



THE UNITED REPUBLIC OF TANZANIA

CHAPTER 80

THE CIVIL AVIATION ACT

**THE CIVIL AVIATION (OPERATION OF AIRCRAFT-HELICOPTER
OPERATIONS) REGULATIONS**

[SUBSIDIARY]

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This Revised Edition of the Civil Aviation (Operation of Aircraft-Helicopter Operations) Regulations, Government Notice No. 3 of 2024 has been revised up to and including 31st July, 2026 and is printed under the authority of section 4 of the Laws Revision Act, Chapter 4.

Dodoma,
31st July, 2026

HAMZA SAID JOHARI,
Attorney General

CHAPTER 80

THE CIVIL AVIATION ACT

THE CIVIL AVIATION (OPERATION OF AIRCRAFT-HELICOPTER
OPERATIONS) REGULATIONS

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CHAPTER 80

THE CIVIL AVIATION ACT,

REGULATIONS

(Made under section 5)

THE CIVIL AVIATION (OPERATION OF AIRCRAFT-
HELICOPTER OPERATIONS) REGULATIONS

[5th January, 2024]
[DPG]

GN Nos.
3 of 2024
836 of 2024
52 of 2026

PART I
PRELIMINARY PROVISIONS

Citation

1. These Regulations may be cited as the Civil Aviation (Operation of Aircraft- Helicopter Operations) Regulations.

Application

2. These Regulations shall apply to all helicopters engaged in commercial air transport operations, general aviation operations, except helicopters engaged in aerial work.

Interpretation
Cap. 80
GN. No.
52 of 2026
reg. 2

3. In these Regulations, unless the context otherwise requires-
“Act” means the Civil Aviation Act;
“advanced aircraft” means an aircraft with equipment in addition to that required for a basic aircraft for a given take-off, approach or landing operation;
“aerial work” has the meaning ascribed to it under the Act;
“aerodrome” has the meaning ascribed to it under the Act;

- “aircraft” has the meaning ascribed to it under the Act;
- “aircraft operating manual” means a manual, acceptable to the Authority, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft;
- “air operator certificate (AOC)” means a certificate authorising an operator to carry out specified commercial air transport operations;
- “air traffic service (ATS)” includes flight information service, alerting service, air traffic advisory service, air traffic control service which includes area control service, approach control service or aerodrome control service;
- “airworthy” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;
- “alternate heliport” means a heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use, and includes take off alternate, en-route alternate and destination alternate;
- “approach and landing phase - helicopters” means that part of the flight from 300 m or 1000 ft above the elevation of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point;
- “appropriate airworthiness requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by a contracting State for the class of aircraft, engine or propeller under consideration;
- “area navigation (RNAV)” means a method of navigation which permits aircraft operation on any desired

flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;

“Authority” means the Tanzania Civil Aviation Authority established under the Act;

“automatic deployable flight recorder (ADFR)” means a combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft;

“basic aircraft” means an aircraft which has the minimum equipment required to perform the intended take off, approach or landing operation;

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

“combined vision system (CVS)” means a system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS);

“commercial air transport operation” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

“configuration deviation list (CDL)” means a list established by the organisation responsible for the type design with the approval of the State of design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction;

“congested area” means in relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes;

“congested hostile environment” means a hostile environment within a congested area;

“continuing airworthiness” means the set of processes by which an aircraft, engine, rotor or part complies with the applicable airworthiness requirements and

- remains in a condition for safe operation throughout its operating life;
- “continuing airworthiness records” means records which are related to the continuing airworthiness status of an aircraft, engine, rotor or associated part;
- “continuous descent final approach (CDFA)” means a technique, consistent with stabilised approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude or height at or above the final approach fix altitude or height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown;
- “crew member” means a person assigned by an operator to duty on an aircraft during a flight duty period;
- “dangerous goods” means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions;
- “decision altitude (DA) or decision height (DH)” means a specified altitude or height in a three-dimensional (3D) instrument approach operation at which a missed approach shall be initiated if the required visual reference to continue the approach has not been established;
- “defined point after take-off (DPATO)” means the point, within the take-off and initial climb phase, before which the helicopter’s ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required;
- “defined point before landing (DPBL)” means the point, within the approach and landing phase, after which the helicopter’s ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required;
- “destination alternate” means alternate heliport at which a helicopter would be able to land should it become

- either impossible or inadvisable to land at the heliport of intended landing;
- “duty” means any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue;
- “duty period” means a period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties;
- “electronic flight bag (EFB)” means an electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties;
- “elevated heliport” means a heliport located on a raised structure on land;
- “emergency locator transmitter (ELT)” means a generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be activated automatically on impact or be manually;
- “engine” means a unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller or rotors, if applicable;
- “enhanced vision system (EVS)” means a system to display electronic real-time images of the external scene achieved through the use of image sensors;
- “en-route phase” means that part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase;
- “fatigue” means a physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, or workload (mental or physical activity) that can impair a person’s alertness and ability to adequately perform safety-related operational duties;

- “final approach and take-off area (FATO)” means a defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by helicopters operating in performance Class 1, the defined area includes the rejected take-off area available;
- “final approach segment (FAS)” means that segment of an instrument approach procedure in which alignment and descent for landing are accomplished;
- “flight crew member” means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;
- “flight duty period” means a period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aircraft finally comes to rest and the engines are shut down at the end of the last flight on which the flight or cabin crew is a crew member;
- “flight manual” means a manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft;
- “flight operations officer” means person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Civil Aviation (Personnel Licensing) Regulations, who supports, briefs or assists the pilot-in-command in the safe conduct of the flight;
- “flight plan” means a specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;
- “flight recorder” means any type of recorder installed in the aircraft for the purpose of complementing accident or incident investigation;

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“flight safety documents system” means a set of interrelated documentation established by the operator, compiling and organising information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator’s maintenance control manual;

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

- (a) a flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft functions, systems the control normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- (b) a flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class; or
- (c) basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions;

“flight time - helicopters” means the total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

“general aviation operation” means an aircraft operation other than a commercial air transport operation or an aerial work operation;

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

- “head-up display (HUD)” means a display system that presents flight information into the pilot’s forward external field of view;
- “helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;
- “helideck” means a heliport located on a floating or fixed offshore structure;
- “heliport” means an aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters;
- “heliport operating minima” means the limits of usability of a heliport for:
- (a) take-off, expressed in terms of runway visual range or visibility and, if necessary, cloud conditions;
 - (b) landing in 2D instrument approach operations, expressed in terms of visibility or runway visual range, minimum descent altitude or height (MDA/H) and, if necessary, cloud conditions; and
 - (c) landing in 3D instrument approach operations, expressed in terms of visibility or runway visual range and decision altitude or height (DA/H) as appropriate to the type or category of the operation;
- “hostile environment” means an environment in which-
- (a) a safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate;
 - (b) the helicopter occupants cannot be adequately protected from the elements;
 - (c) search and rescue response or capability is not provided consistent with anticipated exposure; or
 - (d) there is an unacceptable risk of endangering persons or property on the ground;

- “human factors principles” means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;
- “human performance” means human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations;
- instrument approach operations” means an approach and landing using instruments for navigation guidance based on an instrument approach procedure;
- “instrument approach procedure (IAP)” means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply;
- “instrument meteorological conditions (IMC)” means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions;
- “integrated survival suit” means a survival suit which meets the combined requirements of the survival suit and life jacket;
- “landing decision point (LDP)” means the point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated;
- “maintenance” means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair; or the performance of tasks on an aircraft, engine,

propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

“maintenance organisation’s procedures manual” means a document endorsed by the head of the maintenance organisation which details the maintenance organisation’s structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems;

“maintenance programme” means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies;

“maintenance release” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation’s procedures manual or under an equivalent system; or a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements;

“master minimum equipment list (MMEL)” means a list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures;

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

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- “minimum descent altitude (MDA) or minimum descent height (MDH)” means a specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent shall not be made without the required visual reference;
- “minimum equipment list (MEL)” means a list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type;
- “modification” means a change to the type design of an aircraft, engine or propeller, and may include the embodiment of the modification which is a maintenance task subject to a maintenance release as per the Civil Aviation (Airworthiness) Regulations;
- “navigation specification” means a set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace;
- “night” means the hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority;
- “non-congested hostile environment” means a hostile environment outside a congested area;
- “non-hostile environment” means an environment in which-
- (a) a safe forced landing can be accomplished because the surface and surrounding environment are adequate;
 - (b) the helicopter occupants can be adequately protected from the elements;
 - (c) search and rescue response or capability is provided consistent with anticipated exposure; and
 - (d) the assessed risk of endangering persons or property on the ground is acceptable;
- “obstacle clearance altitude (OCA) or obstacle clearance height (OCH)” means the lowest altitude or the lowest height above the elevation of the relevant

runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria;

“offshore operations” means operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer;

“operation” means an activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards;

“operational control” means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight;

“operational credit” means a credit authorised for operations with an advanced aircraft enabling a lower aerodrome operating minimum than would normally be authorised for a basic aircraft, based upon the performance of advanced aircraft systems utilising the available external infrastructure;

“operational flight plan” means the operator’s plan for the safe conduct of the flight based on considerations of helicopter performance, other operating limitations and relevant expected conditions on the route to be followed and at the heliports concerned;

“operations in performance Class 1” means Operations with performance such that, in the event of a critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter shall be able to land within the rejected take-off or landing area;

- “operations in performance Class 2” means operations with performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required;
- “operations in performance Class 3” means operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing shall be required;
- “operations manual” means manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;
- “operations specifications” means the authorisations including specific approvals, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual;
- “operator” means the person, organisation or enterprise engaged in or offering to engage in an aircraft operation;
- “operator’s maintenance control manual” means a document which describes the operator’s procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator’s aircraft on time and in a controlled and satisfactory manner;
- “performance-based communication (PBC)” means communication based on performance specifications applied to the provision of air traffic services;
- “performance-based navigation (PBN)” means Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace;

- “performance-based surveillance (PBS)” means surveillance based on performance specifications applied to the provision of air traffic services;
- “pilot-in-command” means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;
- “point of no return” means the last possible geographic point at which an aircraft can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight;
- “psychoactive substances” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded;
- “repair” means the restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements, after it has been damaged or subjected to wear;
- “required communication performance (RCP) specification” means a set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication;
- “required surveillance performance (RSP) specification” means a set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance;
- “rest period” means a continuous and defined period of time, subsequent to or prior to duty, during which flight or cabin crew members are free of all duties;
- “runway visual range (RVR)” means the range over which the pilot of an aircraft on the centreline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centreline;

- “safe forced landing” means unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface;
- “safety management system (SMS)” means a systematic approach to managing safety, including the necessary organisational structures, accountability, responsibilities, policies and procedures;
- “series of flights” means consecutive flights that-
- (a) begin and end within a period of 24 hours; and
 - (b) are all conducted by the same pilot-in-command;
- “specific approval” means an approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations;
- “State of registry” means the State on whose register the aircraft is entered;
- “State of the aerodrome” means the State in whose territory the aerodrome is located;
- “State of operator” means the State in which the operator’s principal place of business is located or; if there is no such place of business, the operator permanent residence;
- “synthetic vision system (SVS)” means a system to display data-derived synthetic images of the external scene from the perspective of the flight deck;
- “take-off and initial climb phase” means that part of the flight from the start of take-off to 300 m (1000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases;
- “take-off alternate” means alternate heliport at which a helicopter would be able to land should this become necessary shortly after take-off and it is not possible to use the heliport of departure;
- “take-off decision point (TDP)” means the point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued;

“visual meteorological conditions (VMC)” means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima; and

“VTOSS” means the minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits.

