



NOTICE OF PROPOSED AMENDMENT 05-2018 (A)

Date of Issue: 24th October 2018

SUBJECT:

YCAR PART IV -YCAR-OPS-1 COMMERCIAL & PRIVATE AIR TRANSPORTATION (AEROPLANES)

REASON:

The Civil Aviation and Meteorology Authority (CAMA) has decided to amend YCAR PART IV - YCAR-OPS-1 in two phases. In the first phase, the requirements of upset prevention and recovery training were added. In the second phase, periodic review carried out and adoption of latest amendment to ICAO Annex 6, Part 1, amendment 43.

1- NOTICE OF PROPOSED AMENDMENT 05-2018

- *Introduction of Airplane Upset Prevention And Recovery Training (UPRT) definitions*
- *Addition of AUPRTA elements in the conversion training and checking*
- *Introduction of AMC with descriptive tables for AUPRTA related to complex motor powered aeroplanes with MOPSC of more than 19*
- *Introduction of guidances for AUPRTA related to complex motor powered aeroplanes with descriptive table for conversion training and checking & recurrent training and checking.*
- *Introduction of guidance for environmental knowledge related to the prevention of aeroplane upsets.*

2- NOTICE OF PROPOSED AMENDMENT 05-2018 (A)

- *Periodic review to YCAR PART IV -YCAR-OPS-1*
- *Adoption of latest amendment to ICAO Annex 6, Part 1, amendment 43.*

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Text to be deleted is shown with a line through it.	text to be deleted
New text to be inserted is highlighted with grey shading.	new text to be inserted
Text to be deleted is shown with a line through it followed or proceed by the replacement text which is highlighted with grey shading.	new text to replace existing text
an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.	

RECOMMENDATION:

This NPA is published to announce to the public amendment proposals to YCAR Part IV YCAR OPS 1 and to entitle all concerned parties to:

- a) Review the attached proposed changes to regulation;
- b) Agree on the date of applicability to the proposed change set to 24th December 2018; and
- c) Send their comments on the changes and date of applicability to the below address by 24th November 2018.

Civil Aviation & Met. Authority (CAMA)

Aviation Safety Affairs Sector (ASAS)

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Table of contents

SUB PART B. GENERAL	5
YCAR–OPS 1.020 Laws, Regulations and Procedures – Operator’s Responsibilities	5
YCAR–OPS 1.080 Duties of flight operations officer/flight dispatcher	5
YCAR–OPS 1.081 Competence of flight operations officer/flight dispatcher	5
YCAR–OPS 1.085 Crew responsibilities.....	6
AC OPS 1.085(e)(3) Crew responsibilities.....	6
YCAR–OPS 1.160 Preservation, production and use of flight recorder recordings	6
YCAR- OPS 1.167 Aircraft Tracking System	7
SUB PART C. OPERATOR CERTIFICATION AND SUPERVISION	8
YCAR–OPS 1.175 General rules for Air Operator Certification /Authorisation	8
SUB PART D. OPERATIONAL PROCEDURES.....	8
YCAR–OPS 1.195 Operational Control	8
YCAR–OPS 1.235 Noise abatement procedures	9
YCAR–OPS 1.240 Routes and areas of operation	9
YCAR–OPS 1.255 Fuel policy.....	9
YCAR–OPS 1.290 Flight preparation.....	9
YCAR–OPS 1.295 Selection of aerodromes.....	9
YCAR –OPS 1.327 Safeguarding of cabin crew and passengers	10
YCAR–OPS 1.346 Ice and other contaminants – flight procedures.....	10
YCAR–OPS 1.350 Fuel and oil supply	11
YCAR–OPS 1.398 Use of Airborne Collision Avoidance System (ACASII).....	11
YCAR–OPS 1.420 Occurrence reporting	11
SUB PART K. INSTRUMENTS AND EQUIPMENT.....	11
YCAR–OPS 1.700 Cockpit voice recorders–1.....	11
YCAR–OPS 1.715 Flight data recorders–1	12
YCAR-OPS 1.726 Data link recorders.....	12
YCAR-OPS 1.727 Combination Recorder.....	13
AC OPS 1.727 Cockpit Voice Recorders	13
YCAR-OPS 1.728 Flight crew-machine interface recordings.....	13
YCAR–OPS 1.735 Internal doors and curtains.....	13
YCAR–OPS 1.776 Time capability of cargo compartment fire suppression system	13
YCAR–OPS 1.780 Crew Protective Breathing Equipment.....	13

