in accordance with paragraph 91.355(c)(1); or				
		2	a person being carried during parachute operations, unless parachutist restraints are required by the aircraft flight manual.				
					d		For each required cabin crew member:
						1	in aircraft with certificate of airworthiness first issued on or after 1 January 1981, a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aircraft), fitted with a safety harness.
					e		Cabin crew seats provided in accordance with paragraph (d) shall be located near floor level emergency exits.
<b>91.640</b>			<b>Aircraft operating under VFR</b>	<b>125.640</b>			<b>Aircraft operating under VFR</b>
	a		An aircraft shall be equipped with a means of measuring and displaying:				
		1	magnetic heading;				
		2	the time in hours, minutes and seconds (permitted to be carried if aircraft is not equipped);				
		3	barometric altitude;				
		4	indicated airspeed;				
		5	mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of mach number; and				
		6	in a helicopter: slip.				



	b		An aircraft shall be equipped with spare fuses of appropriate ratings, where necessary, for all electrical circuits that can be changed in flight (at least 3 of each rating, or 10 % of the number for each rating, whichever is greater).				
	c		Paragraph (a) above shall not apply to non-power driven aircraft.				
<b>91.645</b>			<b>VFR flights operated as controlled flights</b>				
			An aircraft flying under the visual flight rules, but as a controlled flight shall be equipped in accordance with 125.655.				
<b>91.650</b>			<b>Equipment for flight in icing conditions</b>				
			An aircraft shall be certificated and equipped to operate in icing conditions, for flight in circumstances in which icing conditions are reported to exist or are expected to be encountered.				
<b>91.655</b>			<b>Aircraft operating at night or under IFR</b>	<b>125.655</b>			<b>Aircraft operating at night or under IFR</b>
			<i>Note: 'With the surface in sight' means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument.</i>				
	a		An aircraft flying at night or under IFR or when the surface is not in sight shall be equipped with a means of measuring and displaying:				
		1	magnetic heading (standby compass);				
		2	the time in hours, minutes and seconds (permitted to be carried if aircraft not equipped);				
		3	barometric altitude, from two independent altimetry sources;				
		4	indicated airspeed, with a means of preventing malfunctioning due to either condensation or icing; and				
		i	mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of mach number;				
		5	in an aeroplane: turn and slip; and in a helicopter: slip;				
		6	for each required pilot: aircraft attitude; except				
		i	in an aeroplane: one attitude indicator may be replaced by the turn and slip indicator; and				
		ii	in a helicopter: an additional means of indicating aircraft attitude;				
		7	stabilised aircraft heading;				
		8	whether the power supply to the gyroscopic instruments is adequate;				
		9	outside air temperature; and				
		10	rate of climb and descent.				
	b		An aircraft shall be equipped with spare fuses as described in 125.640 (b).				
					c		In an aeroplane of MTOM over 5,700 kg:
					1		one attitude indicator shall be powered by a separate power source, which operates automatically for at least thirty minutes after total failure of the main electrical generating system; and
					2		shall provide an indication on the instrument panel of when the attitude indicator is being operated by emergency power.
			<i>Note: The flight instruments requirements may be met by combinations of instruments or by electronic displays provided that the safeguards against total failure, inherent in separate instruments, are maintained (see 125.660).</i>				
	d		When operating at night, the following lights:				
		1	lights, as required by the Rules of the Air;				
		2	illumination for all flight instruments and equipment that are essential for the safe operation of the aircraft;				
		3	lights in all passenger compartments;				
		4	for an aeroplane a landing light;				
			for a helicopter a landing light which should be trainable in the vertical plane; and				

		5	an electric flashlight for every crew member.				
<b>91.660</b>			<b>Glass cockpit systems</b>				
			An aircraft with advanced cockpit automation systems (glass cockpit) shall have system redundancy that provides flight crew with attitude, heading, airspeed and altitude indications in case of failure of the primary system or display.				
<b>91.670</b>			<b>Communication equipment</b>	<b>125.670</b>			<b>Communication equipment</b>
	a		An aircraft shall be equipped with:		a		An aircraft shall be equipped with:
		1	radio communication equipment that is capable of providing continuous two-way communications with an appropriate ATS unit or aeronautical telecommunications facility, and for receiving meteorological information, at any time during flight; and			1	radio communication equipment that is capable of providing continuous two-way communications with an appropriate ATS unit or aeronautical telecommunications facility, and for receiving meteorological information, at any time during flight; and
		2	a headset with a boom or throat microphone.				
	b		The radio communication equipment shall provide for communication on the emergency frequency 121.5 MHz.				
	c		For operations where communication equipment is required to meet a Required Communications Performance (RCP) specification for performance-based communication (PBC), an aircraft shall, in addition				
		1	be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s); and				
		2	have information relevant to the aeroplane RCP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and				
		3	have information relevant to the aeroplane RCP specification capabilities included in the MEL.				
	d		Communication equipment shall be installed such that failure of one unit will not result in the failure of another unit.				
<b>91.675</b>			<b>Navigation equipment</b>	<b>125.675</b>			<b>Navigation equipment</b>
	a		An aircraft shall be equipped with a navigation system which will enable the aircraft to proceed in accordance with:				
		1	the flight plan; and				
		2	the requirements of air traffic services;				
			except when navigation for flights under the visual flight rules is accomplished by visual reference to landmarks.				
	b		An aircraft shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aircraft to navigate in accordance with the applicable requirements.				
	c		For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition,				
		1	be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s) and				
		2	have information relevant to the aeroplane navigation specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of the Design or State of Registry; and				
		3	have information relevant to the aeroplane navigation specification capabilities included in the MEL.				
			<i>Note 1: except for PBN authorisation required (AR) navigation procedures, for which a specific approval by the Director is required in accordance with Part-SPN, the Director shall as part of its certification and surveillance programme, ensure that the operator has established and documented:</i> <i>a) normal and abnormal procedures including contingency procedures;</i>				

			<i>b) flight crew qualification and proficiency requirements in accordance with the appropriate navigation specifications;</i> <i>c) a training programme for relevant personnel consistent with the intended operations; and</i> <i>d) appropriate maintenance procedures to ensure continued airworthiness in accordance with the appropriate navigation specifications.</i>				
			<i>Note 2: Guidance on safety risks and mitigations for PBN operations are contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).</i>				
	d		An aircraft operating in airspace where minimum navigation performance specifications (MNPS) are prescribed shall:				
		1	be equipped with navigation equipment capable of continuously and accurately indicating to the flight crew adherence to or departure from track; and				
		2	be approved in accordance with Subpart SPA.				
	e		An aircraft operating in RVSM airspace shall be:				
		1	provided with equipment capable of:				
		i	indicating to the flight crew the flight level being flown; and				
		ii	automatically maintaining a selected flight level to within $\pm 65$ feet; and				
		iii	providing an aural and visual alert to the flight crew when a deviation from the selected flight level occurs. The threshold for the alert shall not exceed 300 feet (90 metres); and				
		2	approved in accordance with Subpart SPA.				
	f		All required radio navigation equipment shall comply with the FM-immunity requirements of ICAO Annex 10 Volumes I and III.				
	g		Any radio navigation equipment fitted on the aircraft that does not comply with the FM-Immunity requirements of ICAO Annex 10 shall be placarded to alert flight crew to the potential for radio interference.				
<b>91.677</b>			<b>Surveillance equipment</b>				
	a		An aeroplane shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.				
	b		For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition:				
		1	be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s);				
		2	have information relevant to the aeroplane RSP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and				
		3	have information relevant to the aeroplane RSP specification capabilities included in the MEL.				
			<i>Note 1: the Director shall, for operations where an RSP specification for PBS has been prescribed, ensure that:</i> <i>1) the operator has established and documented:</i> <i>a) normal and abnormal procedures including contingency procedures;</i> <i>b) flight crew qualification and proficiency requirements in accordance with appropriate RSP specifications;</i> <i>c) a training programme for relevant personnel consistent with the intended operations; and</i> <i>d) appropriate maintenance procedures to ensure continuing airworthiness in accordance with appropriate RSP specification; and</i> <i>2) for aircraft mentioned in paragraph (b), adequate provisions exist for:</i> <i>a) receiving the reports of observed surveillance performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and</i>				

			<i>b) taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RSP specification.</i>				
			<i>Note 2: Information on RSP specifications for performance-based surveillance is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).</i>				
<b>91.680</b>			<b>Landing in instrument meteorological conditions</b>	<b>125.680</b>			<b>[reserved]</b>
			An aircraft that may require to land in instrument meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome.				
<b>91.685</b>			<b>Category II and III precision approach equipment</b>				
			An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA.				
<b>91.700</b>			<b>Medical and emergency equipment</b>	<b>125.700</b>			<b>Medical and emergency equipment</b>
	a		An aircraft shall be equipped with:		a		An aircraft shall be equipped with:
		1	one or more first aid kits, stowed in accessible places;			1	one or more first aid kits, stowed in accessible places; and
						2	medical supplies appropriate to the number of passengers the aircraft is certified to carry.
	b		Contents of first aid kits shall be appropriate to the nature of the flight, and suitable to treat minor injuries.				
	c		An aircraft shall be equipped with:				
		1	at least one fire extinguisher, located in reach of a flight crew member and of a type that will not interfere with the proper functioning of essential aircraft equipment; and				
		2	at least one fire extinguisher in each compartment that is separate from the pilots' compartment.				
	d		Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aircraft for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aircraft for which the individual certificate of airworthiness is first issued on or after 31 December 2016 shall not be of a type listed in Annex A, Group II of the Montreal Protocol on Substances That Deplete the Ozone Layer, 8th Edition, 2009.				
			<i>Note: Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1 - New Technology Halon Alternatives and FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.</i>				
<b>91.705</b>			<b>Emergency Locator Transmitter</b>	<b>125.705</b>			<b>[reserved]</b>
	a		All required ELTs shall operate in accordance with the requirements of ICAO Annex 10, Volume III and be capable of transmitting on 121.5 MHz and 406 MHz.				
	b		All ELTs capable of transmitting on 406 MHz must be coded in accordance with ICAO Annex 10 and registered with the agency responsible for the maintenance of the aircraft register.				
	c		Notwithstanding the provisions of 91.705(d) through (h), the aircraft, when flying over water as described in 91.715(f) shall be equipped with at least one automatic ELT and one ELT(S) in a raft or life jacket.				
			<b>Aeroplanes —</b>				
	d		Except as provided in paragraph (e) and (f) an aeroplane shall carry at least one ELT of any type.				
	e		An aeroplane for which the individual certificate of airworthiness was first issued after 1 July 2008 shall be equipped with at least one automatic ELT.				