PART II COMMERCIAL AIR TRANSPORT

Compliance
with laws,
regulations
and
procedures

4.-(1) An operator shall ensure that all its employees when abroad comply with the laws, regulations and procedures of those States in which their operations are conducted.

(2) An operator shall ensure that all pilots are familiar with the laws, regulations and procedures pertinent to the performance of their duties prescribed for the areas to be traversed, the heliports to be used and the air navigation facilities relating thereto.

(3) An operator shall ensure that other members of the flight crew are familiar with these Regulations and operator procedures as are pertinent to the performance of their respective duties in the operation of the helicopter.

(4) An operator or a designated representative shall be responsible for operational control.

(5) Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer if the operator’s approved method control and supervision of flight operations requires the use of flight operations officer personnel.

Emergency
situation

5.-(1) Where an emergency situation which endangers the safety of the helicopter or persons-

(a) becomes known first to the flight operations officer, action by that person in accordance with regulation 45 shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and

requests for assistance if required;

- (b) necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay.

(2) Subject to subregulation (1), where the pilot-in-command required by the State in which the incident occurs, shall within ten days, submit a report on any such violation of local regulation and procedures to the appropriate authority of that State and a copy to the Authority.

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

(4) The operator shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in the Civil Aviation (Personnel Licensing) Regulations.

(5) The operator shall ensure that a helicopter has-

- (a) equipment and instruments; and

- (b) communication, navigation and surveillance equipment,

in the manner provided in the regulations relating to instruments and equipment.

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Compliance
by foreign
operator with
laws
regulations
and
procedures of
Authority

6.-(1) Where the Authority identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and applicable procedures, or a similar serious safety issue with that operator, the Authority shall immediately notify the operator and, where the issue warrants it, the State of the operator.

(2) Where the Authority, State of operator and the State of registry are different, the notification under subregulation (1), shall be made to the State of registry, where the issue falls within the responsibilities of that State and warrants a notification.

(3) In the case of notification to States referred to in subregulations (1), where the issue and its resolution warrant it, the State in which the operation is conducted

shall engage in consultations with the Authority and the State of registry, as applicable, concerning the safety standards maintained by the operator.

Safety
management
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reg. 3

7.-(1) The operator of a helicopter of a certified take-off mass in excess of 7000 kg or having a passenger seating configuration of more than nine and fitted with a flight data recorder shall establish and maintain a flight data analysis programme as part of its safety management system.

(2) A flight data analysis programme shall be nonpunitive and contain adequate safeguards to protect the sources of the data.

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(3) A flight data analysis programme shall contain adequate safeguards to protect the sources of the data in accordance with the Civil Aviation (Safety Management) Regulations.

(4) An operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system.

(5) An air operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility for the maintenance of such programme.

Use of
recordings, etc
GN. No.
52 of 2026
Reg. 4

7A.-(1) The Authority shall not allow the use of recordings or transcripts of cockpit voice recorder, cockpit audio recording system, class A airborne image recorder and class A airborne image recording system for purposes other than the investigation of an accident or incident, except where the recordings or transcripts are-

- (a) related to a safety related event identified in the context of a safety management system or are restricted to the relevant portions of a de-identified transcript of the recording and are subject to the protections accorded by regulations relating to safety management systems;
- (b) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the

protections accorded by regulations relating to safety management systems; or

- (c) used for inspections of flight recorder systems as provided in these regulations.

(2) The Authority shall not allow the use of recordings or transcripts of flight data recorder (FDR), air data recording system (ADRS), Class B and C air borne image recorder (AIR), and Class B and C air borne image recording system (AIRS) for purposes other than the investigation of an accident or incident, except where the recordings or transcripts are subject to the protections accorded are-

- (a) used by the operator for airworthiness or maintenance purposes;
- (b) used by the operator in the operation of a flight data analysis programme as provided in these regulations;
- (c) sought for use in proceedings not related to an event involving an accident or incident investigation;
- (d) de-identified; or
- (e) disclosed under secure procedures.

Dangerous
goods
GN. No.
52 of 2026
Reg. 5

8.-(1) An operator shall comply with the provisions for carriage of dangerous goods as prescribed under the regulations relating to transport of dangerous goods by air.

(2) Without prejudice to subregulation (1), where dangerous goods are carried on helicopters with the intent to dispense the items in flight, each operator shall prepare and keep current manual containing operational guidelines and handling procedures for the use and guidance of flight, maintenance and ground personnel concerned in the dispensing or expending of dangerous goods.

(3) A person, other than a required flight crew member or person necessary for handling or dispensing the dangerous goods, shall not be carried on board.

(4) The operator of the aircraft shall have prior permission for the dispensing or expending of dangerous goods from the owners of any airport to be used.

Use of
psychoactive
substances
GN. No.
71 of 2017

9. An operator shall ensure that the provisions concerning the use of psychoactive substances as prescribed in the Civil Aviation (Personnel Licensing) Regulations are complied with.

Operating
facilities

10.-(1) An operator shall ensure that a flight shall not be commenced unless it has been ascertained by every reasonable means available that the ground or water facilities available and directly required on such flight, for the safe operation of the helicopter and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose.

(2) An operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the responsible authority without undue delay.

Operational
certification
and
supervision -
air operator
certificate

11.-(1) An operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the Authority.

(2) An air operator certificate issued under subregulation (1) shall authorise the operator to conduct commercial air transport operations in accordance with the operations specifications.

(3) The issuance of an air operator certificate by the Authority shall be dependent upon the operator demonstrating an adequate organisation, method of control and supervision of flight operations, training programme as well as ground handling and maintenance arrangements consistent with the nature and extent of the operations specified.

(4) The continued validity of an air operator certificate shall depend upon the operator maintaining the requirements of subregulation (3) under the supervision of the Authority.

(5) An air operator certificate shall include the following information:

- (a) the State of the operator and the issuing Authority;
- (b) the air operator certificate number and its expiration date;
- (c) the operator name, trading name (if different) and address of the principal place of business;
- (d) the date of issue and the name, signature and title of the authority representative; and
- (e) the location, in a controlled document carried on board, where the contact details of operational management can be found:

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Provided that, the layout of the First Schedule to the Civil Aviation (Air Operator Certification and Administration) Regulations shall be applied.

(6) The operations specifications associated with the air operator certificate shall include information listed and its layout prescribed in the Second Schedule to the Civil Aviation (Air Operator Certification and Administration) Regulations.

Surveillance
of operations
by foreign
operator
GN. No.
169 of 2006

12.-(1) The Authority shall recognise as valid an air operator certificate issued by another Contracting State:

Provided that, the requirements under which the certificate was issued are at least equal to the applicable International Standards specified in these Regulations and the Civil Aviation (Operation of Aircraft by Foreign Operator in and out of United Republic of Tanzania) Regulations.

(2) The Authority shall establish a programme with procedures for the surveillance of operations in the territory by a foreign operator and for taking appropriate action when necessary to preserve safety.

(3) A foreign operator shall meet and maintain the requirements established by the Authority in which the operations are conducted.

Operations
manual
GN. No.
69 of 2017

13.-(1) An operator shall provide for the use and guidance of operations personnel concerned, an operations manual constructed using the prescribed guidance contained in the Third Schedule to the Civil Aviation (Air Operator

Certification and Administration) Regulations.

(2) An operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date and all such amendments or revisions be issued to all personnel that are required to use the manual.

(3) The Authority shall establish a requirement for the operator to provide a copy of the operations manual together with all amendments and revisions for review, acceptance and where required, approval.

(4) The operator shall incorporate in the operations manual such mandatory material as the Authority may require.

Operating
instructions

14.-(1) An operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.

(2) A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot at the controls.

(3) An operator shall provide appropriately specific training and procedures to be followed for all personnel, other than qualified pilots, who are likely to carry out the turning of a rotor under power for purposes other than flight.

(4) An operator shall issue operating instructions and provide information on helicopter climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the take-off and initial climb phase for the existing take-off conditions and intended take-off technique.

(5) The information provided in subregulation (4) shall be based on the helicopter manufacturer's or other data, acceptable to the Authority, and the information shall be included in the operations manual.

In-flight
simulation of
emergency
situations

15. An operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.

Checklists

16. An operator shall ensure that the normal, abnormal and emergency procedures checklists are used by flight crew prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures prescribed in the helicopter flight manual:

Provided that, the design and utilisation of checklists shall observe human factors principles.

Minimum
flight altitudes

17.-(1) An operator shall establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over or the Authority:

Provided that, the flight altitudes shall not be less than those established by that State, unless specifically approved by the State flown over.

(2) An operator shall specify the method by which it is intended to determine minimum flight altitudes for operations conducted over routes for which minimum flight altitudes have not been established by the State flown over, or the Authority, and shall include the method in the operations manual.

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(3) The minimum flight altitudes determined in accordance with subregulation (2) shall not be lower than the minimum flight altitudes specified in the Civil Aviation (Rules of the Air) Regulations.

(4) The method for establishing the minimum flight altitudes shall be approved by the Authority.

(5) The Authority shall approve such method only after consideration of the probable effects of the following factors on the safety of the operation:

- (a) the accuracy and reliability with which the position of the helicopter can be determined;
- (b) the inaccuracies in the indications of the altimeters used;
- (c) the characteristics of the terrain such as sudden changes in the elevation;
- (d) the probability of encountering unfavourable meteorological conditions such as severe turbulence and descending air currents;
- (e) possible inaccuracies in aeronautical charts; and

(f) airspace restrictions.

Heliport or
landing
location
operating
minima
GN. No.
52 of 2026
reg. 6

18.-(1) An operator shall establish operating minima for each heliport or landing location to be used in operations and the method of determination of such minima shall be approved by the Authority.

(2) The operating minima shall not be lower than any that may be established for such heliport or landing location by the State of the Aerodrome, except when specifically approved by that State.

(3) The Authority may approve operational credit for operations with helicopters equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS and such approvals shall not affect the classification of the instrument approach procedure.

(4) The Authority shall require that in establishing the operating minima for each heliport or landing location which may apply to any particular operation, the Authority shall take full account of the following:

- (a) the type, performance and handling characteristics of the helicopter;
- (b) the composition of the flight crew, their competence and experience;
- (c) the physical characteristics of the heliport, and direction of approach;
- (d) the adequacy and performance of the available visual and non-visual ground aids;
- (e) the equipment available on the helicopter for the purpose of navigation, acquisition of visual references and control of the flight path during the approach, landing and missed approach;
- (f) the obstacles in the approach and missed approach areas and the obstacle clearance altitude or height for the instrument approach procedures;
- (g) the means used to determine and report meteorological conditions; and
- (h) the obstacles in the climb out areas and necessary clearance margins;

- (i) the conditions prescribed in the operations specifications; and
- (j) any relevant minima that may be promulgated by the Authority.

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

- (a) in the case of Type A, a minimum descent height or decision height at or above 75 m (250 ft); and
- (b) in the case of Type B, a decision height below 75 m (250 ft) where Type B instrument approach operations are categorised as:

- (i) Category I (CAT I), with a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m;
- (ii) Category II (CAT II), with a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft) and a runway visual range not less than 300 m;
- (iii) category III (CAT III): a decision height lower than 30 m or 100 feet or no decision height and a runway visual range less than 300 m or no runway visual range limitations;

(6) Category II and Category III instrument approach operations shall not be authorised unless RVR information is provided.

(7) Heliport or landing location operating minima below 800 m visibility for instrument approach operations shall not be authorised unless RVR information or an accurate measurement or observation of visibility is provided.

(8) The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent

altitude or minimum descent height minimum visibility and, where necessary, the cloud conditions.

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

Fuel and oil records

19.-(1) An operator shall maintain fuel and oil records to enable the Authority to ascertain that, for each flight, the requirements of regulation 31 have been complied with.