YCAR–OPS 1.821 Location of an Aeroplane in Distress 14

YCAR–OPS 1.841 Electronic flight bags (EFBs) 14

SUB PART L. COMMUNICATION AND NAVIGATION EQUIPMENT 15

 YCAR–OPS 1.850 Radio Equipment 15

 YCAR–OPS 1.868 Navigation Equipment 16

SUB PART N. FLIGHT CREW 16

 YCAR–OPS 1.975 Route and Aerodrome Competence qualification 17

 AMC OPS 1.975 Route and aerodrome competence qualification 17

SUB PART P. MANUALS, LOGS AND RECORDS 17

 YCAR–OPS 1.1055 Journey log 17

 Appendix 1 to YCAR–OPS 1.1065 Document storage periods 17

SUB PART Q. FLIGHT/DUTY TIME AND REST REQUIREMENTS 17

 YCAR–OPS 1.1120 Standard provisions applicable to a scheme..... 17

 YCAR–OPS 1.1140 Records to be maintained 18

SUB PART S. SECURITY 18

 YCAR-OPS 1.1255 Flight crew compartment security 18

---- START PROPOSAL ----

(...)

SUB PART B. GENERAL

(...)

YCAR–OPS 1.020 Laws, Regulations and Procedures – Operator’s Responsibilities

- (a) An operator must ensure that:
 - (1) All employees are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and which are pertinent to the performance of their duties; and
 - (2) The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his/her duties, prescribed for the areas to be traversed, the aerodromes or operating sites to be used and the related air navigation facilities.
 - (3) The pilot-in-command shall comply with the laws, regulations and procedures of those States where operations are conducted.
 - (4) All Other crew members are familiar with the laws, regulations and procedures pertinent to the performance of their duties.

(...)

YCAR–OPS 1.080 Duties of flight operations officer/flight dispatcher

- (a) A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations shall:
 - (1) Assist the pilot-in-command in flight preparation and provide the relevant information; and
 - (2) Assist the pilot-in-command in preparing the operational and ATS flight plans, sign when applicable and file the ATS flight plan with the appropriate ATS unit; and
 - (3) Furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight; and
 - (4) Notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are unsuccessful.
- (b) In the event of an emergency, a flight operations officer/flight dispatcher shall:
 - (1) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures; and
 - (2) 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.

Note: It is equally important that the pilot-in-command also convey similar information to the flight operations officer/ flight dispatcher during the course of the flight, particularly in the context of emergency situations.

YCAR–OPS 1.081 Competence of flight operations officer/flight dispatcher

- (a) A flight operations officer/flight dispatcher shall not be assigned to duty unless that person has:

- (1) satisfactorily completed the operator-specific training course that addresses all the specific components of its approved method of control and supervision of flight operations specified in YCAR OPS 1 SUB PART C;
 - (2) made, within the preceding 12 months, at least a one-way qualification flight in the flight crew compartment of an aeroplane over any area for which that individual is authorized to exercise flight supervision. The flight should include landings at as many aerodromes as practicable;
 - (3) demonstrated to the operator a knowledge of:
 - (i) the contents of the operations manual described in YCAR-OPS 1.1045;
 - (ii) the radio equipment in the aeroplanes used; and
 - (iii) the navigation equipment in the aeroplanes used;
 - (4) 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 authorized 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 aeroplanes used;
 - (iii) the peculiarities and limitations of each navigation system which is used by the operation; and
 - (iv) the aeroplane loading instructions;
- (b) A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operation which are pertinent to such duties, including knowledge and skills related to human performance.
- (c) A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of (a) are met.