	f		An aeroplane for which the individual certificate of airworthiness was first issued on or before 1 July 2008 and is certified for a maximum passenger seating capacity of six or less shall be equipped with a survival ELT (ELT(S)) or a personal locator beacon (PLB) carried by a crew member of passenger.				
			<b>Helicopters —</b>				
			<b>Performance Class 1 and 2 operations —</b>				
	g		A helicopter operating in performance Class 1 or 2 shall be equipped with at least one automatic ELT; and				
			<b>Performance Class 3 operations —</b>				
	h		A helicopter operating in performance Class 3 shall be equipped with at least one automatic ELT.				
<b>91.710</b>			<b>Survival equipment</b>	<b>125.710</b>			<b>Survival equipment</b>
							The operator shall ensure that:
	a		An aircraft shall carry survival equipment and signalling devices appropriate to the areas to be overflown.				
	b		The decision on the equipment to be carried shall be made with regard to the circumstances of the flight; and				
	c		For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following:				
		1	the operating environment; and				
		2	conditions such as sea state, sea and air temperature; and				
		3	the distance from land suitable for making an emergency landing; and				
		4	the availability of search and rescue facilities.				
					d		A record of the risk assessment carried out under (c) shall be maintained and revised as necessary in accordance with the requirements of the operator's safety management system.
	e		The equipment carried shall include, as appropriate, the equipment specified in paragraph 91.715.		e		The equipment carried shall include, as appropriate, the equipment specified in paragraph 91.715.
<b>91.715</b>			<b>Flights over water</b>	<b>125.715</b>			<b>Flights over water</b>
							The operator shall ensure that:
	a		Liferafts, lifejackets, and signalling devices required by this paragraph shall be installed in conspicuously identified locations and easily accessible in the event of a ditching.				
	b		Each lifejacket required by this paragraph shall:				
		1	be equipped with a whistle and a survivor locator light; and				
		2	be stowed in a place which is easily accessible from the seat or berth of the person for whose use it is provided.				
	c		An aircraft flying over water beyond gliding or autorotational distance from land shall be equipped with a lifejacket for every person on board.				
	d		An aircraft when taking off or landing at an aerodrome or heliport where, in the opinion of the Director, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching, shall be equipped with a lifejacket for every person on board.				
	e		A seaplane or amphibian aeroplane operated on water, shall be equipped with:				
		1	equipment for making sound signals, as prescribed by the International Regulations for Preventing Collisions at Sea; and				
		2	one sea anchor; and				
		3	equipment necessary for mooring, anchoring or manoeuvring the aircraft on water, appropriate to the size, mass and handling characteristics of the aircraft.				
			<b>Aeroplanes flying over water —</b>				



	f		An aeroplane flying over water shall, where indicated by the assessment in 91.710(c), be equipped with:				
		1	liferafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and				
		2	equipment for making the distress signals described in the Rules of the Air.				
		3	any additional equipment decided by reference to the assessment in 91.710(c).				
			<b>Helicopters flying over water —</b>				
	g		A helicopter operating over water shall:				
		1	If required to carry more than one liferaft, have at least 50 per cent of the liferafts deployable by remote control. Rafts which are not deployable by remote control and which have a mass of more than 40 kg shall be equipped with some means of mechanically assisted deployment; and				
		2	When two life-rafts are fitted, each shall be able to carry all occupants in the overload state.				
			<i>Note: The overload state is a design safety margin of 1.5 times the maximum capacity.</i>				
			<b>Performance Class 1 and 2 operations —</b>				
		3	A helicopter operating in performance Class 1 or 2 when flying over water at a distance from land corresponding to more than 10 minutes at normal cruise speed, shall be equipped as follows:				
		i	certificated for ditching or, for coastal transit operations only, be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter; and				
		ii	liferaft(s) sufficient to carry all persons on board, suitably equipped to sustain life in the expected conditions; and				
		iii	equipment for making the distress signals described in the Rules of the Air; and				
		iv	any additional equipment decided by reference to the assessment in 125.710(c).				
			<b>Performance Class 3 operations —</b>				
		4	A helicopter operating in performance Class 3 when flying beyond auto-rotational or safe forced landing distance from land, shall be equipped as follows:				
		i	be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter; and				
		ii	when not precluded by consideration related to the type of helicopter used, life raft(s) sufficient to carry all persons on board, suitably equipped to sustain life in the expected conditions; and				
		iii	equipment for making the distress signals described in the Rules of the Air.				
		iv	any additional equipment decided by reference to the assessment in 91.710(c).				
<b>91.720</b>			<b>Transponder</b>				
	a		An aircraft shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the provisions of Annex 10, Volume IV.				
				<b>125.725</b>			<b>Passenger safety instructions</b>
							An aircraft shall be equipped with a means of conveying the following information and instructions to passengers:
					a		when seat belts are to be fastened; and
					b		when and how any oxygen equipment that is required to be carried is to be used; and
					c		restrictions on smoking; and
					d		location and use of lifejackets, and lifecots if carried; and
					e		location of emergency equipment; and
					f		location and method of opening emergency exits.

<b>91.730</b>			<b>Oxygen indicators</b>				
			An aircraft operated at altitudes above flight level 130, or for more than 30 minutes between flight level 100 up to and including flight level 130, shall be equipped with a means of indicating:				
	a		to the flight crew:				
		1	the amount of breathing oxygen available in each source of supply and whether the oxygen is being delivered to the dispensing units; and				
		2	in a pressurised aircraft, by visual or aural warning, when the cabin pressure altitude exceeds 10,000 feet; and				
	b		to each user of an individual breathing oxygen dispensing unit, the amount of oxygen available and whether the oxygen is being delivered to the dispensing unit.				
<b>91.735</b>			<b>Oxygen equipment and supplies for nonpressurised aircraft</b>				
			An aircraft with a non-pressurised cabin that is operated at altitudes above flight level 100 shall be equipped with oxygen storage and dispensing equipment to supply the following:				
		1	at altitudes up to and including flight level 130 for any period in excess of 30 minutes:				
			stored breathing oxygen for continuous use by all crew members and 10 % of the passengers; and				
		2	at altitudes above flight level 130:				
			stored breathing oxygen for continuous use by all crew members and passengers.				
<b>91.740</b>			<b>Oxygen equipment and supplies for pressurised aircraft</b>				
	a		An aircraft with a pressurised cabin that is to be operated at altitudes above flight level 100 shall be equipped with:				
		1	a crew member on-demand oxygen mask accessible to each flight crew member and capable of providing a continuous supply of stored breathing oxygen for that time following failure of the pressurisation system that the cabin pressure altitude would exceed 10,000 feet; and				
		2	the following equipment that is readily accessible to each crew member, other than flight crew, at their normally-seated position:				
		i	a crew member on demand oxygen mask; or				
		ii	a passenger oxygen mask; and				
		iii	portable breathing equipment for immediate use containing the greater of 120 litres of oxygen or the quantity of oxygen required for continuous use for that time the cabin pressure altitude would exceed 10,000 feet.				
	b		For the purposes of paragraph (a), the calculation of the oxygen requirements in the event of pressurisation failure is to take into account:				
		1	the time necessary for an emergency descent and the recovery phase to level flight at a safe altitude; and				
		2	any subsequent stage of the flight prior to landing when it may be necessary for the aircraft to be flown at an altitude above flight level 100.				
	c		An aeroplane with a pressurised cabin that is to be operated at altitudes above flight level 250 shall carry the equipment and supplies in paragraph (a) and:				
		1	a quick donning crew member on-demand mask readily accessible to each flight crew member at their normally seated position; and				
		2	in no case less than 10 minutes' oxygen supply for all passengers carried.				
	d		An aircraft operated above flight level 100 up to and including flight level 250 that cannot descend safely within four minutes to an altitude equal or lower than flight level 130 shall carry a minimum of 10 minutes' oxygen supply for all passengers carried.				
				<b>125.750</b>			<b>Flight recorders — construction and installation</b>

					a		The operator shall ensure that any required flight recorder:
						1	is constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed; and
						2	meets the prescribed crashworthiness and fire protection specifications.
							<i>Note 1: Industry crashworthiness and fire protection specifications for FDR, CVR, AIR and DLR are as contained in the EUROCAE ED-112, Minimum Operational Performance Specification (MOPS) for Crash Protected Airborne Recorder Systems, or equivalent documents.</i>
							<i>Note 2: Industry crashworthiness and fire protection specifications for ADRS and CARS are as contained in the EUROCAE ED-155, Minimum Operational Performance Specifications (MOPS) for Lightweight Flight Recording Systems, or equivalent documents.</i>
<b>91.750</b>			<b>Flight recorders — construction and installation</b>				
			Flight recorders shall be constructed, located and installed so as to:				
	a		provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed; and				
	b		meet the prescribed crashworthiness and fire protection specifications.				
<b>91.755</b>			<b>Flight recorders — flight data recorder (FDR) and alternatives</b>	<b>125.755</b>			<b>Flight recorders — flight data recorder (FDR) and alternatives</b>
			<i>Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents.</i>				<i>Note 1: Detailed guidance on flight recorders is contained in Appendix 2.3 to ICAO Annex 6, Part II (for aeroplanes) and Appendix 4 to ICAO Annex 6, Part 4 (for helicopters).</i>
			<i>Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents.</i>				<i>Note 2: For aircraft for which the application for type certification is submitted to a Contracting State before 1 January 2016, specifications applicable to flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents.</i>
			<i>Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents.</i>				<i>Note 3: For aircraft for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, specifications applicable to flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specification (MOPS), or equivalent documents.</i>
			<i>Note 4: Parameters to be recorded are listed in Table 2.3 1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters).</i>				
			<i>Note 5: For aeroplanes with control systems in which movement of a control surface will back drive the pilot's control, "or" applies. For aeroplanes with control systems in which movement of a control surface will not back drive the pilot's control, "and" applies. In aeroplanes with independent moveable surfaces, each surface needs to be recorded separately. In aeroplanes with independent pilot input on primary controls, each pilot input on primary controls needs to be recorded separately.</i>				
			<i>Note 6: "The application for type certification is submitted to an ICAO Contracting State" refers to the date of application of the original "Type certificate" for the aeroplane type, not the date of certification of particular aeroplane variation or derivative models.</i>				
	a		Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows:		a		Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows:

						1	An aeroplane with MTOM authorised exceeding 5,700 kg, required to be equipped with a FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).
		1	A multi-engined turbine-powered aeroplane with MTOM of 5,700 kg or less, required to be equipped with a FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).			2	A multi-engined turbine-powered aeroplane with MTOM authorised of 5,700 kg or less, required to be equipped with a FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).
		2	Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements for helicopters.			3	Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements for helicopters.
	b		A turbine-engined aeroplane with a seating configuration of more than 5 passenger seats and a MTOM of 5,700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with:				
		1	a Type II FDR; or				
		2	a Class C AIR or AIRS capable of recording flight path and speed parameters displayed to the pilot(s); or				
		3	an ADRS capable of recording the essential parameters. (See Note 4 above, regarding the parameters to be recorded.)				
	c		An aeroplane for which the application for type certification is submitted to an ICAO Contracting State on or after 1 January 2016 and which is required to be fitted with an FDR, shall record the following parameters at a maximum recording interval of 0.125 seconds:				
		1	Pilot input and/or control surface position - primary controls (pitch, roll, yaw).				
					d		An aeroplane with MTOM authorised exceeding 5,700 kg for which the individual certificate of airworthiness was first issued after 1 January 2005 shall be equipped with a Type IA FDR.
					e		Flight data recorders - aeroplanes for which the individual certificate of airworthiness was first issued on or after 1 January 1989:
					1		An aeroplane with MTOM authorised exceeding 27,000 kg shall be equipped with a Type I FDR.
					2		An aeroplane with MTOM authorised exceeding 5,700 kg, up to and including 27,000 kg, shall be equipped with a Type II FDR.
					f		A helicopter with MTOM authorised exceeding 3,180 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with a Type IVA FDR.
					g		Flight data recorders - helicopters for which the individual certificate of airworthiness was first issued on or after 1 January 1989:
					1		A helicopter with MTOM authorised exceeding 7,000 kg, or with a maximum approved passenger seating configuration of more than 19 shall be equipped with a Type IV FDR.
					2		A helicopter with MTOM authorised exceeding 3,180 kg, up to and including 7,000 kg, should be equipped with a Type V FDR.
					h		Types I and IA FDRs shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation.
	d		Types II and IIA FDRs shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices.		i		Types II and IIA FDRs shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices.
							A Type IV FDR shall record the parameters required to determine accurately the helicopter flight path, speed, attitude, engine power and operation.
					k		A Type IVA FDR shall record the parameters required to determine accurately the helicopter flight path, speed, attitude, engine power, operation and configuration.
					l		A Type V FDR shall record the parameters required to determine accurately the helicopter flight path, speed, attitude and engine power.