(2) Fuel and oil records shall be retained by the operator for a period of six months.

Pilot-in-command

20. An operator shall designate one pilot to act as pilot-in-command for each flight.

Passengers

21. The pilot-in-command shall ensure that-

(a) passengers are made familiar with the location and use of-

- (i) seat belts or harnesses;
- (ii) emergency exits;
- (iii) life jackets, where the carriage of life jackets is prescribed;
- (iv) oxygen dispensing equipment, where the provision of oxygen for the use of passengers is prescribed; and
- (v) other emergency equipment provided for individual use, including passenger emergency briefing cards;

(b) the passengers are informed of the location and general manner of use of the principal emergency equipment carried for collective use;

(c) in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances; and

(d) during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board a helicopter be secured in

their seats by means of the seat belts or harnesses provided.

Over water
flights

22. All helicopters on flights over water in a hostile environment in accordance with these Regulations shall be certificated for ditching:

Provided that, the sea state shall be an integral part of ditching information.

Flight
preparation

23.-(1) A flight, or series of flights, shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that-

- (a) the helicopter is airworthy;
- (b) the instruments and equipment prescribed in the regulations relating to instrument and equipment, for the particular type of operation to be undertaken, are installed and are sufficient for the flight;
- (c) a maintenance release as prescribed in the Civil Aviation (Air Operator Certification and Administration) Regulations has been issued in respect of the helicopter;
- (d) the mass of the helicopter and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
- (e) any load carried is properly distributed and safely secured;
- (f) a check has been completed indicating that the operating limitations as described in these Regulations can be complied with for the flight to be undertaken; and
- (g) requirements relating to operational flight planning have been complied with.

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(2) An operator shall keep the completed flight preparation forms for a period of six months.

Operational
flight
planning

24.-(1) An operational flight plan shall be completed for every intended flight or series of flights, and approved

by the pilot-in-command, and shall be lodged with the appropriate authority.

(2) An operator shall determine the most efficient means of lodging the operational flight plan.

(3) The operations manual shall describe the content and use of the operational flight plan.

Take-off
alternate
heliport

25.-(1) A take-off alternate heliport shall be selected and specified in the operational flight plan where the weather conditions at the heliport of departure are at or below the applicable heliport operating minima.

(2) Where a heliport is selected as a take-off alternate, the available information shall indicate that, at the estimated time of use, the conditions shall be at or above the heliport operating minima for that operation.

Destination
alternate
heliport
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reg 7

26.-(1) Where a flight is conducted in accordance with instrument flight rules, at least one destination alternate shall be specified in the operational flight plan and the flight plan, unless-

- (a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the heliport of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions as prescribed by the Authority; or
- (b) the heliport of intended landing is isolated and no alternate is available; and
- (c) a point of no return is determined.

(2) Where a heliport is selected as a destination alternate, the available information shall indicate that, at the estimated time of use, the conditions shall be at or above the heliport operating minima for that operation.

(3) Two destination alternates shall be selected where a flight departs to a destination which is forecast to be below the heliport operating minima.

(4) Notwithstanding subregulation (3), the first destination alternate shall be at or above the heliport

operating minima for destination and the second at or above the heliport operating minima for alternate.

(5) Offshore alternate heliports shall not be used when if it is possible to carry enough fuel to have an onshore alternate.

(6) Offshore alternate heliports shall not be used in a hostile environment.

Offshore
destination
alternate
heliport
GN. No.
52 of 2026
reg. 8

26A.-(1) The Authority shall issue a specific approval for the operational use of offshore destination alternate heliports.

(2) A helideck may be specified as an offshore destination alternate heliport when the closest onshore destination alternate is not within achievable range of the helicopter, subject to the following conditions:

- (a) a helideck shall be used as an offshore destination alternate heliport after the point of no return and when an onshore aerodrome is not geographically available;
- (b) the operator shall have the operations manual containing-
 - (i) risk assessment process for the utilisation of helidecks as offshore destination alternate heliports and conduct such an assessment prior to their selection and use;
 - (ii) specific procedures and appropriate training programmes for the offshore destination alternate heliport operations; and
 - (iii) information published in an appropriate form for pre-surveyed and assessed for suitability for any helideck intended to be used as an offshore destination alternate heliport, including the orientation of the helideck;
- (c) the helicopter shall have a one-engine inoperative landing capability at the offshore destination alternate heliport; and
- (d) the minimum equipment list shall contain

specific provisions for this type of operation.

(3) The use of an offshore destination alternate heliport shall be restricted to helicopters which can achieve one-engine-inoperative in ground effect hover at an appropriate power rating at the offshore destination alternate heliport.

(4) Where the surface of the helideck or prevailing conditions especially wind velocity, precludes an one-engine-inoperative, in ground effect, out of ground effect hover performance at an appropriate power rating, shall be used to compute the landing mass.

(5) The landing mass shall be calculated from graphs provided in the operations manual taking into account helicopter configuration, environmental conditions and the operation of systems that have an adverse effect on performance.

(6) The planned landing mass of the helicopter, including crew, passengers, baggage, cargo and 30 minutes final reserve fuel, should not exceed the one-engine inoperative mass at the time of approach to the offshore destination alternate heliport.

(7) The operator's risk assessment process shall take into consideration at least the following:

- (a) the type and circumstances of the operation;
- (b) the area over which the operation is being conducted, including sea conditions, survivability and search and rescue facilities;
- (c) the availability and suitability of the helideck for use as an offshore destination alternate heliport, including the physical characteristics, dimensions, configuration and obstacle clearance, the effect of wind direction and strength, and turbulence;
- (d) the type of helicopter(s) being used;
- (e) mechanical reliability of the helicopter engines and critical control systems and components;
- (f) the training and operational procedures, including mitigation of the consequences of helicopter technical failures;
- (g) specific mitigation measures;

- (h) helicopter equipment;
- (i) spare payload capacity for the carriage of additional fuel;
- (j) weather minima, taking into account the accuracy and reliability of meteorological information; and
- (k) communications and aircraft tracking facilities.

(8) Where the use of an offshore destination alternate heliport is planned, the meteorological observations, both at the offshore destination and the offshore destination alternate heliports, should be taken by an observer acceptable to the designated meteorological authority.

(9) Offshore destination alternate heliports should not be used for payload enhancement.

(10) To demonstrate the mechanical reliability of critical control systems and critical components of the helicopter, the operator should install and utilize a health and usage monitoring system with tailored criteria for this type of operation.

(11) The heliport operating minima for the offshore destination and offshore destination alternate heliport required under regulation 18(4) shall make due allowance for the availability and reliability of weather information and the geographic environment.

(12) The operator shall specify cloud ceiling and visibility criteria relevant to the helideck elevation and location.

(13) To use an offshore destination alternate helideck, it shall be ensured that, within 60 NM of the destination helideck and alternate helideck, fog is not present nor forecasted during the period commencing one hour before and ending one hour after the expected time of arrival at the offshore destination or offshore destination alternate helideck.

(14) An offshore destination alternate heliport or helideck should be more than 30 NM from the original destination to reduce the likelihood of a localized weather event precluding landings at both the offshore destination and the offshore destination alternate heliport or helideck.

(15) The operator shall ensure that, before passing the point of no return, the following actions have been completed:

- (a) confirmation that navigation to the offshore destination and offshore destination alternate heliport is assured;
- (b) radio contact with the offshore destination and offshore destination alternate heliport or master station is established;
- (c) the landing forecast at the offshore destination and offshore destination alternate heliport are obtained and confirmed to be at or above the required minima;
- (d) the requirements for one-engine-inoperative landing are against reported the verified latest weather conditions to ensure that they can be met; and
- (e) to the extent possible, having considered information on current and forecast use of the offshore destination alternate heliport, and on conditions prevailing, the availability of the offshore destination alternate heliport will be guaranteed by the helideck provider until the landing at the offshore destination, or the offshore destination alternate heliport, is achieved.

Meteorological
conditions -
visual flight
rules

27. A flight to be conducted in accordance with 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 or in the intended area of operations under visual flight rules shall be at the appropriate time, to enable compliance with these Regulations.

Meteorological
conditions –
instrument
flight rules

28. A flight to be conducted in accordance with instrument flight rules shall not be commenced unless information is available which indicates that conditions at the destination heliport or landing location or, when an

alternate is required, at least one alternate heliport shall, at the estimated time of arrival, be at or above the heliport operating minima.

Visibility

29. An operator shall specify appropriate incremental values for height of cloud base and visibility, acceptable to the Authority, to be added to the operator's established heliport or landing location operating minima to ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out at each alternate heliport or landing location.

Icing
conditions

30.-(1) A pilot-in-command shall not commence a flight in known or expected icing conditions unless the helicopter is certificated and equipped to cope with such conditions.

(2) A pilot-in-command shall not plan to commence a flight or expect to operate in suspected or known ground icing conditions unless the helicopter has been inspected for icing and, where necessary, has been given appropriate de-icing or anti-icing treatment.

(3) Accumulation of ice or other naturally occurring contaminants shall be removed so that the helicopter is kept in an airworthy condition prior to take-off.

Fuel and oil
requirements

31. A helicopter flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight and shall carry a reserve to provide for contingencies.

Visual flight
rule
operations

32. The fuel and oil carried in order to comply with regulation 31 shall, in the case of visual flight rules operations, be at least the amount to allow the helicopter to-

- (a) fly to the landing site to which the flight is planned;
- (b) have final reserve fuel to fly thereafter for a period of twenty minutes at best-range speed;

and

- (c) have an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the Authority.

Instrument
flight rule
operations

33.-(1) The fuel and oil carried in order to comply with regulation 31 shall, in the case of instrument flight rules operations, be at least the amount to allow the helicopter-

- (a) where an alternate is not required, in accordance with regulation 26 to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have-
 - (i) final reserve fuel to fly 30 minutes at holding speed at 450 m (1500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and
 - (ii) an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the Authority;
- (b) where an alternate is required, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter-
 - (i) fly to and execute an approach at the alternate specified in the flight plan;
 - (ii) have final reserve fuel to fly for 30 minutes at holding speed at 450 m (1500 ft) above the alternate under standard temperature conditions, and approach and land;
 - (iii) have an additional amount of fuel to provide for the increased; and
 - (iv) consumption on the occurrence of any of the potential contingencies specified

by the operator to the satisfaction of the Authority;

- (c) where no alternate heliport or landing location is available, with respect to regulation 26, in circumstances including when the destination is isolated, sufficient fuel shall be carried to enable the helicopter to fly to the destination to which the flight is planned and thereafter for a period that will, based on geographic and environmental considerations, enable a safe landing to be made.

(2) In computing the fuel and oil required in regulation 31, at least the following shall be considered:

- (a) meteorological conditions forecast;
- (b) expected air traffic control routings and traffic delays;
- (c) for instrument flight rules flight, one instrument approach at the destination heliport, including a missed approach;
- (d) the procedures prescribed in the operations manual for loss of pressurisation, where applicable, or failure of one engine while en-route; and
- (e) any other conditions that may delay the landing of the helicopter or increase fuel or oil consumption.

(3) The use of fuel after flight commencement for purposes other than originally intended during preflight planning shall require a reanalysis and, if applicable, adjustment of the planned operation.

Refuelling
with
passengers on
board or
rotors turning

34.-(1) A helicopter shall not be refueled, rotors stopped or turning, when-

- (a) passengers are embarking or disembarking; or
- (b) oxygen is being replenished.

(2) When the helicopter is refueled with passengers on board, rotors stopped or turning, it shall be properly attended by sufficient qualified personnel, ready to initiate and direct an evacuation of the helicopter by the most

practical, safe and expeditious means available.