(...)

YCAR-OPS 1.085 Crew responsibilities

(...)

- (vi) The pilot-in-command shall immediately notify the appropriate local authority if an incident endangered or could endanger the safety of operations.

(...)

AC OPS 1.085(e)(3) Crew responsibilities

See YCAR-OPS 1.085(e)(3)

Information on the effects of medication, drugs /psychoactive substances, other treatments and alcohol, is to be found in YCAR-FCL Part 3 Medical, IEM FCL 3.040 Part II, Chapter 5, Medical Provisions.

(...)

YCAR-OPS 1.160 Preservation, production and use of flight recorder recordings

(...)

(c) *Use of recordings*

(1) The cockpit voice recorder recordings or transcripts ~~may~~ shall not be used for purposes other than for the investigation of an accident or incident subject to mandatory reporting except ~~with the consent of all crew members concerned~~ where the recordings or transcripts are:

- (i) related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections;
- (ii) Sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections; or
- (iii) Used for inspections of flight recorder systems.

(2) The flight data recorder recordings or transcripts ~~may~~ shall not be used for purposes other than or the investigation of an accident or incident subject to mandatory reporting except ~~when such records~~ where the recordings or transcripts are subject to the protections and are:

- (i) Used by the operator for airworthiness or maintenance purposes only; or
- (ii) Used by the operator in the operation of a flight data analysis programme required in this regulation;
- (iii) Sought for use in proceedings not related to an event involving an accident or incident investigation;
- (iv) De-identified; or
- (v) Disclosed under secure procedures.

(...)

YCAR- OPS 1.167 Aircraft Tracking System

- (a) The operator shall establish an aircraft tracking capability to track aeroplanes throughout its area of operations.
- (b) The operator should track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) under the following conditions:
 - (i) the aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and
 - (ii) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.
- (c) The operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) that is planned in an oceanic area(s) under the following conditions:
 - (i) the aeroplane has a maximum certificated take-off mass of over 45 500 kg and a seating capacity greater than 19; and
 - (ii) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.

(d) Notwithstanding the provisions in (b) and (c), the Authority may, based on the results of an approved risk assessment process implemented by the operator, allow for variations to automated reporting intervals. The process shall demonstrate how risks to the operation, resulting from such variations, can be managed and shall include at least the following:

- (i) capability of the operator's operational control systems and processes, including those for contacting ATS units;
- (ii) overall capability of the aeroplane and its systems;
- (iii) available means to determine the position of, and communicate with, the aeroplane;
- (iv) frequency and duration of gaps in automated reporting;
- (v) human factors consequences resulting from changes to flight crew procedures; and
- (vi) specific mitigation measures and contingency procedures.

(e) The operator shall establish procedures, approved by the Authority, for the retention of aircraft tracking data to assist SAR in determining the last known position of the aircraft.

Note: Guidance on aircraft tracking capabilities is contained in the Aircraft Tracking Implementation Guidelines ICAO (Cir 347).

(...)

SUB PART C. OPERATOR CERTIFICATION AND SUPERVISION

YCAR-OPS 1.175 General rules for Air Operator Certification /Authorisation

(...)

- (a) An operator shall not operate an aeroplane for the purpose of commercial/private air transportation otherwise than under, and in accordance with, the ~~terms and conditions~~ operations specifications of an Air Operator Certificate (AOC)/Authorization.

(...)