	e	1	FDRs shall be capable of retaining the information recorded during at least the last 25 hours of their operation; except		m	1	FDRs shall be capable of retaining the information recorded during at least the last 25 hours of their operation; except
		2	Type IV, IVA and V FDRs shall be capable of retaining the information recorded during at least the last 10 hours of their operation; and			2	Type IV, IVA and V FDRs shall be capable of retaining the information recorded during at least the last 10 hours of their operation; and
		3	Type IIA FDRs shall be capable of retaining the information recorded during the last 30 minutes of their operation.			3	Type IIA FDRs shall be capable of retaining the information recorded during the last 30 minutes of their operation.
	f		The use of the following FDRs shall be discontinued:		n		The use of the following FDRs shall be discontinued:
		1	Engraving metal foil FDRs.			1	Engraving metal foil FDRs.
		2	Photographic film FDRs.			2	Photographic film FDRs.
		3	Analogue FDRs using frequency modulation (FM).			3	Analogue FDRs using frequency modulation (FM).
		4	Magnetic tape FDRs by 1 January 2016.			4	Magnetic tape FDRs by 1 January 2016.
<b>91.760</b>			<b>Flight recorders — cockpit voice recorder (CVR) and cockpit audio recording system (CARS)</b>	<b>125.760</b>			<b>Flight recorders — cockpit voice recorder (CVR) and cockpit audio recording system (CARS)</b>
	a		A turbine-engined aeroplane with a seating configuration of more than 5 passenger seats and a MTOM of 5,700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with either a CVR or a CARS.		a		A turbine-engined aeroplane with MTOM authorised exceeding 5,700 kg for which the application for type certification is submitted to an ICAO Contracting State on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with a CVR.
					b		A turbine-engined aeroplane with a seating configuration of more than five passenger seats and an MTOM authorised of 5,700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 and required to be operated by more than one pilot should be equipped with either a CVR or a CARS.
					c		Cockpit voice recorders - aeroplanes for which the individual certificate of airworthiness was first issued on or after 1 January 1987:
						1	An aeroplane with MTOM authorised exceeding 27,000 kg shall be equipped with a CVR.
						2	An aeroplane with MTOM authorised exceeding 5,700 kg, up to and including 27,000 kg, shall be equipped with a CVR.
					d		Cockpit voice recorders - helicopters for which the individual certificate of airworthiness was first issued on or after 1 January 1987:
						1	A helicopter with MTOM authorised exceeding 7,000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.
						2	A helicopter with MTOM authorised exceeding 3,180 kg should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.
					e		Cockpit voice recorders - helicopters for which the individual certificate of airworthiness was first issued before 1 January 1987:
						1	A helicopter with MTOM authorised exceeding 7,000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.
	b		All CVRs shall be capable of retaining the information recorded during at least the last 30 minutes of their operation; with the following exceptions:		f		All CVRs shall be capable of retaining the information recorded during at least the last 30 minutes of their operation; with the following exceptions:
		1	From 1 January 2016, all required CVRs shall be capable of retaining the information recorded during at least the last two hours of their operation;			1	From 1 January 2016, all required CVRs shall be capable of retaining the information recorded during at least the last two hours of their operation;
		2	An aeroplane for which the individual certificate of airworthiness was first issued on or after 1 January 1990, and that is required to be equipped with a CVR, shall have a CVR capable of retaining the information recorded during at least the last two hours of its operation.			2	An aeroplane for which the individual certificate of airworthiness was first issued on or after 1 January 1990, and that is required to be equipped with a CVR, shall have a CVR capable of retaining the information recorded during at least the last two hours of its operation; and



						3	A helicopter for which the individual certificate of airworthiness was first issued on or after 1 January 1990, and that is required to be equipped with a CVR, shall have a CVR capable of retaining the information recorded during at least the last two hours of its operation.
	c		The use of magnetic tape and wire CVRs shall be discontinued by 1 January 2016.		g		The use of magnetic tape and wire CVRs shall be discontinued by 1 January 2016.
			<i>Note: Signals to be recorded are listed in Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Appendix 4 to Annex 6 Part III (for helicopters).</i>				
				125.765			<b>Flight recorders — data link recorders</b>
					a		An aeroplane for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which utilizes any of the data link communications applications listed in 5.1.2 of Appendix 2.3 to ICAO Annex 6 Part II and is required to carry a CVR, shall record on a flight recorder the data link communications messages.
					b		An aeroplane which is modified on or after 1 January 2016 to install and utilize any of the data link communications applications listed in 5.1.2 of Appendix 2.3 to ICAO Annex 6 Part II (aeroplanes) and is required to carry a CVR, shall record on a flight recorder the data link communications messages.
					c		A helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which utilizes any of the data link communications applications listed in 5.1.2 of Appendix 5 to ICAO Annex 6 Part III and is required to carry a CVR, shall record on a flight recorder the data link communications messages.
					d		A helicopter which is modified on or after 1 January 2016, to install and utilize any of the data link communications applications listed in 5.1.2 of Appendix 5 to ICAO Annex 6 Part III and is required to carry a CVR, shall record on a flight recorder the data link communications messages.
							<i>Note 1 - Data link communications are currently conducted by either ATN-based or FANS 1/A-equipped aircraft.</i>
							<i>Note 2 - A Class B AIR could be a means for recording data link communications applications messages to and from the aeroplanes where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.</i>
					e		The minimum recording duration shall be equal to the duration of the CVR.
					f		Data link recording shall be able to be correlated to the recorded cockpit audio.
<b>91.770</b>			<b>Ground proximity warning system</b>				
	a		A turbine-engined aeroplane with MTOM authorised exceeding 5,700 kg or with a maximum approved passenger seating configuration of more than 9 seats shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.				
	b		A ground proximity warning system required to be carried in accordance with paragraph (a) shall provide an automatic and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.				
	c		A ground proximity warning system required to be carried in accordance with paragraph (a) shall provide, as a minimum, warnings of at least the following circumstances:				
		1	excessive descent rate;				
		2	excessive altitude loss after take-off or go-around; and				
		3	unsafe terrain clearance.				
	d		The ground proximity warning system of a turbine-engined aeroplane with MTOM exceeding 5,700 kg, or with a maximum approved passenger seating				

			configuration of more than 9 seats for which the individual certificate of airworthiness was first issued after 1 January 2011 shall provide, as a minimum, warnings of at least the following circumstances:				
		1	excessive descent rate;				
		2	excessive terrain closure rate;				
		3	excessive altitude loss after take-off or go-around;				
		4	unsafe terrain clearance while not in the landing configuration;				
		i	gear not locked down;				
		ii	flaps not in a landing position; and				
		5	excessive descent below the instrument glide path.				
				125.775			<b>Significant weather detection</b>
							A pressurised aeroplane:
							when carrying passengers shall be equipped with operative weather radar or other significant-weather detecting equipment capable of detecting thunderstorms whenever the aeroplane is being operated in areas where such conditions may be expected to exist along the route in instrument meteorological conditions or at night.
				125.785			<b>Airborne collision avoidance system (ACAS II)</b>
					a		An airborne collision avoidance system shall operate in accordance with the relevant provisions of ICAO Annex 10, Volume IV.
							<i>Note 1 - TCAS II Version 7 is the only system which is compliant with ICAO ACAS II technical standards.</i>
							<i>Note 2 - TCAS II Version 7.1 is required for compliance with ICAO ACAS II technical standards from 1 January 2017.</i>
					b		A turbine-engined aeroplane with MTOM authorised exceeding 15,000kg or with a maximum approved passenger seating configuration of more than 30 seats, for which the individual certificate of airworthiness was first issued after 1 January 2007 shall be equipped with an airborne collision avoidance system (ACAS II).
					c		A turbine-engined aeroplane with MTOM authorised exceeding 15,000 kg or with a maximum approved passenger seating configuration of more than 30 seats, for which the individual certificate of airworthiness was first issued after 24 November 2005, shall be equipped with an airborne collision avoidance system (ACAS II) no later than 1 January 2014.
					d		A turbine-engined aeroplane with MTOM authorised exceeding 5,700 kg but not exceeding 15,000 kg, or with a maximum approved passenger seating configuration of more than 19 seats, for which the individual certificate of airworthiness was first issued after 1 January 2008, shall be equipped with an airborne collision avoidance system (ACAS II).

Part 91		Requirement	Part 125		Requirement
Subpart G - Continuing airworthiness management					
91.900		Continuing airworthiness management			
		The owner or lessee of an aircraft registered in Guernsey shall:			
	a	have continuing airworthiness management arrangements in compliance with GAR Part 39; and			
	b	have appointed a person or organisation, acceptable to the Director, who will ensure that appropriate arrangements are in place for continuing airworthiness management.			



Part 91		Requirement	Part 125		Requirement
<b>Subpart H - Crew Requirements</b>					
<b>91.905</b>		<b>Composition of crew</b>			
	a	An aircraft shall not fly unless it carries a flight crew of the number and description required by the law of the country in which it is registered.			
	b	An aircraft shall carry a flight crew adequate in number and description to ensure the safety of the aircraft but no fewer than that specified in the flight manual, or other documents associated with the certificate of airworthiness or permit to fly.			
<b>91.910</b>		<b>Flight crew qualification</b>	<b>125.910</b>		<b>Flight crew qualification</b>
		The pilot-in-command shall satisfy himself that:			The operator shall ensure, by use of appropriate procedures, that the requirements of 91.910 (a) to (d) are met and, in addition, 125.910(e).
	a	each flight crew member assigned to duty holds an appropriate licence issued or validated by the State of Registry of the aircraft; and			
	b	flight crew members are properly rated in respect of their assigned duty; and			
	c	the licence is current and includes the appropriate rating, and			
	d	flight crew members are competent to carry out their assigned duties.			
				e	where an aircraft is equipped with an airborne collision avoidance system, each flight crew member has been appropriately trained to competency in the use of that equipment and the avoidance of collisions.
<b>91.915</b>		<b>Flight crew recency</b>	<b>125.915</b>		<b>Flight crew recency</b>
	a	No person shall act as pilot-in-command of an aircraft carrying passengers, unless:			The operator shall not assign a pilot to operate at the controls of an aircraft carrying passengers unless that pilot has made at least three take offs and landings in the preceding 90 days on the same type or variant of aircraft or on a flight simulator approved for the purpose.
	1	on the same type of aircraft within the immediately preceding 90 days, that pilot has made at least three take offs and three landings; or			
	2	has otherwise demonstrated competence on an approved synthetic flight training device approved for the purpose; or			
	3	has satisfactorily demonstrated to a flight examiner, continued proficiency in an aircraft of the same type.			
			<b>125.920</b>		<b>Flight crew duty assignment</b>
					The operator shall:
				a	designate a pilot to act as pilot-in-command for each flight;
				b	designate any additional flight crew member that may be required by the type of aircraft operated, the type of operation to be performed and the duration of the flight to augment the minimum crew specified in the aircraft flight manual;
				c	assign to each member of flight crew the functions to be carried out in the event of an aircraft emergency and of an emergency evacuation becoming necessary; and
				d	ensure that whenever an aircraft includes a separate flight engineer's station the assigned flight crew includes at least one flight engineer especially assigned to that station, unless the duties associated with that station can adequately be performed by another flight crew member holding a flight engineer licence without interference with regular duties.
			<b>125.940</b>		<b>Cabin crew duty assignment</b>
				a	The operator shall determine the number of cabin crew required for each aircraft operation taking account of:
				1	seating capacity of the aircraft; and
				2	number of passengers carried; and
				3	the necessary functions to be performed in an emergency or a situation requiring emergency evacuation; and