(3) In order to achieve the requirements of subregulation (2)-

- (a) the flight crew shall ensure that the passengers are briefed on what actions to take if an incident occurs during refueling;
- (b) a constant two-way communication shall be maintained by the helicopter's intercommunication system or other suitable means between the ground crew supervising the refueling and the qualified personnel on board the helicopter; and
- (c) during an emergency shutdown procedure, the flight crew shall ensure that any personnel or passengers outside the helicopter are clear of the rotor area.

(4) An operator shall establish procedures and specify conditions under which such refueling may be carried out.

(5) In addition to the requirements of subregulation (2), operational procedures shall specify that at least the following precautions are taken-

- (a) doors on the refueling side of the helicopter remain closed where possible, unless these are the only suitable exits;
- (b) doors on the non-refueling side of the helicopter remain open, weather permitting, unless otherwise specified by the Rotor Craft Flight Manual;
- (c) firefighting facilities of the appropriate scale be positioned so as to be immediately available in the event of a fire;
- (d) where the presence of fuel vapour is detected inside the helicopter, or any other hazard arises during refueling, fueling shall be stopped immediately;
- (e) the ground or deck area beneath the exits intended for emergency evacuation be kept clear;
- (f) seat belts should be unfastened to facilitate rapid

egress; and

- (g) when rotors are turning, only ongoing passengers shall remain on board.

(6) A helicopter shall not be refueled with aviation gasoline or wide cut type fuel or a mixture of these types of fuel, when passengers are on board.

(7) A helicopter shall not be defueled at any time when-

- (a) passengers remain on board;
- (b) passengers are embarking or disembarking; or
- (c) oxygen is being replenished.

Oxygen
supply

35.-(1) A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply-

- (a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and
- (b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.

(2) A flight to be operated with a pressurised helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurisation, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa.

(3) Where the helicopter is operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely to a flight altitude at which the atmospheric pressure is equal to 620 hPa within four minutes, there shall be no less than a 10-minute supply for the occupants of the passenger compartment:

Provided that, approximate altitudes in the standard atmosphere corresponding to the values of absolute pressure

are prescribed as follows:

Absolute pressure	Metres	Feet
700 hPa	3 000	10000
620 hPa	4 000	13000
376 hPa	7 600	25000

Inflight
procedures
heliport
operating
minima

36.-(1) A flight shall not be continued towards the heliport of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that heliport, or at least one destination alternate heliport, in compliance with the operating minima established in accordance with regulation 18.

(2) An instrument approach shall not be continued below 300 m (1000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima.

(3) Where, after entering the final approach segment or after descending below 300 m (1000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.

(4) A helicopter shall not continue its approach-to-land at any heliport beyond a point at which the limits of the operating minima specified for that heliport would be infringed.

Meteorological
observations
GN. No.
59 of 2017

37. The procedures for making meteorological observations on board helicopter in flight and for recording and reporting them shall be as prescribed in the Civil Aviation (Meteorology Services for Air Navigation) Regulations and any other relevant publications issued by the Authority.

Hazardous
flight
conditions

38. Hazardous flight conditions encountered, other than those associated with meteorological conditions, shall be reported to the appropriate aeronautical station as soon as possible, and such reports rendered shall give details

pertinent to the safety of other aircraft.

Flight
crew
members
at duty
stations

39.-(1) All flight crew members required to be on flight deck duty shall be at their stations during take-off and landing.

(2) All flight crew members required to be on flight deck duty during en-route phase of a flight shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter or for physiological needs.

(3) Flight crew members shall keep their seat belt fastened when at their stations.

(4) Flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases.

(5) All other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt shall remain fastened.

Use of oxygen

40. All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in accordance with regulation 35.

Safeguarding
of cabin crew
and
passengers in
pressurised
helicopter in
event of loss
of
pressurisation

41.-(1) Cabin crew shall be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurisation and, they shall have such means of protection as to enable them administer first aid to passengers during stabilised flight following the emergency.

(2) Passengers shall be safeguarded by such devices or operational procedures to ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurisation.

Instrument
flight
procedures

42.-(1) The Authority shall approve and promulgate one or more instrument approach procedures designed to support instrument approach operations in which the heliport is located to serve each instrument runway or aerodrome utilised for instrument flight operations.

(2) All helicopters operated in accordance with instrument flight rules shall comply with the instrument approach procedures approved by the Authority in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of State.

Helicopter
operating
procedures
for noise
abatement
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43. Operators of helicopters shall comply with the noise certification standards and shall carry a document attesting noise certification.

In-flight fuel
management

44.-(1) An operator shall establish policies and procedures, approved by the Authority, to ensure that in-flight fuel checks and fuel management are performed.

(2) 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 a landing site where a safe landing can be made with the planned final reserve fuel remaining.

(3) The pilot-in-command shall advise Air Traffic Controller of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel.

(4) The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with regulation 31.

Duties of
pilot-in-
command

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45. A pilot-in-command shall-

- (a) be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine are started until the helicopter finally comes to rest at the end of the flight, with the engine shut down and the rotor blades stopped;
- (b) ensure that the checklists specified in regulation 16 are complied with in detail;
- (c) be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property in accordance with Civil Aviation (Aircraft Accident and Incident Investigation) Regulations;
- (d) be responsible for reporting all known or suspected defects in the helicopter, to the operator, at the termination of the flight; and
- (e) be responsible for the journey log book or the general declaration containing the information required under regulations 76 or 77.

Duties of
flight
operations
officer
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46.-(1) A flight operations officer in conjunction with a method of control and supervision of flight operations in accordance with Civil Aviation (Air Operator Certification and Administration) Regulations shall-

- (a) assist the pilot-in-command in flight preparation and provide the relevant information;
 - (b) assist the pilot-in-command in preparing the operational and ATS flight plans, sign when applicable and file the air traffic services flight plan with the appropriate air traffic services unit; and
 - (c) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight.
- (2) A flight operations officer in the event of an

emergency shall-

- (a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with air traffic services procedures; and
- (b) 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.

(3) The pilot-in-command shall convey relevant information to the flight operations officer during a course of flight, particularly in the context of emergency situations.

Carry-on
baggage

47. The operator shall ensure that all baggage carried onto a helicopter and taken into the passenger cabin is adequately and securely stowed.

Fatigue
management

48.-(1) The Operator shall establish and implement fatigue management programme that ensures all operator personnel involved in the operation and maintenance of the helicopter do not carry out their duties when fatigued.

(2) The programme referred to under subregulation (1) shall address flight and duty times and be included in the operations manual.

Helicopter
performance
operating
limitations
GNs. Nos.
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reg. 10

49.-(1) Helicopters shall be operated in accordance with a comprehensive and type certification under the Civil Aviation (Airworthiness) Regulations.

(2) Helicopter operations shall be conducted in a manner that gives appropriate consideration for achieving a safe forced landing, in conditions where the safe continuation of flight is not ensured in the event of a critical engine failure.

(3) Notwithstanding the provisions of subregulation (2), the Authority may, based on the result of a risk assessment, allow for variations without a safe forced landing to be included in the Code of Performance established in accordance with the provisions of subregulation (1), risk assessment shall take into

consideration at least the following:

- (a) the type and circumstances of the operation;
- (b) the area or terrain over which the operation is being conducted;
- (c) the probability of, and length of exposure to, a critical engine failure and the tolerability of such an event;
- (d) the procedures and systems for monitoring and maintaining the reliability of the engine(s);
- (e) the training and operational procedures to mitigate the consequences of the critical engine failure; and
- (f) helicopter equipment.

(4) Where the Authority permits IMC operations in performance Class 3, such operations shall be conducted in accordance with the provisions of these Regulations.

(5) Helicopters for which application for certification was submitted on or after 22nd March 1991 but before 13th December 2007 and helicopters for which application for certification was submitted on or after 13th December 2007 is not applicable because of the exemption provided for in Article 41 of the Chicago Convention, 1944, the State of the operator shall ensure that the level of performance referred in regulation 50 is met as far as practicable.

(6) Where helicopters are operated to or from heliports in a congested hostile environment, the operator shall comply with the requirements specified by the competent authority of the State in which the heliport is situated to enable these operations to be conducted in a manner that gives appropriate consideration for the risk associated with an engine failure.

Applicable to
helicopters
certificated in
accordance
with Civil
Aviation
(Airworthines
s) Regulations
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50.-(1) The provisions contained in these Regulations are applicable to the helicopters to which the airworthiness standards are applicable.

(2) The level of performance defined by the appropriate parts of the code of performance referred to in these Regulations for the helicopters shall be consistent with the overall level embodied in the Civil Aviation

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(Airworthiness) Regulations of this part.

(3) A helicopter shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.

(4) The Authority shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of these Regulations.

(5) A flight shall not be commenced unless the performance information provided in the flight manual indicates that these Regulations can be complied with for the flight to be undertaken.

(6) In applying these Regulations, account shall be taken of all factors that significantly affect the performance of the helicopter including mass, operating procedures, the pressure-altitude appropriate to the elevation of the operating site, temperature, wind and condition of the surface.

(7) Factors referred to in subregulation (5) shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the code of performance in accordance with which the helicopter is being operated.

Mass
limitations
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reg. 11

51.-(1) The mass of the helicopter at the start of take-off shall not exceed the mass at which the code of performance referred to in these Regulations is complied with, allowing for expected reductions in mass as the flight proceeds and for such fuel jettisoning as is appropriate.

(2) The mass at the start of take-off shall not exceed the maximum take-off mass specified in the helicopter flight manual taking into account the factors specified in these Regulations.

(3) The estimated mass for the expected time of landing at the destination and at any alternate shall not exceed the maximum landing mass specified in the helicopter flight manual taking into account the factors

specified in these Regulations.

(4) The mass at the start of take-off, or at the expected time of landing at the destination and at any alternate, shall not exceed the relevant maximum mass at which compliance has been prescribed by the Authority, unless otherwise authorised in exceptional circumstances for a certain operating site where there is no noise disturbance problem, by the competent authority of the State in which the operating site is situated.

Take-off and
initial climb
phase

52.-(1) Operations in performance Class 1: an operator shall ensure that helicopter is able, in the event of the failure of the critical engine being recognised at or before the take-off decision point, to discontinue the take-off and stop within the rejected take-off area available or, in the event of the failure of the critical engine being recognised at or after the take-off decision point, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with regulation 53.

(2) Operations in performance Class 2: the helicopter shall be able, in the event of the failure of the critical engine at any time after reaching DPATO, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with these regulations:

Provided that, before the DPATO failure of the critical engine may cause the helicopter to force land and the conditions prescribed in regulation 49 (2) shall apply.

(3) Operations in performance Class 3: where at any point of the flight path, failure of an engine will cause the helicopter to force land and the conditions prescribed in regulation 49(2) shall apply.

En-route
phase

53.-(1) Operations in performance Classes 1 and 2: an operator shall ensure that helicopter is able, in the event of the failure of the critical engine at any point in the enroute phase, to continue the flight to a site at which the conditions for operations in performance Class 1, or Class 2 can be met, without flying below the appropriate minimum flight

altitude at any point.

(2) The Authority shall assess the risks associated with a second engine failure, when the enroute phase is conducted over a hostile environment and the diversion time to an alternate exceeds two hours.

(3) Operations in performance Class 3: an operator shall ensure that the helicopter is able, with all engines operating, to continue along its intended route or planned diversions without flying at any point below the appropriate minimum flight altitude:

Provided that, at any point of the flight path, failure of an engine will cause the helicopter to force land and the conditions prescribed in regulation 49(2) shall apply.

Approach and
landing phase

54.-(1) Operations in performance Class 1, in the event of the failure of the critical engine being recognised at any point during the approach and landing phase, before the landing decision point, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able to land and stop within the landing distance available or to perform a bailed landing and clear all obstacles in the flight path by an adequate margin equivalent to that prescribed in regulation 52(1):

Provided that, in case of the failure occurring after the landing decision point, the helicopter shall be able to land and stop within the landing distance available.