SUB PART D. OPERATIONAL PROCEDURES

YCAR-OPS 1.195 Operational Control

(See AC OPS 1.195 Operational

Control) An operator shall:

- (a). Establish and maintain a method of exercising operational control approved by the Authority; and
- (b). Exercise operational control over any flight operated under the terms of his AOC/Authorization.
- (c). ~~Employ~~ Delegate the commander and a Flight Operations Officer/ Flight Dispatcher, in conjunction with an approved methods of flight supervision requiring the services of licensed flight operations officer/flight dispatcher shall be licensed in accordance with the provision of YCAR Part II Chapter 6 and CAAP 17.

(...)

IEM OPS 1.220 Authorisation of aerodromes

(...)

2. An adequate aerodrome is an aerodrome which the operator considers to be satisfactory, taking account of the applicable performance requirements and runway characteristics. In addition, it should be anticipated that, at the expected time of use, the aerodrome ~~will~~ shall be available and equipped with necessary ancillary services, such as ATS, sufficient lighting, communications, weather reporting, nav aids and emergency services / Rescue and Fire Fighting Services.

(...)

YCAR–OPS 1.235 Noise abatement procedures

(...)

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

(...)

YCAR–OPS 1.240 Routes and areas of operation

(...)

- (1) Ground and/or water facilities and services, including meteorological services, are provided which are adequate for the planned operation;

(...)

YCAR–OPS 1.255 Fuel policy

(See AMC OPS 1.255 Fuel Policy)

(See Appendixe 1 to YCAR OPS 1.255)

(See Appendixe 2 to YCAR OPS 1.255)

(...)

YCAR–OPS 1.290 Flight preparation

- (a) An operator shall ensure that an operational flight plan is completed for each intended flight. The operational flight plan shall be approved and signed by the commander and, where applicable, signed by the flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.

(...)

(b)

(...)

- (13) A maintenance release as prescribed in YCAR 145.50 has been issued in respect of the aeroplane.

(...)

YCAR–OPS 1.295 Selection of aerodromes

(...)

- (c) An operator ~~must~~ shall select and specified in the operational and ATS flight plans, at least one destination alternate for each IFR flight unless:

Both:

- (i) The duration of the planned flight from take-off to landing or in the event of inflight replanning in accordance with YCAR-OPS 1.255(d), the remaining flight time to destination aerodrome does not exceed 6 hours; and
- (ii) Two separate runways are available and useable at the destination and the appropriate weather reports or forecasts for the destination aerodrome, or any combination thereof, indicate that for the period from one hour before until one hour after the expected time of arrival at destination aerodrome, the ceiling will be at least 2000 ft or circling height + 500 ft, whichever is greater, and the visibility will be at least 5 km. or

(1) The destination aerodrome is isolated.

- (i) for each flight into an isolated aerodrome a point of no return shall be determined; and
- (ii) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use.

(...)

- (e) An operator shall specify any required alternate(s) including ETOPS in the operational and ATCS flight plan.

(...)

YCAR –OPS 1.327 Safeguarding of cabin crew and passengers

An operator shall make provision and establish procedures for safeguarding of cabin crew and passengers in pressurized aeroplanes in the event of loss of pressurization. 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 pressurization and, in addition, cabin crew should have such means of protection as will enable them to administer first aid to passengers during stabilised flight following the emergency. Passengers shall be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.

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

(...)

YCAR–OPS 1.346 Ice and other contaminants – flight procedures

(...)

- (c) A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy

condition prior to take-off.

(...)

YCAR–OPS 1.350 Fuel and oil supply

A commander shall only commence a flight or continue in the event of inflight replanning when he is satisfied that the aeroplane carries at least the planned amount of usable fuel required by YCAR OPS 1 1.255 and oil to complete the flight safely, taking into account the expected operating conditions.

(...)

YCAR–OPS 1.398 Use of Airborne Collision Avoidance System (ACASII)

(See AC OPS 1.398)

(See AMC OPS 1.398)

(...)

YCAR–OPS 1.420 Occurrence reporting

(...)

(d)

(...)

- (8) Brake system components that requires major repair: The pilot-in-command shall report the runway braking action special air-report (AIREP) when the runway braking action encountered is not as good as reported.