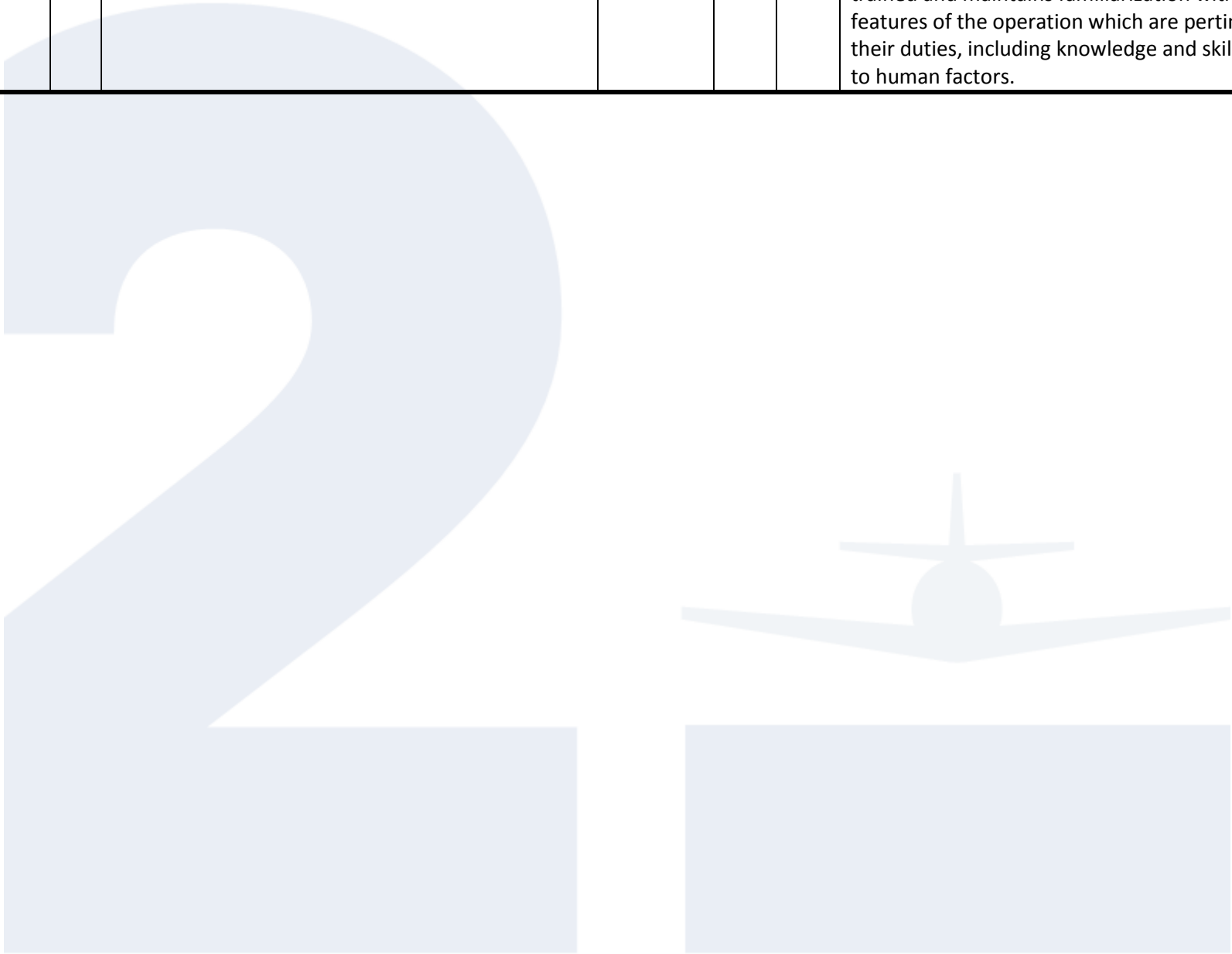
						4	the need to effect a safe and expeditious evacuation of the aircraft.
					b		The operator shall assign to cabin crew the functions to be carried out in the event of an aircraft emergency and of an emergency evacuation becoming necessary.
				125.945			<b>Task specialists — emergency functions</b>
							The operator shall assign to any task specialist the functions to be carried out in the event of an aircraft emergency and of an emergency evacuation becoming necessary.





Part 91		Requirement	Part 125		Requirement
<b>Subpart I - Training</b>					
			<b>125.950</b>		<b>Training programmes — general</b>
				a	The operator shall establish and maintain a training programme to ensure that any person assigned duties in relation to the safe operation of the operator's aircraft has the training necessary to perform their assigned duties.
				b	The training programme shall be designed to ensure that any person assigned duties in relation to the safe operation of the operator's aircraft has achieved the necessary level of competency and is able to maintain that level of competency.
				c	The training programme shall include skills in relation to human performance and awareness of the operator's safety management system (SMS) as appropriate to the area of work.
				D	The training programme shall be reviewed periodically to ensure that training elements are included with regard to significant safety risks, taking account of the nature of the operation.
				E	Ground and flight training programmes shall be established either through internal programmes or through the use of a training services provider.
				F	The operator shall include the training programme syllabus within the operations manual either directly or by reference to a training manual.
				g	Training programmes for flight crew shall consist of ground and flight training on the type(s) of aircraft on which the flight crew member serves and shall include training in normal procedures and all types of emergency or abnormal situations.
				h	Flight crew shall be trained in the use of the operator's standard operating procedures.
				i	The training programme shall be given on a recurrent basis, at least annually, and shall include an assessment of competence.
				J	The operator shall utilise aircraft flight simulators as part of the training programme for flight crew to the maximum extent practicable.
				k	Training programmes for flight crew shall include:
				1	training to competency for all equipment installed on the aircraft, on a permanent or temporary basis, or for the purpose of carrying out a specific task;
				2	knowledge and skills related to the operational use of head-up display (HUD) and/or enhanced vision systems (EVS) for those aircraft so equipped; and
				3	knowledge of:
				i	crew resource management;
				ii	threat and error management;
				iii	dangerous goods requirements (whether or not the operator holds an approval to carry dangerous goods); and
				iv	any particular requirements that apply to the operation.
			<b>125.955</b>		<b>Security training programme</b>
					For an aeroplane with MTOM exceeding 5,700 kg, the operator shall establish and maintain a security training programme to ensure that any crew member is able to take appropriate action to prevent acts of unlawful interference and to minimise the consequences of such occurrences should they occur.
			<b>125.1045</b>		<b>Cabin crew training</b>
				A	The training programme required by 125.950 shall provide for cabin crew to be trained in normal, abnormal and emergency situations, including the emergency evacuation of the aircraft, before being assigned duty as a cabin crew member.
				B	Cabin crew shall receive training in their actions and responsibilities in regard to the carriage of dangerous goods.
			<b>125.1050</b>		<b>Task specialists</b>

					a	The training programme required by 125.950 shall provide for task specialists to be trained in normal, abnormal and emergency situations, including the emergency evacuation of the aircraft, before being assigned to duty.
					b	Task specialists shall receive training in their actions and responsibilities in regard to the carriage of any items of dangerous goods.
				125.1055		<b>Flight operations officers/flight dispatchers</b>
						The operator shall 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.



Part 91		Requirement	Part 125		Requirement
<b>Subpart J - Crew Member Competency Requirements</b>					
			<b>125.1115</b>		<b>Operator proficiency check (OPC)</b>
					<i>Note 1 - The checks required by this paragraph may be combined with tests or checks conducted for the renewal of licence privileges, provided the check pilot is appropriately authorised in accordance with the laws and regulations of the State that issued the licence or validation, as appropriate.</i>
				a	The operator shall ensure that piloting technique, the use of standard operating procedures and the ability to execute emergency procedures is checked periodically in such a way as to demonstrate the pilot's competence.
				b	The operator shall ensure that a pilot's competence to comply with the instrument flight rules is demonstrated at least every 13 months either to a check pilot of the operator or another check pilot authorised by the Director.
					<i>Note 2 - The periodicity of the checks referred to in (a) and (b) is dependent upon the complexity of both the aeroplane and the operation.</i>
				c	For low visibility operations, the OPC shall be valid for a period of six calendar months in addition to the remainder of the month of issue; if the OPC is conducted within the final 3 calendar months of the previous OPC with the same operator, the OPC shall be valid from the date of issue until 6 calendar months from the expiry of the previous OPC.
					<i>Note 3 - Recurrent training and checking requirements for low visibility operations, coordinated with the OPC requirement in (c) above, are set out in Appendix 1 to SPA.015. LV O paragraph (g).</i>

Part 91		Requirement	Part 125		Requirement
<b>Subpart K - Fatigue Management</b>					
			<b>125.1200</b>		<b>Fatigue management scheme</b>
				a	The operator shall establish and implement a fatigue management scheme to ensure that all personnel involved in the operation of aircraft do not carry out their duties when fatigued.
				b	The fatigue management scheme shall establish flight time, flight duty period, duty period and rest period limitations for aircraft crew members.
				c	Details of the fatigue management scheme shall be recorded in the operations manual.
			<b>125.1205</b>		<b>Fatigue management scheme — variations</b>
				a	Where the fatigue management scheme permits discretionary variations of the flight or duty time limitations, the scheme shall specify:
				1	the identity of the person or persons authorised to approve variations; and
				2	the method to be used to assess the risks associated with exceeding the specified limitations, and the actions to be taken to ensure there is no degradation in the safety of that aircraft operation.
				b	No variation of the specified flight or duty time limitations shall be made if the pilot-in-command believes that the variation would be detrimental to the safety of that aircraft operation.
				c	When variation of the specified limitations of the fatigue management scheme occur, the details shall be recorded in writing, including the name of the person approving the variation, the assessment of risk carried out and related mitigating action.
				d	Records of any variation of the limitations of the fatigue management scheme shall be retained for the period specified in 91.1265, or longer if specified by the operator's safety management system.
			<b>125.1210</b>		<b>Fatigue — Operator responsibilities</b>
				a	The operator shall not cause or permit any person to fly in an aircraft as a crew member if the operator knows or has reason to believe that the person is suffering from, or, having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue while they are so flying as may endanger the safety of the aircraft or its occupants.
				b	The operator shall:
				1	keep an accurate record of the flight times, flight duty periods, duty periods and rest periods of each crew member; and
				2	retain the record for the period specified in 91.1265.
<b>91.1215</b>		<b>Fatigue — Crew member responsibilities</b>	<b>125.1215</b>		<b>Fatigue — Crew member responsibilities</b>
		A person shall not act as a flight crew member of an aircraft registered in Guernsey if at the beginning of the flight the aggregate of all his previous flight times:		a	A person shall not act as a member of the crew of an aircraft if he knows or suspects that he is suffering from, or, having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of the aircraft or of its occupants.
	a	during the period of 28 consecutive days expiring at the end of the day on which the flight begins exceeds 100 hours; or		b	A person shall not act as a member of the flight crew of an aircraft unless he has ensured that the operator of the aircraft is aware of all his flight times during the period of 28 days preceding the flight.
	b	during the period of twelve months expiring at the end of the previous month exceeds 900 hours.			
		<i>Note: For private and non-commercial air transport flights some exceptions to this requirement are specified in the Air Navigation (Bailiwick of Guernsey) Law, 2012, Chapter IV.</i>			