(2) Operations in performance Class 2, in the event of the failure of the critical engine before the DPBL, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able either to land and stop within the landing distance available or to perform a bailed landing and clear all obstacles in the flight path by an adequate margin equivalent to that prescribed in regulation 52(2):

Provided that, after the DPBL, failure of an engine may cause the helicopter to force land and the conditions prescribed in regulation 49(2) shall apply.

(3) Operations in performance Class 3, at any point of the flight path, failure of an engine will cause the helicopter to force land and the conditions prescribed in

regulation 49(2) shall apply.

Obstacle data

55. The operator shall use available obstacle data to develop procedures to comply with the take-off, initial climb, approach and landing phases detailed in the code of performance established by the Authority.

Additional requirements for operations of helicopters in performance Class 3 in IMC, except special VFR flights
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56.-(1) Operations in performance Class 3 in IMC shall be conducted only over a surface environment acceptable to the Authority of the State over which the operations are performed.

(2) Authority shall ensure that in approving operations by helicopters operating in performance Class 3 in IMC, the helicopter is certificated for flight under instrument flight rules and that the overall level of safety intended by the provisions of these Regulations and the Civil Aviation (Airworthiness) Regulations is provided by-

- (a) the reliability of the engines;
- (b) the operator's maintenance procedures, operating practices and crew training programmes; and
- (c) equipment and other requirements provided in accordance with the Schedule.

(3) Operators of helicopters operating in performance Class 3 in IMC shall have a programme for engine trend monitoring and utilise the engine and helicopter manufacturers' recommended instruments, systems and operational or maintenance procedures to monitor the engines.

(4) An operator operating helicopters in IMC in performance Class 3 shall utilise vibration health monitoring for the tail-rotor drive system in order to minimise the occurrence of mechanical failures.

Electronic data management

57.-(1) The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground, unless the Authority has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are

compatible with the intended function of the existing equipment.

(2) The Operator shall continue to monitor both the process and products.

(3) The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary helicopter.

Operator's
continuing
airworthiness
responsibilities

58.-(1) Operators shall ensure that-

(a) each helicopter they operate is maintained in an airworthy condition;

(b) the operational and emergency equipment necessary for the intended flight is serviceable; and

(c) the certificate of airworthiness of the helicopter they operate remains valid subject to procedures acceptable to the Authority.

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(2) The operator shall not operate a helicopter unless it is maintained and released to service by an organisation approved in accordance with the Civil Aviation (Approved Maintenance Organisation) Regulations, or under an equivalent system, either of which shall be acceptable to the Authority.

(3) The operator shall not operate a helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out by-

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(a) an organisation complying with the Civil Aviation (Approved Maintenance Organisation) Regulations that is either approved by the Authority of the helicopter or is approved by another contracting State and is accepted by the Authority; and

(b) a qualified person or organisation in accordance with procedures that are authorised by the Authority and there is a maintenance release in relation to the maintenance carried out.

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(4) The person signing the maintenance release shall be licensed in accordance with the Civil Aviation

(Personnel Licensing) Regulations when the Authority accepts an equivalent system.

(5) The operator shall employ a qualified person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.

(6) The operator shall ensure that the maintenance of its helicopters is performed in accordance with the maintenance programme approved by the Authority.

Operator's
maintenance
control
manual

59.-(1) The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the Authority.

(2) The operator's maintenance control manual referred to in subregulation (1) which may be issued in separate parts, shall contain the following information:

- (a) a description of the procedures including, where applicable:
 - (i) administrative arrangements between the operator and the approved maintenance organisation;
 - (ii) maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organisation;
- (b) names and duties of the qualified person or persons required under regulation 58(5);
- (c) a reference to the maintenance programme required under regulation 60;
- (d) a description of the methods used for the completion and retention of the operator's maintenance records required under regulation 61;
- (e) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required under regulation 62;
- (f) a description of the procedures for implementing action resulting from mandatory

- continuing airworthiness information;
- (g) a description of establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme;
- (h) a description of helicopter types and models to which the manual applies;
- (i) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified;
- (j) a description of the procedures for advising the Authority of significant in-service occurrences;
- (k) a description of procedures to control the leasing of aircraft and related aeronautical products; and
- (l) a description of the maintenance control manual amendment procedures.

(3) The operator shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.

(4) Copies of all amendments to the operator's maintenance control manual shall be furnished promptly to all organisations or persons to whom the manual has been issued.

(5) The operator shall provide the Authority and the State of registry with a copy of the operator's maintenance control manual, together with all amendments or revisions to it and shall incorporate in it such mandatory material as the Authority or the State of registry may require:

Provided that, the design of the manual shall observe human factors principles.

Maintenance
programme

60.-(1) The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the Authority.

(2) A maintenance programme for each helicopter referred to in subregulation (1) shall contain the following

information:

- (a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilisation of the helicopter;
- (b) a continuing structural integrity programme, where applicable;
- (c) procedures for changing or deviating from paragraphs (a) and (b); and
- (d) when applicable, condition monitoring and reliability programme descriptions for helicopter systems, components, power transmissions, rotors and engines.

(3) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such by the operator.

(4) The maintenance programme shall be based on maintenance programme information made available by the State of design or by the organisation responsible for the type design, and any additional applicable experience.

(5) Copies of all amendments to the maintenance programme shall be furnished promptly to all organisations or persons to whom the maintenance programme has been issued:

Provided that, the design and applications of operator's maintenance programme shall observe human factors principles.

Continuing
airworthiness
records

61.-(1) The operator shall ensure that the following records are kept-

- (a) the total time in service (hours, calendar time and cycles, as appropriate) of the helicopter and all life-limited components;
- (b) the current status of compliance with all mandatory continuing airworthiness information;
- (c) appropriate details of modifications and repairs to the helicopter and its major components;
- (d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the helicopter or its components subject to a

mandatory overhaul life;

- (e) the current status of the helicopter's compliance with the maintenance programme; and
- (f) the detailed maintenance records to show that all requirements for a maintenance release have been met.

(2) The records in paragraph (a) to (e) of subregulation (1) shall be kept for minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in subregulation (1)(f) for a minimum period of one year after the signing of the maintenance release.

(3) In the event of a temporary change of operator, the records shall be made available to the new operator, and in the event of any permanent change of operator, the records shall be transferred to the new operator.

(4) Records kept and transferred in accordance with this regulation shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.

Continuing
airworthiness
information

62.-(1) The operator of a helicopter over 3175 kg maximum mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of registry and report through the system specified for airworthiness requirements.

(2) The operator of a helicopter over 3175 kg maximum mass shall obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of registry.

Modifications
and repairs

63.-(1) All modifications and repairs shall comply with airworthiness requirements acceptable to the Authority.

(2) Procedures shall be established to ensure that the substantiating data supporting compliance with the

airworthiness requirements are retained.

Maintenance
release

64.-(1) A maintenance release shall be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures described in the maintenance organisation's procedures manual.

(2) Where maintenance is carried out by an approved maintenance organisation, the maintenance release shall be issued by the approved maintenance organisation in accordance with the provisions of the airworthiness regulations.

(3) A maintenance release shall contain a certification with the following specifications:

- (a) basic details of the maintenance carried out including detailed reference of the approved data used;
- (b) the date such maintenance was completed;
- (c) when applicable, the identity of the approved maintenance organisation; and
- (d) the identity of the qualified person or persons signing the release.

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(4) Where maintenance is not carried out by an approved maintenance organisation, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with the Civil Aviation (Personnel licensing) Regulations to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures acceptable to the Authority.

(5) Where maintenance is not carried out by an approved maintenance organisation, the maintenance release shall include the following:

- (a) basic details of the maintenance carried out including detailed reference of the approved data used;
- (b) the date such maintenance was completed; and
- (c) the identity of the qualified person or persons signing the release.

Records

65.-(1) The operator shall ensure that the following records are kept-

- (a) in respect of the entire helicopter, the total time in service;
- (b) in respect of the major components of the helicopter-
 - (i) the total time in service;
 - (ii) the date of the last overhaul;
 - (iii) the date of the last inspection;
- (c) in respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service-
 - (i) such records of the time in service as are necessary to determine their serviceability or to compute their operating life;
 - (ii) the date of the last inspection.

(2) The records shall be kept for a period of ninety days after the end of the operating life of the unit to which they refer.

Composition of flight crew

66.-(1) The operator shall ensure that number and composition of the flight crew shall not be less than that specified in the operations manual.

(2) The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of helicopter used, the type of operation involved and the duration of flight between points where flight crews are changed.

(3) The flight crew shall include at least one member authorised by the State of registry to operate the type of radio transmitting equipment to be used.

Flight crew member emergency duties

67.-(1) The operator shall, for each type of helicopter, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation.

(2) In accomplishing the functions specified in subregulation (1), annual training shall be contained in the

operator's training programme and may include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the helicopter.

Flight crew
member
training
programmes

68.-(1) The operator shall establish and maintain a ground and flight training programme, approved by the Authority, which ensures that all flight crew members are adequately trained to perform their assigned duties.

(2) The training programme referred to in subregulation (1) shall-

- (a) include ground and flight training facilities and properly qualified instructors as determined by the Authority;
- (b) consist of ground and flight training for the type of helicopter on which the flight crew member serves;
- (c) include proper flight crew coordination and training for all types of emergency and abnormal situations or procedures caused by engine, transmission, rotor, airframe or systems malfunctions, fire or other abnormalities;
- (d) include training in knowledge and skills related to the visual and instrument flight procedures for the intended area of operation, human performance and threat error and management, the transport of dangerous goods and, where applicable, procedures specific to the environment in which the helicopter is to be operated;
- (e) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures;
- (f) include training in knowledge and skills related to the operational use of head up display or enhanced vision systems for those helicopters so equipped; and

(g) include an assessment of competence, undertaken on a recurrent basis as determined by the Authority.

(3) The requirement for recurrent flight training in a particular type of helicopter shall be considered fulfilled by-

(a) the use of flight simulation training devices approved by the Authority for that purpose to the extent deemed appropriate by the Authority; or

(b) the completion within the appropriate period of the proficiency check required under regulation 72 in that type of helicopter.

General
qualifications
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69. The operator shall comply with the Civil Aviation (Personnel Licensing) Regulations in assigning a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during flight.

Recent
experience for
pilot-in-
command and
co-pilot

70.-(1) The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding ninety days on the same type of helicopter or in a flight simulator approved for that purpose.

(2) The Authority shall decide under which conditions the requirements of subregulation (1) for each variant or each type of helicopter can be combined, where a pilot-in-command or a co-pilot is flying several variants of the same type of helicopter or different types of helicopters with similar characteristics in terms of operating procedures, systems and handling.

Pilot-in-
command
operational
qualifications

71.-(1) The operator shall not utilise a pilot as pilot-in-command of a helicopter on an operation for which that pilot is not currently qualified until such pilot has complied with subregulations (2) and (3).

(2) Each pilot referred to in subregulation (1) shall demonstrate to the operator an adequate knowledge of-

- (a) the operation to be flown, including knowledge of-
 - (i) the terrain and minimum safe altitudes;
 - (ii) the seasonal meteorological conditions;
 - (iii) the meteorological, communication and air traffic facilities, services and procedures;
 - (iv) the search and rescue procedures; and
 - (v) the navigation facilities and procedures associated with the route or area in which the flight is to take place;
- (b) procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima; and
- (c) the portion of the demonstration relating to arrival, departure, holding and instrument approach procedures may be accomplished in an appropriate training device which is adequate for that purpose.

(3) A pilot-in-command shall have made a flight, representative of the operation with the pilot is to be engaged and include a landing at a representative heliport, as a member of the flight crew and accompanied by a pilot who is qualified for the operation.