(...)

SUB PART K. INSTRUMENTS AND EQUIPMENT

(...)

YCAR–OPS 1.700 Cockpit voice recorders–1

(See AC OPS 1.700)

- (a) An operator shall not operate an aeroplane which:
- (1) Is multi-engine turbine powered and has a maximum approved passenger seating configuration of more than 9; or
 - (2) Has a maximum certificated take-off mass over ~~5700~~ 27 000 kg

(...)

- (b) The cockpit voice recorder shall be capable of retaining information recorded during at least:

- (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or

(...)

- (a) The cockpit voice recorders shall not use magnetic tape or wire.

- (b) An alternate power source shall automatically engage and provide 10 minutes, plus or minus one minute, of operation whenever aeroplane power to the recorder ceases, either by normal shutdown or by any other loss of power. The alternate power source shall power the CVR and its associated cockpit area microphone components. The CVR shall be located as close as practicable to the

alternate power source.

Note 1: "Alternate" means separate from the power source that normally provides power to the CVR. The use of aeroplane batteries or other power sources is acceptable provided that the requirements above are met and electrical power to essential and critical loads is not compromised.

Note 2: When the CVR function is combined with other recording functions within the same unit, powering the other functions is allowed.

(c) All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the application for type certification acceptance or validation is submitted to CAMA after 1 January 2018 shall be provided with an alternate power source, as defined in (f), that powers the forward CVR in the case of combination recorders.

(d) All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued after 1 January 2018 should be provided with an alternate power source, as defined in (f), that powers at least one CVR.

(...)

YCAR-OPS 1.715 Flight data recorders-1

(...)

(a) Aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to the Authority on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the parameters listed in Appendix 1 to YCAR-OPS 1.715.

(b) Aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the parameters listed in Appendix 1 to YCAR-OPS 1.715.

(c) The flight data recorder shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.

(d) Flight recorders shall be constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed. Flight recorders shall meet the prescribed crashworthiness and fire protection specifications.

(...)

YCAR-OPS 1.726 Data link recorders

(a) All aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which utilize any of the data link communications applications and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages.

(b) All aeroplanes which are modified on or after 1 January 2016 to install and utilize any of the data link communications applications and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages.

Note: A Class B AIR could be a means for recording data link communications applications messages to and from the aeroplanes where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.

(c) The minimum recording duration shall be equal to the duration of the CVR.

(d) Data link recording shall be able to be correlated to the recorded cockpit audio.

(...)

YCAR-OPS 1.727 Combination Recorder

(...)

AC OPS 1.727 Cockpit Voice Recorders

All aeroplanes of a maximum certificated take-off mass of over 15 000 kg for which the application for type certification validation or acceptance is submitted to CAMA after 1 January 2016, and which are required to be equipped with both a CVR and an FDR, shall be equipped with two combination recorders (FDR/CVR). One recorder shall be located as close to the cockpit as practicable and the other recorder located as far aft as practicable.

(...)

YCAR-OPS 1.728 Flight crew-machine interface recordings

(a) All aeroplanes of a maximum take-off mass of over 27 000 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2023 shall be equipped with a crash-protected flight recorder which shall record the information displayed to the flight crew from electronic displays, as well as the operation of switches and selectors by the flight crew.

(b) All aeroplanes of a maximum take-off mass of over 5 700 kg, up to and including 27 000 kg, for which the application for type certificate validation or acceptance is submitted to CAMA on or after 1 January 2023 should be equipped with a crash-protected flight recorder which should record the information displayed to the flight crew from electronic displays, as well as the operation of switches and selectors by the flight crew.

(c) The minimum flight crew-machine interface recording duration shall be at least for the last two hours.

(d) Flight crew-machine interface recordings shall be able to be correlated to the recorded cockpit audio.

(...)

YCAR-OPS 1.735 Internal doors and curtains

(...)