Part 91		Requirement	Part 125		Requirement
<b>Subpart L - Manuals Logs and Records</b>					
			<b>125.1250</b>		<b>Operations manual</b>
					The operator shall ensure that:
				a	The operations manual is designed to observe human factor principles and includes at least the following elements:
					<i>Note: The operations manual may consist of one or more volumes.</i>
				1	table of contents, amendment control and list of effective pages;
				2	duties, responsibilities and succession of management and operating personnel;
				3	details of the operator's safety management system;
				4	operational control system;
				5	MEL procedures, where applicable;
				6	normal flight operations;
				7	standard operating procedures (SOPs);
				8	weather limitations;
				9	flight and duty time limitations;
				10	emergency operations;
				11	accident/incident considerations;
				12	personnel qualifications & training;
				13	record keeping;
				14	a description of the maintenance control system;
				15	details of the security programme;
				16	details of any extended operations over a hostile environment; and
				17	procedures for steep approaches, if applicable.
				b	The organisation, content and layout of the operations manual shall be in a format acceptable to the Director.
				c	The operations manual is kept up to date in a timely manner.
					<i>Note: Appendix 1 to 135.1250 contains a structure which has been accepted world-wide; it is recommended that operators take advantage of the content of this appendix when constructing their operations manuals.</i>
<b>91.1255</b>		<b>Journey log book or equivalent record</b>			
	a	The owner or lessee of an aircraft shall keep accurate journey log book or equivalent records that contain for each flight or series of flights:			
		1 aircraft nationality and registration;			
		2 date;			
		3 names of crew members;			
		4 duty assignments of crew members;			
		5 place of departure;			
		6 place of arrival;			
		7 time of departure;			
		8 time of arrival;			
		9 hours of flight;			
		10 nature of flight (private, aerial work, scheduled or non-scheduled commercial air transport);			
		11 incidents and observations (if any); and			
		12 signature of person in charge.			
	b	An aircraft journey log, or parts thereof, may not be required if the relevant information is available in other documentation.			
	c	All entries shall be made concurrently and be permanent in nature.			
<b>91.1265</b>		<b>Document retention period</b>			
		When required for an aircraft registered in Guernsey: information for the preparation and execution of a flight; reports; flight crew records; cabin crew records; records for other operational personnel; and, other specified records, shall be stored for the periods prescribed in Appendix 1 to 91.1265.			
<b>91.1275</b>		<b>Aircraft flight manual</b>			



			The owner or lessee (where applicable) of an aircraft shall ensure that the aircraft flight manual is updated and amended to implement any change mandated by the State of Registry				
				125.1280			Cosmic radiation records
					a		Where the operator assesses individual exposure to cosmic radiation, the records shall include:
						1	the names of the crew member; and
						2	the detail of each assessment of exposure to cosmic radiation (mSv per year); and
						3	the date of the assessment.
					b		Where the operator does not assess individual exposure to cosmic radiation but instead assesses the exposure of groups of crew members, the records shall include:
						1	the names of all crew members covered by the assessment; and
						2	the maximum dose of cosmic radiation (mSv per year) to which those crew members are likely to be exposed; and
						3	how the dose has been calculated; and
						4	the period of time that the assessment is valid.

**Appendix 1 to 91.1265****Document storage periods**

When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Director, for the periods shown in Tables 1 to 6 below.

*Note: Additional information relating to the retention of maintenance records is prescribed in GAR 39.*

**Table 1**

Information used for the preparation and execution of the flight	
Operational flight plan	3 months
Aircraft Technical Log	36 months after the date of the last entry
Route specific NOTAM/AIS briefing documentation if edited by the operator	3 months
Mass and Balance documentation	3 months
Notification of special loads including written information to the pilot-in-command about dangerous goods	3 months

**Table 2**

Reports	
Journey log	6 months
Flight report(s) for recording details of any occurrence, as prescribed in GAR 91.350, or any event which the pilot-in-command deems necessary to report/record	3 months
Reports on exceedance of duty and/or reducing rest periods	3 months

**Table 3**

Flight Crew Records	
Flight, Duty and Rest time	15 months
Licence	As long as the flight crew member is exercising the privileges of the licence for the operator
Conversion training and checking	3 years
Command course (including checking)	3 years
Recurrent training and checking	3 years
Training and checking to operate in either pilot's seat	3 years
Recent experience	15 months
Route and aerodrome competence	3 years
Training and qualification for specific operations (e.g. CAT II/III operations etc.)	3 years
Dangerous Goods training as appropriate	3 years

**Table 4**

Cabin Crew Records	
Flight, Duty and Rest time	15 months
Initial training, conversion and differences training (including checking)	As long as the cabin crew member is employed by the operator
Recurrent training and refresher (including checking)	Until 12 months after the cabin crew member has left the employ of the operator
Dangerous Goods training as appropriate	3 years

**Table 5**

Records for other Operational Personnel	
Training/qualification records of other personnel for whom an approved training programme is required by GARs	Last two training records

**Table 6**

Other Records	
Records on cosmic and solar radiation dosage	Until at least 12 months after the crew member has left the employ of the operator; and where a crew member has been exposed to more than 6 millisieverts (mSv) in any 12 month period, until the individual has or would have attained the age of 75 years, but in any case not less than 30 years from the termination of the work involving exposure.
RVSM monitoring data	3 years
Quality system records	3 years
Dangerous goods transport document	3 months after completion of the flight
Dangerous goods acceptance checklist	3 months after completion of the flight
Application for approvals under Subpart SPA	12 months

Subpart SPA - Specific Approvals			
Section I - General requirements			
SPA.005. GEN			<b>Scope</b>
			This Subpart establishes the requirements to be met by an operator to qualify for the issue or continuation of specific operational approvals.
SPA.020. GEN			<b>Application for a specific approval</b>
	a		Applicants for the initial issue of a specific approval shall provide the Director with the documentation required by the applicable subpart and the following information:
		1	The official name and business name, address and mailing address of the applicant; and
		2	A description of the intended operation.
	b		Applicants for a specific approval shall demonstrate to the Director that:
		1	they comply with the requirements of the applicable section;
		2	the aircraft and required equipment comply with the applicable airworthiness requirements/approvals;
		3	a training programme has been established for flight crew and, as applicable, personnel involved in these operations; and
		4	operating procedures in accordance with the applicable subpart have been specified in the operations manual.
	c		Records relating to the requirements of (a) and (b) above shall be retained by the operator in accordance with 91.1265.
SPA.025. GEN			<b>Privileges of an operator holding a specific approval</b>
			The scope of the activity that the operator is approved to conduct shall be specified in the operations manual and approval certificate or, for commercial operators, in the operations specifications to the air operator's certificate.
SPA.030. GEN			<b>Changes to operations subject to a specific approval</b>
	a		The operator shall notify the Director of any change on the items listed in SPA.020.GEN (a) and (b) and any of the requirements in the applicable section before such change takes place.
	b		The Director may prescribe the conditions under which the organisation may operate during such changes, unless the Director determines that the specific approval shall be suspended or revoked.
	c		In the case of a change to a specific approval, operators shall provide the Director with the relevant parts of the operations manual and all other relevant documentation.
SPA.035. GEN			<b>Continued validity of a specific approval</b>
			Specific approvals shall be issued for an unlimited duration. They shall remain valid subject to the operator remaining in compliance with this subpart.

Section II - Operations in areas with specified navigational performance			
SPA.001. SPN			<b>Operations in areas with specified performance based navigation</b>
	a		An aircraft shall only be operated in designated airspace, on routes or in accordance with procedures where authorization required (AR) navigation specifications are established, if the operator has been approved by the Director.
	b		An aircraft shall only be operated in designated airspace, based on ICAO Regional Air Navigation Agreement, where minimum navigation performance specifications are established, if the operator has been approved by the Director.
	c		To obtain such approval, the operator shall:
		1	demonstrate that the navigation equipment meets the required performance in terms of navigation functionality, accuracy, integrity, availability and continuity;
		2	establish and document flight crew qualification requirements in accordance with the appropriate navigation specifications;
		3	establish and maintain a training programme for the flight crew involved in these operations; and
		4	establish operating procedures specifying:
		i	the equipment to be carried, including its operating limitations and appropriate entries in the Minimum Equipment List (MEL);
		ii	flight crew composition and experience requirements;
		iii	normal and abnormal procedures;
		iv	contingency procedures;
		v	incident reporting;
		vi	specific regional operating procedures, in case of MNPS; and
		vii	navigation database integrity, in case of PBN.
		5	Establish and document appropriate maintenance procedures to ensure continuing airworthiness in accordance with the appropriate navigation specifications.
SPA.010. SPN			<b>Equipment requirements for operations in MNPS areas</b>
	a		An aircraft conducting MNPS operations shall be equipped with navigation equipment that complies with the ICAO Regional Air Navigation Agreement.
	b		Navigation equipment shall be visible and operable by either pilot seated at his/her duty station.
SPA.030. SPN			<b>Flight crew requirements for operations in PBN or MNPS areas</b>
			For commercial air transport operations the minimum flight crew shall consist of at least two pilots.

Section III - Operations in airspace with reduced vertical separation minima			
SPA.001. RVSM			<b>Operations in airspace with reduced vertical separation minima (RVSM)</b>
	a		An aircraft shall only be operated in designated airspace where a reduced vertical separation minimum of 300 m (1 000 ft) applies above flight level (FL) 290, if:
		1	the aircraft has been issued with an RVSM airworthiness approval in accordance with GAR Part 21; and
		2	the operator has been approved by the Director.
	b		To obtain an approval under (a)(2), the operator shall:
		1	establish and maintain a training programme for the flight crew involved in these operations; and
		2	establish operating procedures specifying:
		i	the equipment to be carried, including its operating limitations and appropriate entries in the Minimum Equipment List (MEL);
		ii	flight crew composition and experience requirements;
		iii	flight planning;
		iv	pre-flight procedures;
		v	procedures prior to RVSM airspace entry;

		vi	in-flight procedures;
		vii	post flight procedures;
		viii	maintenance programme;
		ix	incident reporting; and
		x	specific regional operating procedures.
	c		The operator shall ensure that:
		1	a minimum of two aeroplanes of each aircraft type grouping of the operator shall have their height-keeping performance monitored, at least once every two years or within intervals of 1,000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period; and
		2	records relating to the requirements of (1) above shall be retained by the operator in accordance with 91.1265.
			Note: Monitoring data from any regional monitoring programme established in accordance with ICAO Annex 11, Chapter 3, may be used to satisfy the requirement.
<b>SPA.010. RVSM</b>			<b>Equipment requirements for operations in RVSM airspace</b>
	a		In addition to the equipment required by Subpart F, aircraft used for operations in RVSM airspace shall be equipped with:
		1	two independent altitude measurement systems;
		2	an altitude alerting system;
		3	an automatic altitude control system; and
		4	a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.
<b>SPA.030. RVSM</b>			<b>Flight crew requirements for operations in RVSM airspace</b>
			For commercial air transport operations the minimum flight crew shall consist of at least two pilots.