(4) The operator shall maintain a record, sufficient to satisfy the Authority of the qualification of the pilot and of the manner in which such qualification has been achieved.

(5) The operator shall not continue to utilise a pilot as a pilot-in-command on an operation in an area specified by the operator and approved by the Authority unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew, check pilot, or an observer on the flight deck.

(6) Where in the event that more than 12 months elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot-in-command on that

operation, that pilot shall requalify in accordance with subregulations (2) and (3).

Pilot
proficiency
checks

72.-(1) The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot's competence on each type or variant of a type of helicopter.

(2) Where the operation may be conducted under instrument flight rules, the operator shall ensure that the pilot's competence to comply with such rules are demonstrated to either a check pilot of the operator or to a representative of the Authority.

(3) Pilot proficiency checks shall be performed twice within any period of one year, and two such checks which are similar and that occur within a period of four consecutive months alone shall not satisfy that requirement.

(4) Flight simulation training devices approved by the Authority may be used for those parts of the checks for which they are specifically approved.

(5) Where the operator schedules flight crew on several variants of the same type of helicopter or different types of helicopters with similar characteristics in terms of operating procedures, systems and handling, the Authority shall determine under which conditions the requirements of this regulation for each variant or each type of helicopter can be combined.

Flight crew
equipment

73. 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 the correcting lenses readily available when exercising those privileges.

Qualification
and training of
flight
operational
officer
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74.-(1) An operator engaging a flight operations officer employed in conjunction with an approved method of control and supervision of flight operations shall be licensed flight operations officer in accordance with the Civil Aviation (Personnel Licensing) Regulations.

(2) The Authority in accepting proof of qualifications other than the option of holding of a flight operations officer license, in accordance with the approved method of control and supervision of flight shall require such persons to meet the requirements specified in Civil Aviation (Personnel Licensing) Regulations for the flight operations officer license.

(3) A flight operations officer shall not be assigned to duty unless has-

- (a) satisfactorily completed the operator specific training course that addresses all the specific components of its approved method of control and supervision of flight operations as specified in regulation 11;
- (b) made, within the preceding 12 months, at least two qualification flights in a helicopter over any area for which that person is authorised to exercise flight supervision and that flight include landings at as many heliports as practicable;
- (c) demonstrated to the operator a knowledge of-
 - (i) the contents of the operations manual;
 - (ii) the radio equipment in the helicopters used; and
 - (iii) the navigation equipment in the helicopters used;
- (d) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorised to exercise flight supervision-
 - (i) the seasonal meteorological conditions and the sources of meteorological information;
 - (ii) the effects of meteorological conditions on radio reception in the helicopters used;
 - (iii) the peculiarities and limitations of each navigation system which is used by the operation; and

- (iv) the helicopter loading instructions;
- (e) demonstrated to the operator as to knowledge and skills related to human performance as they apply to dispatch duties; and
- (f) demonstrated to the operator the ability to perform the flight operations duties specified in regulation 46.

(4) A flight operations officer assigned to duty shall maintain complete familiarization with all features of the operations which are pertinent to such duties, including knowledge and skills related to human performance.

(5) A flight operations officer shall not be assigned to duty after 12 consecutive months of absence from such duty, unless the requirements of subregulation (3) are met.

Flight manual
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75.-(1) An operator shall ensure that a flight manual contains the information specified in the Civil Aviation (Airworthiness) Regulations.

(2) The flight manual shall be updated by implementing changes made mandatory by the Authority.

Journey
logbook

76.-(1) A helicopter journey log book shall contain the following items:

- (a) helicopter nationality and registration;
- (b) date;
- (c) names of crew members;
- (d) duty assignments of crew members;
- (e) place of departure;
- (f) place of arrival;
- (g) time of departure;
- (h) time of arrival;
- (i) hours of flight;
- (j) nature of flight (private, scheduled or non-scheduled);
- (k) incidents, observations if any; and
- (l) signature of person in charge.

(2) Entries in the journey log book shall be made current and in ink or indelible pencil.

(3) Completed journey log books shall be retained to provide a continuous record of the last six months' operations.

Records of
emergency
and survival
equipment
carried

77.-(1) Operators shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board any of their helicopters engaged in air navigation.

(2) The information shall include the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.

Flight
recorder
records
GN. No.
58 of 2017

78. The operator shall ensure the preservation of all related flight recorder records in the event the helicopter becomes involved in an accident or incident, and where necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with the Civil Aviation (Aircraft Accident and Incident Investigation) Regulations.

Assignment of
emergency
duties

79.-(1) The operator shall establish the minimum number of cabin crew required for each type of helicopter, based on seating capacity or the number of passengers carried, which shall not be less than the minimum number established during certification, in order to effect a safe and expeditious evacuation of the helicopter, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation.

(2) The operator shall assign the functions referred to in subregulation (1) for each type of helicopter.

Protection
of cabin
crew during
flight

80. Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.

Cabin crew
training
programme

81.-(1) The operator shall establish and maintain a training programme, approved by the Authority, to be completed by all persons before being assigned as a cabin crew member.

(2) Cabin crew members shall complete a recurrent training programme annually.

(3) The training programmes established in terms of subregulation (1) shall ensure that each person is-

- (a) competent to execute those safety duties and functions that the cabin attendant is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;
- (b) drilled and capable in the use of emergency and lifesaving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators;
- (c) when serving on helicopters operated above 3000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurised helicopters, as regards physiological phenomena accompanying a loss of pressurisation;
- (d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crew member's own duties;
- (e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and
- (f) knowledgeable about human performance as related to passenger cabin safety duties including flight crew cabin crew coordination.

Helicopter
search
procedure
checklist

82.-(1) An operator shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage.

(2) The checklist established pursuant to subregulation (1) shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found.

Training
programmes

83.-(1) The operator shall establish and maintain a training programme-

- (a) which enables crew members to act in the most appropriate manner to minimise the consequences of acts of unlawful interference;
- (b) to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on a helicopter so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

(2) The approved security training programme shall include the following elements:

- (a) determination of the seriousness of any occurrence;
- (b) crew communication and coordination;
- (c) appropriate self-defense responses;
- (d) use of non-lethal protective devices assigned to crew members whose use is authorised by the Authority;
- (e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses;
- (f) live situational training exercises regarding various threat conditions;
- (g) flight crew compartment procedures to protect the helicopter; and
- (h) helicopter search procedures and guidance on least risk bomb locations where practicable.

Reporting acts
of unlawful
interference

84. The pilot-in-command shall submit without delay a report of an act of unlawful interference to the designated local authority.

PART III
GENERAL AVIATION OPERATIONS

Compliance
with laws,
regulations
and
procedures

85.-(1) The pilot-in-command shall comply with the relevant laws, regulations and procedures of the States in which the helicopter is operated.

(2) The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine are started until the helicopter finally comes to rest at the end of the flight, with the engine shut down and the rotor blades stopped.

(3) The pilot-in-command shall notify the appropriate local authority without delay, where an emergency situation which endangers the safety of the helicopter or persons necessitates the taking of action which involves a violation of local regulations or procedures.

(4) Where required by the State in which the incident occurs, the pilot-in-command within ten days shall submit a report on any such violation to the appropriate authority of such State and a copy of it to the State of registry of the helicopter.

(5) The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property.

(6) The pilot-in-command shall have available on board the helicopter essential information concerning the search and rescue services in the areas over which it is intended to be flown.

(7) Operators shall ensure that a helicopter has-

(a) equipment and instruments;

(b) communication, navigation and surveillance equipment,

in the manner provided in the relevant regulations relating to instruments and equipment.

Dangerous
goods

86. The pilot-in-command of a helicopter to which these Regulation applies shall not carry dangerous goods in the helicopter unless in accordance with the Technical Instructions for the Safe Transport of Dangerous Goods by Air as approved and published by decision of the Council of the International Civil Aviation Organisation for the time being in force.

Use of
psychoactive
substances
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87. The use of psychoactive substances shall be governed under the Civil Aviation (Personnel Licensing) Regulations and the Civil Aviation (Rules of the Air) Regulations.

Specific
approvals

88.-(1) The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the Authority.

(2) Specific approvals referred to subregulation (1) shall be in the form as set out in the regulations relating to operation of aircraft-general aviation.

Adequacy of
operating
facilities

89. The pilot-in-command shall not commence a flight unless it has been ascertained by every reasonable means available that the ground or water facilities available and directly required for such flight and for the safe operation of the helicopter are adequate including communication facilities and navigation aids.

Heliport or
landing
location
operating
minima
GN No.
52 of 2026
reg. 13

90.-(1) The pilot-in-command shall establish operating minima in accordance with criteria specified by the Authority for each heliport or landing location to be used in operations.

(2) Subject to subregulation (1), the operating minima shall not be lower than any that may be established by the State of the Aerodrome, except when specifically approved by that State.

(3) The Authority may approve operational credit for operations with helicopters equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS

or CVS and such approvals shall not affect the classification of the instrument approach procedure.

(4) For the purpose of this regulation, operational credit includes-

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

(5) Where issuing a specific approval for the operational credit, the Authority shall ensure that the-

- (a) aircraft meets the appropriate airworthiness certification requirements;
- (b) information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual is more than one;
- (c) operator has carried out a safety risk assessment of the operations supported by the equipment;
- (d) operator has established and documented normal and abnormal procedures and MEL;
- (e) operator has established a training programme for the flight crew members and relevant personnel involved in the flight preparation;
- (f) operator has established a system for data collection, evaluation and trend monitoring for low visibility operations for which there is an operational credit; and
- (g) operator has instituted appropriate procedures, practices and programmes in respect of continuing airworthiness maintenance and repair.

(6) For operations with operational credit with minima above those related to low visibility operations, the Authority shall establish criteria for the safe operation of the aircraft.

Passenger
briefing

91-(1) The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of-

- (a) seat belts or harnesses;
- (b) emergency exits;
- (c) life jackets;
- (d) oxygen dispensing equipment; and
- (e) other emergency equipment provided for individual use, including passenger emergency briefing cards.

(2) The pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.

Helicopter
airworthiness
and safety
precaution

92. A flight shall not be commenced until the pilot-in-command is satisfied that-

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

Weather
reports and
forecasts

93.-(1) The pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight before commencing a flight.

(2) The pilot-in-command for every flight under IFR shall prepare a flight away from the vicinity of the place of departure that include-

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

Limitations
imposed by
weather
conditions -
visual
flight rules

94. A flight, except one of purely local character in visual meteorological conditions, to be conducted in accordance with 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 visual flight rules, shall be at the appropriate time, to enable compliance with the visual flight rules.

Limitations
imposed by
weather
conditions -
instrument
flight rules

95.-(1) A flight to be conducted in accordance with instrument flight rules, shall not be commenced unless the available information indicates that conditions, at the heliport of intended landing and at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.

(2) A flight to be conducted in accordance with instrument flight rules to a heliport when no alternate heliport is required shall not be commenced 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, or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period-

- (a) a cloud base of at least 120 m (400 ft) above the minimum associated with the instrument approach procedure; and
- (b) visibility of at least 1.5 km more than the minimum associated with the procedure.

Heliport
operating
minima

96.-(1) The pilot-in-command shall not continue towards the heliport of intended landing unless the latest available meteorological information indicates that conditions at that heliport, or at least one alternate heliport, will, at the estimated time of arrival, be at or above the specified heliport operating minima.

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

(3) Where after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.

(4) Subject to subregulation (3), a helicopter shall not continue its approach to land beyond a point at which the limits of the heliport operating minima are likely to be infringed.

Flight in icing
conditions

97. The pilot-in-command shall not commence a flight to be operated in known or expected icing conditions unless the helicopter is certificated and equipped to cope with such conditions.