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

(...)

YCAR-OPS 1.776 Time capability of cargo compartment fire suppression system

(a) All flights should be planned so that the diversion time to an aerodrome where a safe landing could be made does not exceed the cargo compartment fire suppression time capability of the aeroplane, when one is identified in the relevant aeroplane documentation, reduced by an operational safety margin specified by CAMA

Note 1: Cargo compartment fire suppression time capabilities will be identified in the relevant aeroplane documentation when they are to be considered for the operation.

Note 2: Fifteen minutes is an operational safety margin commonly retained for that purpose.

(...)

YCAR-OPS 1.780 Crew Protective Breathing Equipment

(...)

- (d) An additional, easily accessible portable PBE must be provided and located at or adjacent to the hand fire extinguishers required by YCAR-OPS 1.790(c) and (d) (a) item (iii) and (iv) except that, where the fire extinguisher is located inside a cargo compartment, the PBE must be stowed outside but adjacent to the entrance to that compartment.

(...)

YCAR-OPS 1.821 Location of an Aeroplane in Distress

- (a) All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2021, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 1 to YCAR-OPS 1.823.
- (b) All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2021, should autonomously transmit information from which a position can be determined at least once every minute, when in distress, in accordance with 1 to YCAR-OPS 1.823.
- (c) The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the Authority.

(...)

YCAR-OPS 1.841 Electronic flight bags (EFBs)

- (a) Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.
- (b) Where portable EFBs are used on board an aeroplane the operator shall:
 - (1) Assess the safety risk(s) associated with each EFB function;
 - (2) Establish and document the procedures for the use of, and training requirements for, the device and each EFB function; and
 - (3) Ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.
- (c) CAMA shall approve the operational use of EFB functions to be used for the safe operation of aeroplanes or helicopters.
- (d) In approving the use of EFBs, CAMA shall ensure that:
 - (1) The EFB equipment and its associated installation hardware, including interaction with aeroplane or helicopter systems if applicable, meet the appropriate airworthiness certification requirements;
 - (2) The operator has assessed the safety risks associated with the operations supported by the EFB function(s);
 - (3) The operator has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);

- (4) The operator has established and documented procedures for the management of the EFB function(s) including any database it may use; and
- (5) The operator has established and documented the procedures for the use of, and training requirements for, the EFB and the EFB function(s).

Note: Guidance on EFB equipment, functions and operational approval is contained in the ICAO Manual on Electronic Flight Bags (EFBs) (Doc 10020).

(...)

SUB PART L. COMMUNICATION AND NAVIGATION EQUIPMENT

(...)

YCAR–OPS 1.850 Radio Equipment

(...)

- (d) For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC), an aeroplane shall, in addition to the requirements specified in (a):
 - (1) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s);
 - (2) have information relevant to the aeroplane RCP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and
 - (3) have information relevant to the aeroplane RCP specification capabilities included in the MEL.

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

- (e) CAMA shall, for operations where an RCP specification for PBC has been prescribed, ensure that the operator has established and documented:
 - (1) normal and abnormal procedures, including contingency procedures;
 - (2) flight crew qualification and proficiency requirements, in accordance with appropriate RCP specifications;
 - (3) a training programme for relevant personnel consistent with the intended operations; and
 - (4) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RCP specifications.
- (f) CAMA shall ensure that, in respect of those aeroplanes mentioned in (c), adequate provisions exist for:
 - (1) receiving the reports of observed communication performance issued by monitoring programmes established in accordance with ICAO Annex 11, Chapter 3, 3.3.5.2; and

- (2) taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RCP specification.

(...)

YCAR–OPS 1.868 Navigation Equipment

- (a) An aeroplane shall be provided with navigation equipment which will enable it to proceed:
 - (1) in accordance with its operational flight plan; and
 - (2) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under the visual flight rules VFR is accomplished by visual reference to landmarks.
- (b) For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition to the requirements specified in (a):
 - (1) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and
 - (2) be authorized by CAMA for such operations. have information relevant to the aeroplane navigation specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of the Design or State of Registry; and
 - (3) have information relevant to the aeroplane navigation specification capabilities included in the MEL.