Section IV - Low visibility operations			
<b>SPA.005. LVO</b>			<b>Low visibility operations — General operating rules</b>
	a		The operator shall not conduct Category II, other than Standard Category II or III operations unless:
		1	each aircraft concerned is certificated for operations with decision heights below 200 feet, or no decision height, and equipped in accordance with EASA CS-AWO on all weather operations or an equivalent accepted by the Director;
		2	a suitable system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operation;
		3	the operations are approved by the Director;
		4	the flight crew consists of at least two pilots; and
		5	decision height is determined by means of a radio altimeter.
	b		The operator shall not conduct low visibility takeoffs in less than 150 m RVR (Category A, B, C aeroplanes, and helicopters) or 200 m RVR (Category D aeroplanes) unless approved by the Director.
	c		The operator shall not conduct lower than Standard Category I operations unless approved by the Director.
<b>SPA.010. LVO</b>			<b>Low visibility operations — Aerodrome considerations</b>
	a		The operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which the aerodrome is located.
	b		The operator shall verify that low visibility procedures (LVP) have been established, and will be enforced, at those aerodromes where low visibility operations are to be conducted.
<b>SPA.015. LVO</b>			<b>Low visibility operations — Training and qualifications</b>
	a		The operator shall ensure that, prior to conducting low visibility take-off, lower than Standard Category I, other than Standard Category II, Category II and III operations or approaches utilising EVS:
		1	Each flight crew member:
		i	Completes the training and checking requirements prescribed in Appendix 1 including Flight simulator training in operating to the limiting values of RVR/CMV and Decision Height appropriate to the operator's approval; and
		ii	Is qualified in accordance with Appendix 1 to SPA.015.LVO;
		2	The training and checking is conducted in accordance with a detailed syllabus approved by the Director and included in the operations manual; and
		3	The flight crew qualification is specific to the operation and the aircraft type.
<b>SPA.020. LVO</b>			<b>Low visibility operations — Operating procedures</b>
	a		The operator shall establish procedures and instructions to be used for low visibility take-off, approaches utilising EVS, Lower than Standard Category I, other than Standard Category II, Category II and III operations. These procedures shall be included in the operations manual and contain the duties of flight crew members during taxiing, takeoff, approach, flare, landing, roll-out and missed approach as appropriate.
	b		The pilot in command shall be satisfied that:
		1	The status of the visual and non-visual facilities is sufficient prior to commencing a low visibility takeoff, an approach utilising EVS, a lower than Standard Category I, an other than Standard Category II, or a Category II or III approach;
		2	Appropriate LVPs are in force according to information received from Air Traffic Services, before commencing a low visibility take-off, a lower than Standard Category I, an other than Standard Category II, or a Category II or III approach; and
		3	The flight crew members are properly qualified prior to commencing a low visibility take-off in an RVR of less than 150 m (Category A, B, C aeroplanes, and helicopters) or 200 m (Cat D aeroplanes), an approach utilising EVS, a lower than Standard Category I, an other than Standard Category II or a Category II or III approach.
<b>SPA.025. LVO</b>			<b>Low visibility operations — Minimum equipment</b>
	a		The operator shall include in the operations manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, an Other than Standard Category II approach, an approach utilising EVS, or a Category II or III approach in accordance with the aircraft flight manual or other approved document.
	b		The pilot in command shall be satisfied that the status of the aircraft and of the relevant airborne systems is appropriate for the specific operation to be conducted.

## Appendix I to SPA.005.LVO

Appendix I to SPA.005.LVO		
		<b>Low visibility operations — General operating rules</b>
a		General. The following procedures apply to the introduction and approval of low visibility operations.
b		Operational demonstration. The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the Category II/III programme being approved.
	1	At least 30 approaches and landings must be accomplished in operations using the Category II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings will need to be accomplished unless otherwise approved by the Director.
	2	If an operator has different variants of the same type of aircraft utilising the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft, the operator must show that the various variants have satisfactory performance, but the operator need not conduct a full operational demonstration for each variant. The Director may also accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator using the same aircraft type or variant and procedures.
	3	If the number of unsuccessful approaches exceeds 5 % of the total (e.g. unsatisfactory landings, system disconnects) the evaluation programme must be extended in steps of at least 10 approaches and landings until the overall failure rate does not exceed 5 %.
c		Data collection for operational demonstrations. Each applicant must develop a data collection method (e.g. a form to be used by the flight crew) to record approach and landing performance. The resulting data and a summary of the demonstration data shall be made available to the Director for evaluation.
d		Data analysis. Unsatisfactory approaches and/or automatic landings shall be documented and analysed.
e		Continuous monitoring
	1	After obtaining the initial authorisation, the operations must be continuously monitored by the operator to detect any undesirable trends before they become hazardous. Flight crew reports may be used to achieve this.
	2	The following information must be retained for a period of 12 months:
	i	the total number of approaches, by aircraft type, where the airborne Category II or III equipment was utilised to make satisfactory, actual or practice, approaches to the applicable Category II or III minima; and
	ii	reports of unsatisfactory approaches and/or automatic landings, by aerodrome and aircraft registration, in the following categories:
	A	airborne equipment faults;
	B	ground facility difficulties;
	C	missed approaches because of ATC instructions; or
	D	other reasons.
	3	The operator must establish a procedure to monitor the performance of the automatic landing system or HUDLS to touchdown performance, as appropriate, of each aeroplane.
f		Transitional periods
	1	Operators with no previous Category II or III experience
	i	The operator without previous Category II or III operational experience may be approved for Category II or IIIA operations, having gained a minimum experience of six months of Category I operations on the aircraft type.
	ii	On completing six months of Category II or IIIA operations on the aircraft type the operator may be approved for Category IIIB operations. When granting such an approval, the Director may impose higher minima than the lowest applicable for an additional period. The increase in minima will normally only refer to RVR and/or a restriction against operations with no decision height and must be selected such that they will not require any change of the operational procedures.
	2	Operators with previous Category II or III experience.
	i	The operator with previous Category II or III experience may obtain authorisation for a reduced transition period by application to the Director.
	ii	The operator authorised for Category II or III operations using auto-coupled approach procedures, with or without auto-land, and subsequently introducing manually flown Category II or III operations using a HUDLS shall be considered to be a "New Category II/III operator" for the purposes of the demonstration period provisions.
g		Maintenance of Category II, Category III and LVTO equipment. Maintenance instructions for the onboard guidance systems must be established by the operator, in liaison with the manufacturer, and included in the operator's aircraft maintenance programme prescribed in GAR Part 39.
h		Eligible aerodromes and runways
	1	Each aircraft type/runway combination must be verified by the successful completion of at least one approach and landing in Category II or better conditions, prior to commencing Category III operations.
	2	For runways with irregular pre-threshold terrain or other foreseeable or known deficiencies, each aircraft type/runway combination must be verified by operations in standard Category I or better conditions, prior to commencing Lower than Standard Category I, Category II, or other than Standard Category II or Category III operations.
	3	If an operator has different variants of the same type of aircraft in accordance with subparagraph 4 below, utilising the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft in accordance with subparagraph 4 below, the operator must show that the variants have satisfactory operational performance, but the operator need not conduct a full operational demonstration for each variant/runway combination.
	4	For the purpose of paragraph (h), an aircraft type or variant of an aircraft type is deemed to be the same type/variant of aircraft if that type/variant has the same or similar:
	i	level of technology, including the:
	A	FGS and associated displays and controls;
	B	the FMS and level of integration with the FGS;
	C	use of HUDLS.
	ii	Operational procedures, including:
	A	alert height;
	B	manual landing/automatic landing;
	C	no decision height operations;
	D	use of HUD/HUDLS in hybrid operations.
	iii	Handling characteristics, including:
	A	manual landing from automatic or HUDLS guided approach;
	B	manual go-around from automatic approach;
	C	automatic/manual roll out.
	5	Operators using the same aircraft type/class or variant of a type in accordance with subparagraph 4 above may take credit from each others' experience and records in complying with this paragraph.
	6	Operators conducting Other than Standard Category II operations shall comply with this appendix..



## Appendix I to SPA.015.LVO

Appendix I to SPA.015.LVO			
			<b>Low visibility operations — Training and qualifications</b>
	a		General: The operator must ensure that flight crew member training programmes for low visibility operations include structured courses of ground, flight simulator and/or flight training. The operator may abbreviate the course content as prescribed by subparagraphs 2 and 3 below provided the content of the abbreviated course is acceptable to the Director.
		1	Flight crew members with no Category II or Category III experience must complete the full training programme prescribed in subparagraphs (b), (c) and (d) below.
		2	Flight crew members with Category II or Category III experience with a similar type of operation (autocoupled/ auto-land, HUDLS/hybrid HUDLS or EVS) or Category II with manual land if appropriate with another operator may undertake an:
		i	abbreviated ground training course if operating a different type/class from that on which the previous Category II or Category III experience was gained;
		ii	abbreviated ground, flight simulator and/or flight training course if operating the same type/class and variant of the same type or class on which the previous Category II or Category III experience was gained. The abbreviated course is to include at least the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i). With the approval of the Director, the operator may reduce the number of approaches/landings required by subparagraph (d)2(i) if the type/class or the variant of the type or class has the same or similar:
		A	level of technology — flight control/guidance system (FGS); and
		B	operational procedures;
		C	handling characteristics (See paragraph 4 below);
			as the previously operated type or class, otherwise the requirement of (d)2(i) has to be met in full;
		D	use of HUDLS/hybrid HUDLS;
		E	use of EVS.
		3	Flight crew members with Category II or Category III experience with the operator may undertake an abbreviated ground, Flight simulator and/or flight training course when changing:
		i	aircraft type/class is to include at least the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i);
		ii	to a different variant of aircraft within the same type or class rating that has the same or similar:
		A	level of technology — flight control/guidance system (FGS); and
		B	operational procedures — integrity;
		C	handling characteristics (See paragraph 4 below);
		D	use of HUDLS/hybrid HUDLS;
		E	use of EVS
			as the previously operated type or class, then a difference course or familiarisation appropriate to the change of variant fulfils the abbreviated course requirements;
		iii	to a different variant of aircraft within the same type or class rating that has a significantly different:
		A	level of technology — flight control/guidance system (FGS); and
		B	operational procedures — integrity;
		C	handling characteristics (See paragraph 4 below);
		D	use of HUDLS/hybrid HUDLS;
		E	use of EVS
			then the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i) shall be fulfilled. With the approval of the Director the operator may reduce the number of approaches/ landings required by subparagraph (d)2(i).
		4	The operator must ensure when undertaking Category II or Category III operations with different variant(s) of aircraft within the same type or class rating that the differences and/or similarities of the aircraft concerned justify such operations, taking account at least the following:
		i	the level of technology, including the:
		A	FGS and associated displays and controls;
		B	the Flight Management System and its integration or not with the FGS;
		C	use of HUD/HUDLS with hybrid systems and/or EVS;
		ii	operational procedures, including:
		A	fail-passive/fail-operational, alert height;
		B	manual landing/automatic landing;
		C	no decision height operations;
		D	use of HUD/HUDLS with hybrid systems;
		iii	handling characteristics, including:
		A	manual landing from automatic HUDLS and/or EVS guided approach;
		B	manual go-around from automatic approach;
		C	automatic/manual roll out.
	b		Ground training. The operator must ensure that the initial ground training course for low visibility operations covers at least:
		1	the characteristics and limitations of the ILS and/or MLS;
		2	the characteristics of the visual aids;
		3	the characteristics of fog;
		4	the operational capabilities and limitations of the particular airborne system to include HUD symbology and EVS characteristics if appropriate;
		5	the effects of precipitation, ice accretion, low level wind shear and turbulence;
		6	the effect of specific aircraft/system malfunctions;
		7	the use and limitations of RVR assessment systems;
		8	the principles of obstacle clearance requirements;
		9	recognition of and action to be taken in the event of failure of ground equipment;
		10	the procedures and precautions to be followed with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150 m (200 m for Category D aeroplanes);
		11	the significance of decision heights based upon radio altimeters and the effect of terrain profile in the approach area on radio altimeter readings and on the automatic approach/landing systems;
		12	the importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height;
		13	the qualification requirements for pilots to obtain and retain approval to conduct low visibility take-offs and Category II or III operations; and
		14	the importance of correct seating and eye position.
	c		Flight simulator training and/or flight training
		1	The operator must ensure that flight simulator and/or flight training for low visibility operations includes:
		i	checks of satisfactory functioning of equipment, both on the ground and in flight;
		ii	effect on minima caused by changes in the status of ground installations;
		iii	monitoring of:

		A	automatic flight control systems and auto land status annunciators with emphasis on the action to be taken in the event of failures of such systems; and
		B	HUD/HUDLS/EVS guidance status and annunciators as appropriate, to include head down displays;
		iv	actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems;
		v	the effect of known unserviceabilities and use of minimum equipment lists;
		vi	operating limitations resulting from airworthiness certification;
		vii	guidance on the visual cues required at decision height together with information on maximum deviation allowed from glide path or localiser; and
		viii	the importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height.
		2	The operator must ensure that each flight crew member is trained to carry out his/her duties and instructed on the coordination required with other crew members. Maximum use should be made of flight simulators.
		3	Training must be divided into phases covering normal operation with no aircraft or equipment failures but including all weather conditions which may be encountered and detailed scenarios of aircraft and equipment failure which could affect Category II or III operations. If the aircraft system involves the use of hybrid or other special systems (such as HUD/HUDLS or enhanced vision equipment) then flight crew members must practise the use of these systems in normal and abnormal modes during the flight simulator phase of training.
		4	Incapacitation procedures appropriate to low visibility take-offs and Category II and III operations shall be practised.
		5	For aircraft with no flight simulator available to represent that specific aircraft operators must ensure that the flight training phase specific to the visual scenarios of Category II operations is conducted in a specifically approved flight simulator. Such training must include a minimum of four approaches. The training and procedures that are type specific shall be practised in the aircraft.
		6	Initial Category II and III training shall include at least the following exercises:
		i	approach using the appropriate flight guidance, autopilots and control systems installed in the aircraft, to the appropriate decision height and to include transition to visual flight and landing;
		ii	approach with all engines operating using the appropriate flight guidance systems, autopilots, HUDLS and/or EVS and control systems installed in the aircraft down to the appropriate decision height followed by missed approach; all without external visual reference;
		iii	where appropriate, approaches utilising automatic flight systems to provide automatic flare, landing and rollout; and
		iv	normal operation of the applicable system both with and without acquisition of visual cues at decision height.
		7	Subsequent phases of training must include at least:
		i	approaches with engine failure at various stages on the approach;
		ii	approaches with critical equipment failures (e.g. electrical systems, auto flight systems, ground and/or airborne ILS/MLS systems and status monitors);
		iii	approaches where failures of auto flight equipment and/or HUD/HUDLS/EVS at low level require either;
		A	reversion to manual flight to control flare, landing and roll out or missed approach; or
		B	reversion to manual flight or a downgraded automatic mode to control missed approaches from, at or below decision height including those which may result in a touchdown on the runway;
		iv	failures of the systems which will result in excessive localiser and/or glide slope deviation, both above and below decision height, in the minimum visual conditions authorised for the operation. In addition, a continuation to a manual landing must be practised if a head-up display forms a downgraded mode of the automatic system or the head-up display forms the only flare mode; and
		v	failures and procedures specific to aircraft type or variant.
		8	The training programme must provide practice in handling faults which require a reversion to higher minima.
		9	The training programme must include the handling of the aircraft when, during a fail passive Category III approach, the fault causes the autopilot to disconnect at or below decision height when the last reported RVR is 300 m or less.
		10	Where take-offs are conducted in RVRs of 400 m and below, training must be established to cover systems failures and engine failure resulting in continued as well as rejected take-offs.
		11	The training programme must include, where appropriate, approaches where failures of the HUDLS and/or EVS equipment at low level require either:
		i	reversion to head down displays to control missed approach; or
		ii	reversion to flight with no, or downgraded, HUDLS Guidance to control missed approaches from decision height or below, including those which may result in a touchdown on the runway.
		12	The operator shall ensure that when undertaking low visibility take-off, lower than Standard Category I, other than Standard Category II, and Category II and III Operations utilising a HUD/HUDLS or hybrid HUD/HUDLS or an EVS, that the training and checking programme includes, where appropriate, the use of the HUD/HUDLS in normal operations during all phases of flight.
	d		Conversion training requirements to conduct low visibility take-off, lower than Standard Category I, other than Standard Category II, approach utilising EVS and Category II and III Operations. The operator shall ensure that each flight crew member completes the following low visibility procedures training if converting to a new type/class or variant of aircraft in which low visibility take-off, lower than Standard Category I, Other than Standard Category II, Approach utilising EVS with an RVR of 800m or less and Category II and III Operations will be conducted. The flight crew member experience requirements to undertake an abbreviated course are prescribed in subparagraphs (a)2, (a)3 and (a)4, above:
		1	Ground Training. The appropriate requirements prescribed in subparagraph (b) above, taking into account the flight crew member's Category II and Category III training and experience.
		2	Flight simulator training and/or flight training.
		i	A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting hybrid HUDLS operations. See subparagraph 4.(i) below.
		ii	Where no Flight simulator is available to represent that specific aircraft, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the aircraft. For hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around.
		ii	Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the aircraft.
		3	Flight crew qualification. The flight crew qualification requirements are specific to the operator and the type of aircraft operated.
		i	The operator must ensure that each flight crew member completes a check before conducting Category II or III operations.
		ii	The check prescribed in subparagraph (i) above may be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (d)2. above.
		4	Line flying under supervision. The operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS):
		i	for Category II when a manual landing or a HUDLS approach to touchdown is required, a minimum of:
		A	three landings from autopilot disconnect;
		B	four landings with HUDLS used to touchdown;
			except that only one manual landing (two using HUDLS to touchdown) is required when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time conversion.
		ii	For Category III, a minimum of two auto lands except that:
		A	only 1 autoland is required when the training required in subparagraph (d)2. above has been carried out in a flight simulator qualified for zero flight time conversion;

		B	no autoland is required during LIFUS when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time (ZFT) conversion and the flight crew member successfully completed the ZFT type rating conversion course;
		C	the flight crew member, trained and qualified in accordance with paragraph (B) above, is qualified to operate during the conduct of LIFUS to the lowest approved DA(H) and RVR as stipulated in the operations manual.
		iii	For Category III approaches using HUDLS to touchdown a minimum of four approaches.
	e		Type and command experience.
		1	Before commencing Category II operations, the following additional requirements are applicable to pilot in command, or pilots to whom conduct of the flight may be delegated, who are new to the aircraft type/class:
		i	50 hours or 20 sectors on the type, including line flying under supervision; and
		ii	100 m must be added to the applicable Category II RVR minima when the operation requires a Category II manual landing or use of HUDLS to touchdown until:
		A	a total of 100 hours or 40 sectors, including LIFUS has been achieved on the type; or
		B	a total of 50 hours or 20 sectors, including LIFUS has been achieved on the type where the flight crew member has been previously qualified for Category II manual landing operations with another operator;
		C	for HUDLS operations the sector requirements in paragraphs (e) 1. and (e) 2. (i) shall always be applicable, the hours on type/class does not fulfil the requirement.
		2	Before commencing Category III operations, the following additional requirements are applicable to pilots in command, or pilots to whom conduct of the flight may be delegated, who are new to the aircraft type:
		i	50 hours or 20 sectors on the type, including line flying under supervision; and
		ii	100 m must be added to the applicable Category II or Category III RVR minima unless he has previously qualified for Category II or III operations with another operator, until a total of 100 hours or 40 sectors, including line flying under supervision, has been achieved on the type.
		3	The Director may authorise a reduction in the above command experience requirements for flight crew members who have Category II or Category III command experience.
	f		Low visibility take-off with RVR less than 150/200 m
		1	The operator must ensure that prior to authorisation to conduct take-offs in RVRs below 150 m (below 200 m for Category D aeroplanes) the following training is carried out:
		i	normal take-off in minimum authorised RVR conditions;
		ii	take-off in minimum authorised RVR conditions with an engine failure between V1 and V2, or as soon as safety considerations permit; and
		iii	take-off in minimum authorised RVR conditions with an engine failure before V1 resulting in a rejected take-off.
		2	The operator must ensure that the training required by subparagraph 1 above is carried out in a flight simulator. This training must include the use of any special procedures and equipment. Where no flight simulator is available to represent that specific aircraft, the Director may approve such training in an aircraft without the requirement for minimum RVR conditions.
		3	The operator must ensure that a flight crew member has completed a check before conducting low visibility take-offs in RVRs of less than 150 m (less than 200 m for Category D aeroplanes) if applicable. The check may only be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (f)(1). on conversion to an aeroplane type.
	g		Recurrent training and checking — Low visibility operations
		1	The operator must ensure that, in conjunction with the normal recurrent training and operator proficiency checks, a pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which he/she is authorised is checked. The required number of approaches to be undertaken in the flight simulator within the validity period of the operators proficiency check (as prescribed in 121.1115, 125.1115 and 135.1115) is to be a minimum of two, (four when HUDLS and/or EVS is utilised to touchdown) one of which must be a landing at the lowest approved RVR; in addition one (two for HUDLS and/or operations utilising EVS) of these approaches may be substituted by an approach and landing in the aircraft using approved Category II and III procedures. One missed approach shall be flown during the conduct of the operators proficiency check. If the operator is authorised to conduct take-off with RVR less than 150/200 m at least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators proficiency check.
		2	For Category III operations an operator must use a flight simulator.
		3	The operator must ensure that, for Category III operations on aircraft with a fail passive flight control system, including HUDLS, a missed approach is completed at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below decision height when the last reported RVR was 300 m or less.
		4	The Director may authorise recurrent training and checking for Category II and LVTO operations in an aircraft type where no flight simulator to represent that specific aircraft or an acceptable alternate is available.
			<i>Note: Recency for LVTO and Category II/III based upon automatic approaches and/or auto-lands is maintained by the recurrent training and checking as prescribed in this paragraph.</i>
	h		Additional training requirements for operators conducting lower than Standard Category I, approaches utilising EVS and other than Standard Category II Operations.
		1	Operators conducting lower than Standard Category I operations shall comply with the requirements for low visibility operations — training and qualifications applicable to Category II operations to include the requirements applicable to HUDLS (if appropriate). The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible. During conversion training the total number of approaches required shall not be an addition to the standard requirements provided the training is conducted utilising the lowest applicable RVR. During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach using lower than Standard Category I minima is conducted at least once every 18 months.
		2	Operators conducting other than Standard Category II operations shall comply with the requirements for low visibility operations — training and qualifications applicable to Category II operations to include the requirements applicable to HUDLS (if appropriate). The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible. During conversion training the total number of approaches required shall not be less than that required to complete Category II training utilising a HUD/ HUDLS. During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach using other than Standard Category II minima is conducted at least once every 18 months.
		3	Operators conducting approach operations utilising EVS with RVR of 800 m or less shall comply with the requirements for Low Visibility Operations — Training and Qualifications applicable to Category II operations to include the requirements applicable to HUD (if appropriate). The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible. During conversion training the total number of approaches required shall not be less than that required to complete Category II training utilising a HUD. During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach utilising EVS is conducted at least once every 12 months.



## Appendix 1 to SPA.020.LVO

Appendix 1 to SPA.020.LVO			
			<b>Low visibility operations — Operating procedures</b>
	a		General. Low visibility operations include:
		1	manual take-off (with or without electronic guidance systems or HUDLS/hybrid HUD/HUDLS);
		2	auto-coupled approach to below DH, with manual flare, landing and roll-out;
		3	approach flown with the use of a HUDLS/hybrid HUD/HUDLS and/or EVS);
		4	auto-coupled approach followed by auto-flare, auto landing and manual roll-out; and
		5	auto-coupled approach followed by auto-flare, auto landing and auto-roll-out, when the applicable RVR is less than 400 m.
			<i>Note 1: A hybrid system may be used with any of these modes of operations.</i>
			<i>Note 2: Other forms of guidance systems or displays may be certificated and approved.</i>
	b		Procedures and operating instructions
		1	The precise nature and scope of procedures and instructions given depend upon the airborne equipment used and the flight deck procedures followed. The operator must clearly define flight crew member duties during take-off, approach, flare, roll-out and missed approach in the operations manual. Particular emphasis must be placed on flight crew responsibilities during transition from nonvisual conditions to visual conditions, and on the procedures to be used in deteriorating visibility or when failures occur. Special attention must be paid to the distribution of flight deck duties so as to ensure that the workload of the pilot making the decision to land or execute a missed approach enables him/her to devote himself/herself to supervision and the decision making process.
		2	The operator must specify the detailed operating procedures and instructions in the operations manual. The instructions must be compatible with the limitations and mandatory procedures contained in the flight manual and cover the following items in particular:
		i	checks for the satisfactory functioning of the aircraft equipment, both before departure and in flight;
		ii	effect on minima caused by changes in the status of the ground installations and airborne equipment;
		iii	procedures for the take-off, approach, flare, landing, roll-out and missed approach;
		iv	procedures to be followed in the event of failures, warnings to include HUD/HUDLS/EVS and other non-normal situations;
		v	the minimum visual reference required;
		vi	the importance of correct seating and eye position;
		vii	action which may be necessary arising from a deterioration of the visual reference;
		viii	allocation of crew duties in the carrying out of the procedures according to subparagraphs (i) to (iv) and (vi) above, to allow the pilot in command to devote himself/herself mainly to supervision and decision making;
		ix	the requirement for all height calls below 200 feet to be based on the radio altimeter and for one pilot to continue to monitor the aircraft instruments until the landing is completed;
		x	the requirement for the Localiser Sensitive Area to be protected;
		xi	the use of information relating to wind velocity, wind shear, turbulence, runway contamination and use of multiple RVR assessments;
		xii	procedures to be used for:
		A	lower than Standard Category I;
		B	other than Standard Category II;
		C	approaches utilising EVS; and
		D	practice approaches and landing on runways at which the full Category II or Category III aerodrome procedures are not in force;
		xiii	operating limitations resulting from airworthiness certification; and
		xiv	information on the maximum deviation allowed from the ILS glide path and/or localiser.

Section V – Electronic flight bags (EFBs)			
SPA.001.EFB			<b>EFB equipment</b>
			Where portable EFBs are used on board, the pilot-in-command and/or the operator/owner shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane
			<i>Note: - Guidance on EFB equipment, functions and establishing criteria for the operational use is contained in ICAO Manual on Electronic Flight Bags (Doc 10020)</i>
SPA.005.EFB			<b>EFB functions</b>
	a		Where EFBs are used on board an aeroplane the pilot-in-command and/or the owner/operator shall:
		1	assess the safety risk(s) associated with each EFB function;
		2	establish the procedures for the use of, and training requirements for, the device and each EFB function; and
		3	ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.





Part 91	Requirement	Part 125	Requirement
<b>Appendix A — Requirements for a Private Operator Certificate (only for Part 125)</b>			
		<b>12.A.5</b>	<b>Private Operator Certificate</b>
		a	Except as provided in (b) below no person shall conduct a general aviation operation with aircraft specified in 125.5(b) unless the holder of a Private Operator Certificate granted by the Director.
		b	A Private Operator Certificate is not required when the Director has issued an exemption pursuant to section 76(2) of the Law.
		c	Any Private Operator Certificate granted in accordance with paragraph (a) above shall be valid for a period of maximum three years subject to any conditions which may be attached to the approval, unless otherwise varied, suspended or revoked.
		<b>125.A.10</b>	<b>Approval process</b>
		a	An operator seeking approval in accordance with 125.A.5 shall provide the Director with such documentation as may be required by this GAR Part.
		b	The operator shall apply to the Director with any documents required at least 30 days prior to the proposed commencement of the activity.
		<b>125.A.15</b>	<b>Issue and continued validity of a Private Operator Certificate</b>
		a	An operator applying for a Private Operator Certificate in accordance with 125.A.5 shall:
		1	demonstrate compliance with the requirements of (b) or the requirements of (c) at the time of application and for the duration of the approval period; and
		2	comply with the requirements of this Part, and Part 91, as they apply to the aircraft operation, including any additional requirements for specific operations and airworthiness approvals.
		b	An operator who holds an IS-BAO Certificate of Registration granted by the International Business Aviation Council shall:
		1	continue to comply with the standards of IS-BAO; and
		2	submit reports of IS-BAO audits required to maintain IS-BAO registration, or at such intervals as the Director may require; and
		3	submit details of their safety management system at such times as the Director may require; and
		4	submit their operations manual at such times as the Director may require; and
		5	notify the Director immediately if the IS-BAO Certificate of Registration becomes invalid.
			<i>Note: Notwithstanding implementation of IS-BAO, operators remain responsible for ensuring that all applicable requirements of the GARs are met.</i>
		c	An operator who does not hold a valid IS-BAO Certificate of Registration granted by the International Business Aviation Council shall:
		1	submit for review by the Director details of a safety management system for the aircraft operation that complies with the requirements of 125.A.25; and
		2	submit their operations manual for review by the Director; and
		3	submit reports of audits carried out at intervals of 12 months, or at such intervals as the Director may require.
		<b>125.A.20</b>	<b>Organisational structure</b>
		a	The operator shall establish an organisation capable of managing the safe operation of its aircraft.
		b	The operator shall clearly define the duties and accountabilities of those staff responsible for managing the safe operation of aircraft.
		<b>125.A.25</b>	<b>Safety management system (SMS)</b>

					a	The operator shall establish a safety management system appropriate to the size and complexity of the operation, for the proactive management of safety, that integrates the management of operations and technical systems with financial and human resource management, and that reflects quality assurance principles.
					b	The safety management system shall include policy and objectives for continuous improvement to the organisation's overall safety performance.
					c	The safety management system shall clearly define lines of safety accountability throughout the operator's organisation, including a direct accountability for safety on the part of senior management.
					d	The safety management system shall include, as a minimum, the following:
					1	processes to identify actual and potential safety hazards and assess the associated risks; and
					2	processes to develop and implement remedial action necessary to maintain agreed safety performance; and
					3	provision for continuous monitoring and regular assessment of the safety performance; and
					4	recurring processes for continuous improvement of the performance of the safety management system; and
					5	quality assurance processes to:
					i	identify applicable requirements, regulations and standards and demonstrate compliance with them; and
					ii	ensure technical manuals, checklists and other documentation are appropriately maintained and incorporate the latest amendments; and
					iii	ensure that training programmes maintain staff proficiency and competency.
					e	The safety management system shall be described in relevant documentation, and shall be acceptable to the Director.
				<b>125.A.30</b>		<b>Operational management</b>
					a	The location of the operating base shall be identified; subsequent changes shall be notified to the Director.
					b	Where an operator uses an operating base in a State other than Guernsey in which the aircraft has been registered, the operator shall notify:
					1	the Director; and
					2	the State in which the operating base is located.
				<b>125.A.35</b>		<b>POC and Operations Specifications templates</b>
					a	The Private Operator Certificate contains the information specified in Appendix B of this Part.
					b	Specific approvals, if any, shall be issued by means of Operations Specifications. Appendix B contains a template of the Operations Specifications associated with the Private Operator Certificate.

## Appendix B — sample of Private Operator Certificate and Operations Specifications

The format of the Private Operator Certificate and the associated Operations Specifications is shown below:

# BAILIWICK OF GUERNSEY

Director of Civil Aviation

PRIVATE OPERATOR CERTIFICATE		
No.: <#>	Operator name: <name> <address> <postal code>  dba Trading name: <name>  Telephone: e-mail:	Operational Points of Contact:  Contact details, at which operational management can be contacted without undue delay, are listed in *****
IS-BAO registration: YES/NO      IS-BAO certificate number: *****		
This Certificate certifies that ***** is approved to perform general aviation operations as defined in the defined operations specifications, in accordance with the <operator name> Operations Manual, latest revision, ICAO Annex 6, Part II, section 3 and The Air Navigation (Bailiwick of Guernsey) Law, 2012, section 77.		
Date of issue:	Signature:	
Conditions:	Director of Civil Aviation	
This Certificate is valid until <dd-mmm-yyyy> unless suspended or revoked by the Director of Civil Aviation or ceases to be valid by virtue of GAR 125.A.15.		

D.OPS.POC

This certificate shall be carried on board during all flights

# BAILIWICK OF GUERNSEY

Director of Civil Aviation

<h1 style="text-align: center;">OPERATIONS SPECIFICATIONS (POC)</h1> <p style="text-align: center;">(subject to the conditions in the Operations Manual)</p>				
Telephone: +44 330 828 0875		e-mail: info@2-reg.com		
Air operator name:	<Name>			
Approval:	POC<no.> rev <revision no.><issue date>			
Aircraft type and model:	<...><...>			
Aircraft registration mark(s)	2-****, 2-****			
Types of operation:	<...>			
Area(s) of operation:	<...>			
Special limitations:	<...>			
<b>SPECIFIC APPROVAL</b>	<b>YES</b>	<b>NO</b>	<b>DESCRIPTION</b>	<b>REMARKS</b>
Dangerous Goods	-	√		
Low visibility operations				
Approach and landing	-	√	CAT ____ RVR ____ m      DH ____ ft	
Take-off	-	√	RVR ____ m	
Operational credit(s)	-	√		
RVSM	-	√		N/A
AR navigation specifications for PBN operations	-	√		
Continuing airworthiness	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<Name> <Technical Coordinator Acceptance/CAMO No. *>	
EFB	-	√	Class: <*>	
Other	-	√	<Specify other>	
Revision no.: <...>	Revision date: <...>			
Issue date: <dd-mmm-yyyy>	Issued by: <...>			
Certified copy: */*				

D.OPS.PPC

This document shall be carried on board during all flights

Appendix C — Aerial work and specialised operations			
C.005			<b>Applicability</b>
			The following requirements apply to applicants for and holders of permissions for the conduct of specialised operations as required under 91.375, 91.380 and 91.390.
C.010			<b>Permissions — General requirements</b>
	a		Every applicant for and holder of a permission shall make available to the Director if requested an operations manual containing such information and instructions as may be necessary to enable employees and persons engaged in the operation to perform their duties.
	b		The operations manual shall include standard operating procedures as described in 91.370.
	c		The permission holder shall make such amendments or additions to the operations manual as the Director may require.
	d		The permission holder shall make the manual available to every employee or person who is engaged or may engage in aerial activities conducted by him.
	e		The permission holder shall ensure that each copy of the operations manual is kept up to date.
	f		The permission holder shall clearly define the duties and accountabilities of those persons responsible for managing the safe operation of aircraft.
	g		The permission holder shall ensure that all employees and persons engaged in the operation are trained and equipped as appropriate to the tasks to be performed.
	h		Notwithstanding 91.155:
		1	the permission holder shall be responsible for operational control; and
		2	operational control shall only be delegated to a flight operations officer/flight dispatcher or the pilot-in-command.

Appendix D — Rules of the Air	
Rules of the Air are published as Schedule 4 of the Air Navigation (Bailiwick of Guernsey) Law, 2012	