Alternate
heliports

98.-(1) For a flight to be conducted in accordance with instrument flight rule, at least one alternate heliport or landing location shall be specified in the operational flight plan and the flight plan, unless-

- (a) the weather conditions in regulation 95(2) prevail; or
- (b) the heliport or landing location of intended landing is isolated and-
 - (i) no alternate heliport or landing location is available;
 - (ii) an instrument approach procedure is prescribed for the isolated heliport of intended landing;

- (iii) a point of no return is determined in case of an offshore destination.
- (2) Suitable offshore alternates may be specified subject to the following:
 - (a) the offshore alternates shall be used only after passing appoint of no return, and prior to an onshore alternates shall be used;
 - (b) mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternate;
 - (c) one engine inoperative performance capability shall be attainable prior to arrival at the alternate;
 - (d) to the extent possible, deck availability shall be guaranteed; and
 - (e) weather information shall be reliable and accurate.
- (3) Offshore alternates shall not be used-
 - (a) when it is possible to carry enough fuel; and
 - (b) in a hostile environment.

Fuel and oil
requirements

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

(2) Subject to subregulation (1), reserve fuel and oil shall be carried to provide for contingencies.

(3) The fuel and oil carried in order to comply with subregulation (1) shall, in the case of vision flight rules operations, be at least the amount to allow the helicopter to-

- (a) fly to the landing site to which the flight is planned;
- (b) have a final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and
- (c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies, as determined by the Authority.

(4) The fuel and oil carried in order to comply with subregulation (1) shall, in the case of instrument flight rules operations, be at least the amount to allow the helicopter:

(a) where no alternate is required, in accordance with regulation 95(2), to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have-

- (i) a final reserve fuel to fly 30 minutes at holding speed at 450 m (1500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and
- (ii) an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies;

(b) where an alternate is required, in terms of regulations 95(1), to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter-

- (i) fly to and execute an approach at the alternate specified in the flight plan;
- (ii) have a final reserve fuel to fly for 30 minutes at holding speed at 450 m (1500 ft) above the alternate under standard temperature conditions, and approach and land; and
- (iii) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies;

(c) where no alternate heliport or landing location is available, including the heliport of intended landing is isolated and no alternate is available, to fly to the heliport to which the flight is planned and thereafter for a period as specified by the Authority.

(5) In computing the fuel and oil required in subregulations (1), at least the following shall be considered-

- (a) meteorological conditions forecast;
- (b) expected air traffic control routings and traffic delays;
- (c) for IFR flight, one instrument approach at the destination heliport, including a missed approach;
- (d) the procedures for loss of pressurisation, where applicable, or failure of one engine while en-route; and
- (e) any other conditions that may delay the landing of the helicopter or increase fuel and or oil consumption.

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

In-flight fuel
management

100.-(1) The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to a landing site where a safe landing can be made with the planned final reserve fuel remaining.

(2) The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel.

(3) The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with regulation 99.

Oxygen
supply

101.-(1) A flight to be operated at altitudes at which the atmospheric pressure in personnel compartments shall

be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply-

- (a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa;
- (b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them shall be less than 620 hPa.

(2) A flight to be operated with a pressurised helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and a proportion of the passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurisation, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa:

Provided that, the approximate altitudes in the standard atmosphere corresponding to the values of absolute pressure are prescribed as follows:

Absolute pressure	Metres	Feet
700 hPa	3000	10000
620 hPa	4000	13000

Use of
oxygen

102. All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in regulation 101.

In -flight
emergency
instruction

103. The pilot-in-command shall ensure that all persons on board are instructed in an emergency during flight, as may be appropriate to the circumstances.

Weather
reporting by
pilots

104. The pilot shall report as soon as possible any weather conditions likely to affect the safety of other aircraft are encountered.

Hazardous
flight
conditions

105. Hazardous flight conditions, other than those associated with meteorological conditions, encountered enroute shall be reported as soon as possible and the reports so rendered shall give such details as may be pertinent to the safety of other aircraft.

Fitness of
flight crew
members

106. The pilot-in-command shall be responsible for ensuring that a flight shall not be-

- (a) commenced where any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of alcohol or drugs; and
- (b) continued beyond the nearest suitable heliport when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, lack of oxygen.

Flight crew
members at
duty stations

107.-(1) All flight crew members required to be on flight deck duty shall be at their stations during take-off and landing.

(2) All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter, or for physiological needs, during enroute phase of a flight.

(3) All flight crew members shall keep their seat belt fastened when at their stations.

(4) A flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases, where safety harnesses are provided.

(5) Subject to subregulation (4), all other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt shall remain fastened.

Instrument
flight
procedures

108-(1) One or more instrument approach procedures designed to support instrument approach

operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State, to serve each final approach and take-off area or heliport utilised for instrument flight operations.

(2) All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is located, or by the Authority which is responsible for the heliport when located outside the territory of any State.

Operating
instructions
- general

109. A helicopter rotor shall not be turned under power for the purpose of flight without a qualified pilot at the controls.

Refuelling
with
passengers on
board or
rotors turning

110.-(1) A helicopter shall not be refuelled when passengers are embarking, on board or disembarking or when the rotor is turning unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the helicopter by the most practical and expeditious means available.

(2) When refuelling with passengers embarking, on board or disembarking, two-way communications shall be maintained by helicopter inter-communications system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by the subregulation (1).

Over water-
flights

111. All helicopters on flights over water in a hostile environment shall be certificated for ditching and sea state be an integral part of ditching information.

Operating
limitations

112.-(1) A helicopter shall be operated-

- (a) in compliance with the terms of its airworthiness certificate or equivalent document;
- (b) within the operating limitations prescribed by the Authority; and
- (c) within the mass limitations imposed by compliance with the applicable noise certification standards prescribed by the

Authority, unless otherwise authorised, in exceptional circumstances for a certain heliport where there is no noise disturbance problem, by the competent authority of the State in which the heliport is situated.

(2) Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the Authority for visual presentation, shall be displayed in the helicopter.

(3) Where helicopters are operating to or from heliports in a congested hostile environment, the competent authority of the State in which the heliport is situated shall take such precautions as are necessary to control the risk associated with an engine failure.

Operator's
continuing
airworthiness
responsibilities

113.-(1) The owner of a helicopter or the lessee shall ensure that-

- (a) the helicopter is maintained in an airworthy condition;
- (b) the operational and emergency equipment necessary for the intended flight is serviceable;
- (c) the certificate of airworthiness of the helicopter remains valid; and
- (d) the maintenance of the helicopter is performed in accordance with a maintenance programme acceptable to the Authority.

(2) The helicopter shall not be operated unless it is maintained and released to service under a system acceptable to the Authority.

(3) The owner or the lessee shall not operate the helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out-

- (a) by an organisation complying with airworthiness requirements that are either approved by the State of registry of the helicopter by another contracting State and are accepted by the Authority; or
- (b) by a qualified person or organisation in accordance with procedures that are authorised by the State of registry and there is a

maintenance release in relation to the maintenance carried out.

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(4) Where the maintenance release is not issued by an organisation approved in accordance with the Civil Aviation (Airworthiness) Regulations, the person signing the maintenance release shall be licensed in accordance with the Civil Aviation (Personnel Licensing) Regulations.

Continuing
airworthiness
records

114.-(1) The owner shall ensure that the following records are kept-

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

(2) The records in subregulation (1)(a) to (e) shall be kept for a minimum period of ninety days after the unit to which they refer has been permanently withdrawn from service, and the records in subregulation (1)(f) for a minimum period of one year after the signing of the maintenance release.

(3) Where a helicopter is leased, the lessee of that helicopter shall comply with the requirements of subregulations (1) and (2), as applicable.

(4) Records kept and transferred in accordance with this regulation shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.

Continuing
airworthiness
information

115. The owner of a helicopter over 3175 kg maximum certificated take off mass, or in the case where it is leased, the lessee, shall, as required by the State of registry, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness is transmitted in accordance with airworthiness requirements.

Modifications
and repairs

116. All modifications and repairs shall comply with airworthiness requirements acceptable to the Authority, and the operator shall establish procedures to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

Maintenance
release

117.-(1) A maintenance release shall be completed and signed, as prescribed by the State of registry, to certify that the maintenance work performed has been completed satisfactorily.

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(2) Where maintenance is carried out by an approved maintenance organisation, the maintenance release shall be issued by the approved maintenance organisation in accordance with the provisions of the Civil Aviation (Approved Maintenance Organisation) Regulations.

(3) A maintenance release shall contain a certification which shall include-

- (a) basic details of the maintenance carried out;
- (b) the date such maintenance was completed;
- (c) when applicable, the identity of the approved maintenance organisation; and
- (d) the identity of the person or persons signing the release.

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(4) Where maintenance is not carried out by an approved maintenance organisation, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with the Civil Aviation (Personnel Licensing) Regulations to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the Authority.

(5) Where maintenance is not carried out by an approved maintenance organisation, the maintenance release shall include the following:

- (a) basic details of the maintenance carried out;
- (b) the date such maintenance was completed; and
- (c) the identity of the person or persons signing the release.

Qualifications

118. The pilot-in-command shall ensure that the licences of each flight crew member-

- (a) have been issued or rendered valid by the Authority; and
- (b) are properly rated and of current validity:

Provided that, the pilot-in-command shall be satisfied that flight crew members have maintained competence.

Composition
of flight crew

119. The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.

PART IV EXEMPTION

Requirements
for application

120.-(1) A person or operator may apply to the Authority for an exemption from any provision of these Regulations.

(2) An application for an exemption shall be submitted at least sixty days in advance of the proposed effective date, to obtain timely review and accompanied by a fee prescribed by the Authority, for technical evaluation.

(3) A request for an exemption referred to in subregulation (1) shall contain the following:

- (a) applicant's name;
- (b) physical address and mailing address;
- (c) telephone number;
- (d) fax number if any; and
- (e) email address, if any.

Substance of
request for
exemption

121.-(1) An application for an exemption shall contain the following:

- (a) a citation of the specific requirement from which the applicant seeks exemption;
- (b) an explanation of why the exemption is needed;
- (c) a description of the type of operations to be conducted under the proposed exemption;
- (d) the proposed duration of the exemption;
- (e) an explanation of how the exemption would be in the public interest, that is, benefit the public as a whole;
- (f) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;
- (g) a review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware; and
- (h) where the applicant seeks to operate under the proposed exemption outside of the United Republic's airspace, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organisation (ICAO) as well as the Regulations pertaining to the airspace in which the operation will occur.

(2) Where the applicant seeks expeditious processing, the application shall contain supporting facts and reasons that the application was not timely filed, and the reasons it is an emergency.

(3) The Authority may deny an application where the Authority finds that the applicant has not justified the failure to apply for an exemption in a timely manner.

Initial review
by Authority

122.-(1) The Authority shall review the application for accuracy and compliance with the requirements of this regulation and regulation 121.

(2) Where the application satisfy the provisions of this regulation and the Authority determines that a review

of its merits is justified, the Authority will publish a detailed summary of the application in Aeronautical Information Circular for comment and specify the date by which comments shall be received by the Authority for consideration.

(3) Where the filing requirements of this regulation and regulation 121 have not been met, the Authority will notify the applicant and take no further action until and unless the applicant corrects the application and re-files it in accordance with these Regulations.

(4) Where the request is for emergency relief, the Authority shall publish the application or the Authority's decision as soon as possible after processing the application.

Evaluation of
request

123.-(1) After initial review, if the filing requirements have been satisfied, the Authority shall conduct an evaluation of the request to include-

- (a) determination of whether an exemption would be in the public interest;
- (b) a determination, after a technical evaluation of whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the Authority decides that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;
- (c) a determination of whether a grant of the exemption would contravene the applicable ICAO Standards and Recommended Practices; and
- (d) a recommendation based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

(2) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request.

(3) The summary referred to in subregulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) Where the exemption affects a significant population of the aviation community of the United Republic the Authority shall publish the summary in aeronautical information circular.

PART V OFFENCES AND PENALTIES

Contravention
of Regulations

124. The Authority may revoke or suspend a certificate, licence, registration, approval, authorisation or such other document where the holder thereof contravenes any provisions of these Regulations.

Offences and
penalties

125.-(1) A person who contravenes any provision of these Regulations, commits an offence and on conviction shall be liable to a fine not less than the equivalent in Tanzanian shillings of United States dollars one thousand or imprisonment for a term not less than twelve months or to both.

(2) In the case of a continuing contravention, each day of the contravention shall constitute a separate offence and be liable to an additional fine of not less than the equivalent in Tanzanian shillings of United States dollars five hundred for each day the offence continues.

(3) Where it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall not be deemed as a contravention by that person of that provision.

PART VI GENERAL PROVISIONS

Possession of
licence,
certificate,

126.-(1) A holder of a licence, certificate, approval or authorisation issued by the Authority shall have in his physical possession or at the workstation when exercising

approval or
authorisation

the privileges of that licence, certificate, approval or authorisation.

(2) A crew member of a foreign registered aircraft shall hold a valid licence, certificate or authorisation and have in his or her physical possession or at the workstation when exercising the privileges of that licence, certificate, approval or authorisation.

Inspection of
licences,
certificates,
approval or
authorisation

127. A person who holds a licence, certificate, approval or authorisation required by these Regulations shall present it for inspection upon a request from the Authority or any other person authorised by the Authority.

Change of
address

128.-(1) A holder of a licence, certificate, approval or authorisation, or any other such document issued under these Regulations shall notify the Authority of any change in the physical and mailing address and shall do so in the case of-

- (a) physical address, at least fourteen days before the change; and
- (b) mailing address, upon the change.

(2) A person who does not notify the Authority of the change in the physical address within the time frame specified in subregulation (1) shall not exercise the privileges of the certificate or authorisation.

Replacement
of licence,
certificate,
approval or
authorisation

129. A person may apply to the Authority in a form and manner determined by the Authority for replacement of documents issued under these Regulations when such documents are lost or destroyed.

Suspension
and
revocation of
licence,
certificate,
approval or
authorisation

130.-(1) The Authority may, where it considers it to be in public interest, suspend provisionally, pending further investigation, any licence, certificate, authorisation or any such other document issued under these Regulations.

(2) The Authority may, upon the completion of an investigation which has shown sufficient ground to the Authority's satisfaction and where it considers it to be in public interest, revoke, suspend, or vary any licence,

certificate, approval, authorisation or any other document issued or granted under these Regulations.

(3) The Authority may, where it considers it to be in public interest, prevent any person or aircraft from flying.

(4) A holder or any person having the possession or custody of any licence, certificate, approval, authorisation or any such other documents which have been revoked, suspended or varied under these Regulations shall surrender the licence, certificate, approval, authorisation or such other documents to the Authority within fourteen days from the date of revocation, suspension or variation.

(5) The breach of any condition subject to which any licence, certificate, authorisation or any such other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.

Use and
retention of
licence,
certificate,
authorisations
and records

131.-(1) A person shall not-

- (a) use any licence, certificate, approval, authorisation, or such other document issued or required under these Regulations which has been forged, altered, revoked, or suspended, or to which that person is not entitled;
- (b) forge or alter any licence, certificate, approval, authorisation or any such other document issued or required by, or under these Regulations;
- (c) lend any licence, certificate, approval, authorisation or any such other document issued or required under these Regulations to any other person;
- (d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of the licence, certificate, approval, authorisation or any such other document.

(2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in

the making of, any false entry in any such record, or wilfully omit to make a material entry in such record.

(3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not issue any licence, certificate, approval, authorisation or any such other document for the purpose of these Regulations unless he is authorised to do so under these Regulations.

(5) A person shall not issue any licence, certificate, approval, authorisation any such other document of the kind referred to in these Regulations unless all statements in the licence, certificate, approval, authorisation or any such other document are correct, and that the applicant is qualified to hold that licence, certificate, approval, authorisation or any such other document.

Reports of
violation
GN No.
836 of 2024
reg. 2

132.-(1) A person who knows of a violation of the Act, or any rules, regulations or orders made thereunder, shall report it to the Authority through official email, postal address or telephone.

(2) The Authority shall determine the nature and type of any additional investigation or enforcement action that shall be taken.

Enforcement
of directions

133.-(1) A person who fails to comply with any direction given to him by the Authority or by any authorised person under any provision of these Regulations shall be deemed for purposes of these Regulations to have contravened that provision.

(2) The Authority shall take enforcement action on any regulated entity that fails to comply with any provisions of these Regulations.

(3) The inspectors of the Authority holding valid delegations shall take necessary actions to preserve safety where an undesirable condition has been detected.

(4) The action referred to in subregulation (2) may include:

- (a) in the case of a regulated entity, imposition of operating restrictions until such a time the

existing undesirable condition has been resolved; or

- (b) in case of a licensed personnel, require that the individual does not exercise the privileges of the licence until such a time that the undesirable condition has been resolved.

(5) In carrying out enforcement actions pursuant to the provisions of subregulation (3), the inspectors of the Authority shall invoke the powers with due care and act in good faith in the interest of preserving safety.

Aeronautical
user fees

134.-(1) The Authority shall notify applicants of the fees to be charged in connection with the issue, validation, renewal, extension or variation of any licence, certificate, authorisation or such other document, including the issue of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with subregulation (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.

(3) Where payment of fees has been made and the application is withdrawn by the applicant or otherwise ceases to have effect or is rejected, the Authority shall not refund such payment.

Savings
GN. No.
73 of 2017

135. Notwithstanding the revocation of Civil Aviation (Operation of Aircraft) Regulations by the Civil Aviation (Operation of Aircraft - Commercial Air Transport) Regulations, 2023, licences, certificates, approvals or any other document issued to an operator prior to the commencement of these Regulations shall continue in force as if it was issued under these Regulations until it expires or is otherwise cancelled by the Authority.

SCHEDULE

(Made under regulation 56)

**ADDITIONAL REQUIREMENTS FOR OPERATIONS OF HELICOPTERS IN
PERFORMANCE**

CLASS 3 IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)

Airworthiness and operations requirements provided in accordance with regulation 56, shall satisfy the following:

1.0 ENGINE RELIABILITY

1.1. Attaining and maintaining approval for engines used by helicopters operating in performance Class 3 in IMC:

- 1.1.1.** In order to attain initial approval for existing in-service engine types, reliability shall be shown to have a nominal power loss rate of less than 1 per 100 000 engine hours based on a risk management process.

Note. - Power loss in this context is defined as any significant loss of power, the cause of which may be traced to engine or engine component, design, maintenance or installation, including design or installation of the fuel ancillary or engine control systems.

- 1.1.2.** In order to attain initial approval for new engine types, the State of design shall assess engine models for acceptance for operations in performance Class 3 in IMC on a case-by-case basis.

- 1.1.3.** In order to maintain approval, the State of design shall, through the continuing airworthiness process, ensure that engine reliability remains consistent with the intent of the standards contained in paragraph 1.1.1.

- 1.2.** The operator shall be responsible for a programme for ongoing engine trend monitoring.

- 1.3.** To minimise the probability of in-flight engine failure, the engine shall be equipped with:

- (a) for turbine engines: a re-ignition system that activates automatically or a manually selectable continuous ignition system unless the engine certification

- has determined that such a system is not required, taking into consideration the likely environmental conditions in which the engine is to be operated;
- (b) a magnetic particle detection or equivalent system that monitors the engine, accessories gearbox, and reduction gearbox, and which includes a flight deck caution indication; and
 - (c) a means that would permit continuing operation of the engine through a sufficient power range to safely complete the flight in the event of any reasonably probable failure of the fuel control unit.

2.0 SYSTEMS AND EQUIPMENT

2.1. Helicopters operating in performance Class 3 in IMC shall be equipped with the following systems and equipment intended to ensure continued safe flight or to assist in achieving a safe forced landing after an engine failure, under all allowable operating conditions:

- (a) either two separate electrical generating systems, each one capable of supplying all probable combinations of continuous in-flight electrical loads for instruments, equipment and systems required in IMC; or a primary electrical source and a standby battery or other alternate source of electric power that is capable of supplying 150 per cent of electrical loads of all required instruments and equipment necessary for safe emergency operations of the helicopter for at least one hour; and
- (b) an emergency electrical supply system of sufficient capacity and endurance, following loss of all normally generated power to, as a minimum:

Note.- If a battery is used to satisfy the requirement for a second power source (see 2.a) above), an additional electrical power supply may not be required.

- (i) maintain the operation of all essential flight instruments, communication and navigation systems during a descent from the maximum certificated altitude in an autorotational configuration to the completion of a landing;
 - (ii) maintain the operation of the stabilization system, if applicable;
 - (iii) lower the landing gear, if applicable;
 - (iv) where required, provide power to one pitot heater, which shall serve an airspeed indicator clearly visible to the pilot;
 - (v) provide for the operation of the landing light;
 - (vi) provide for one engine restart, if applicable; and
 - (vii) provide for the operation of the radio altimeter;
- (c) a radio altimeter;
- (d) an autopilot if intended as a substitute for a second pilot. In these cases, the Authority shall ensure the operator's approval clearly states any conditions or limitations on its use;
- (e) a means to provide for at least one attempt at engine re-start;

- (f) an area navigation system approved for use in IFR, capable of being used to locate suitable landing areas in the event of an emergency;
- (g) a landing light that is independent of retractable landing gear and is capable of adequately illuminating the touchdown area in a night forced landing; and
- (h) an engine fire warning system.

3.0 MINIMUM SERVICEABILITY REQUIREMENTS -
OPERATING EQUIPMENT

The Authority shall specify the minimum serviceability requirements in accordance with Civil Aviation (Instruments and Equipment) and (Airworthiness) Regulations for operating equipment in helicopters operating in performance Class 3 in IMC.

4.0 OPERATIONS MANUAL INFORMATION

The operations manual shall include limitations, procedures, approval status and other information relevant to operations in performance Class 3 in IMC, in accordance with Civil Aviation (Air Operator Certification and Administration) Regulation.

5.0 EVENT REPORTING

- 5.1. The operator approved to conduct operations by helicopters in performance Class 3 in IMC shall report all significant failures, malfunctions or defects to the Authority who in turn shall notify the State of design in accordance with Civil Aviation (Airworthiness) and (Safety Management) Regulations.
- 5.2. The Authority shall monitor operations in performance Class 3 in IMC so as to be able to take any actions necessary to ensure that the intended safety level is maintained. The Authority shall notify major events or trends of particular concern to the appropriate type certificate holder and the State of design.

6.0 OPERATOR PLANNING

- 6.1. Operator route planning shall take account of all relevant information in the assessment of intended routes or areas of operations, including the following:
 - (a) the nature of the terrain to be overflown, including the potential for carrying out a safe forced landing in the event of an engine failure or major malfunction;
 - (b) weather information, including seasonal and other adverse meteorological influences that may affect the flight; and
 - (c) other criteria and limitations as specified by the Authority.

7.0 FLIGHT CREW EXPERIENCE, TRAINING AND CHECKING

7.1. The Authority shall prescribe the minimum flight crew experience for helicopters operating in performance Class 3 in IMC.

7.2. The operator's flight crew training and checking programme shall be appropriate to operations in performance Class 3 in IMC, covering normal, abnormal and emergency procedures and, in particular, detection of engine failure including descent to a forced landing in IMC and, for single engine helicopters, entry into a stabilised autorotation.

8.0 OPERATOR CERTIFICATION OR VALIDATION

The operator shall demonstrate the ability to conduct operations in performance Class 3 in IMC through a certification and approval process specified by the Authority in accordance with Civil Aviation (Air Operator Certificate and Administration) Regulations.