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

- (c) CAMA shall, for operations where a navigation specification for PBN has been prescribed, ensure that the operator has established and documented:
 - (1) normal and abnormal procedures including contingency procedures;
 - (2) flight crew qualification and proficiency requirements in accordance with the appropriate navigation specifications;
 - (3) a training programme for relevant personnel consistent with the intended operations; and
 - (4) appropriate maintenance procedures to ensure continued airworthiness in accordance with the appropriate navigation specifications.

Note 1: Guidance on safety risks and mitigations for PBN operations, in accordance with YCAR Part X, are contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).

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

(...)

SUB PART N. FLIGHT CREW

(...)

YCAR–OPS 1.975 Route and Aerodrome Competence qualification

(...)

AMC OPS 1.975 Route and aerodrome competence qualification

(...)

7 The operator shall, as part of its safety management system, assess the level of rescue and fire fighting service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aeroplane intended to be used.

(...)

SUB PART P. MANUALS, LOGS AND RECORDS

(...)

YCAR–OPS 1.1055 Journey log

(...)

(c) An operator shall ensure that all entries are made concurrently and in ink or indelible pencil and that they are permanent in nature.

(...)

Appendix 1 to YCAR–OPS 1.1065 Document storage periods

(...)

Table 2 – Reports

Reports	
Journey log	36 months
Flight report(s) for recording details of any occurrence, as prescribed in YCAR–OPS 1.420, or any event which the commander deems necessary to report/record	6 months
Reports on exceedances of duty and/or reducing rest periods	3 months
Fuel and oil records	3 months

(...)

SUB PART Q. FLIGHT/DUTY TIME AND REST REQUIREMENTS

(...)

YCAR–OPS 1.1120 Standard provisions applicable to a scheme

(...)

(d) Approval of FTL Variation by CAMA:

The CAMA may grant variations to the FTL requirements contained in this Subpart provided the operator demonstrates to the CAMA, on the basis of a risk assessment, that an equivalent level of safety or better than is ensured. CAMA may impose additional requirements prior to the approval of the variations to the prescriptive scheme. A validation flight may be conducted by the CAMA before or after the issuance of each route FTL variation scheme.

(...)

YCAR-OPS 1.1140 Records to be maintained

(...)

- (c) The operator shall maintain fuel records to enable the Authority to ascertain that, for each flight, the requirements of YCAR OPS 1.255 and YCAR OPS 1.375 have been complied with.

(...)

SUB PART 5. SECURITY

(...)

YCAR-OPS 1.1255 Flight crew compartment security

(...)

- (b) All passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45500 kg 54 500 kg; or of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or with a Maximum Approved Passenger Seating Configuration greater than 60, ~~on international commercial operations~~, shall be equipped with an approved flight crew compartment door that is capable of being locked and unlocked from each pilot's station and designed to resist

(...)

---- END PROPOSAL ----

NPA COMMENT-RESPONSE DOCUMENT (CRD)

CRD Terms of use

NPA 05-2018 (A) RESPONSE DOCUMENT

Please return this response sheet by E-mail: legislation.dir@cama.gov.ye and CC civilaviation@y.net.ye Please indicate your acceptance or otherwise of the proposal by ticking [✓] the appropriate box below. Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

[] The proposals are **acceptable without change**.

[] The proposals are **acceptable but would be improved if the following changes were made:** (Please provide explanatory comment).

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[] The proposals are **not acceptable but would be acceptable if the following changes were made:** (Please provide explanatory comment).

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[] The proposals are **not acceptable under any circumstances.** (Please provide explanatory comment).

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.....
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Name.....Orgnaisation:..... Address/Contact

No:.....

Signed: Date: