

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (AEROPLANES)						
Issue 01 - 2020						
Item Serial Number	CAAN Regulations (Aeroplanes) Item Number	MAIN TEXT	Applicable Company Document Reference Number	Not Applicable (Tick here)	If Company document does not include the item, state reason.	Inspector's Remarks Sat. or Unsat.

1	FOR 6th edn. (Aeroplanes)	Definitions and Abbreviations				
2	3.1 3.1.1	COMPLIANCE WITH LAWS, REGULATIONS AND PROCEDURES The operator shall ensure that all employees when abroad know that they must comply with the laws, regulations and procedures of those States in which operations are conducted.				
3	3.1.2	The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.				
4	3.1.3	The operator or a designated representative shall have responsibility for operational control.				
5	3.1.4	Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer/flight dispatcher if the operator's approved method of control and supervision of flight operations requires the use of flight operations officer/flight dispatcher personnel.				

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6	3.1.5	If an emergency situation which endangers the safety of the aeroplane or persons becomes known first to the flight operations officer/flight dispatcher, action by that person in accordance with 4.6.2 shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.				
7	3.1.6	If an emergency situation which endangers the safety of the aeroplane or persons 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. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of the Operator. Such reports shall be submitted as soon as possible and normally within ten days.				
8	3.1.7	Operators shall ensure that pilots-in-command have available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.				
9	3.1.8	Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for				

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		radiotelephony communications as specified in PELR.				
10	3.2 3.2.1	COMPLIANCE BY A FOREIGN OPERATOR WITH LAWS, REGULATIONS AND PROCEDURES OF NEPAL When CAAN identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within the territory of Nepal or a similar serious safety issue with that operator, CAAN shall immediately notify the operator and, if the issue warrants it, the State of the Operator. Where the State of the Operator and the State of Registry are different, such notifications shall be also be made to the State of Registry, if the issue falls within the responsibilities of that State and warrants a notification.				
11	3.2.2	In the case of notification to States as specified in 3.2.1, if the issue and its resolution warrant it, CAAN shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator.				
12	3.3 3.3.2	SAFETY MANAGEMENT The operator of an aeroplane of a maximum certificated take-off mass in excess of 27 000 kg shall establish and maintain a flight data analysis programme as part of its safety management system.				
13	3.3.3	A flight data analysis programme shall contain adequate safeguards to protect the source(s) of the data in accordance with				

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		Appendix 3 to Civil Aviation Requirements for Safety Management (CAR- 19).				
14	3.3.4	CAAN shall not allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per CAAN Aircraft Accident Investigation Procedure Manual, except where the recordings or transcripts are: a), b), c)				
15	3.3.5	The use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS for purposes other than the investigation of an accident or incident as per ICAO Annex 13 shall not be allowed, except where the recordings or transcripts are subject to the protections accorded by CAR-19 and are: a), b), c), d), e)				
16	3.3.6	The operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system.				

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17	3.3.7	Flight Operations Mandatory Occurrence Reports. When the flight crew of a particular flight encounters any of the events listed under Attachment D of this FOR, the air operator shall notify to the DG, CAAN within 48 hours of the particular event using the form included in this Attachment D or a similar type of form used by the Operator containing similar information.				
18	3.4 3.4.1	USE OF PSYCHOACTIVE SUBSTANCES Holders of licenses provided for in this FOR as well as PELR shall not exercise the privileges of their licenses and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.				
19	3.4.2	Holders of licenses provided for in this FOR as well as PELR shall not engage in any problematic use of substances.				
20	3.4.3	An AOC holder shall ensure, as far as practicable, that all license holders who engage in any kind of problematic use of substances are identified and removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.				
21	3.5	The operator shall establish an aircraft tracking capability to track				

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	AIRCRAFT TRACKING 3.5.1	aeroplanes throughout its area of operations.				
22	3.5.3	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: a) and b)				
28	3.5.4	Notwithstanding the provisions in 3.5.2 and 3.5.3, the DG, CAAN 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: a), b), c), d), e) and f)				
29	3.5.5	The operator shall establish procedures, approved by the DG, CAAN, for the retention of aircraft tracking data to assist SAR in determining the last known position of the aircraft.				
30	3.7 INSPECTION AUTHORITY 3.7.1	Each certificate holder shall allow the inspectors of Director General in their respective fields at any time or place to make an inspection or test to determine its compliance with the civil air regulation, its operating certificate and its operations specifications or its eligibility to continue to hold its certificate.				

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31	3.7.2	Any person appointed by Director General as an authorized officer or inspector shall be permitted at any time to board and to enter and remain on the flight deck, provided that the commander of the aeroplane, during in flight phase, may refuse to allow the authorized officer to enter or remain in the flight deck if in his opinion, the safety of the aeroplane would thereby be endangered.				
32	3.7.3	All authorized officers of CAAN for liaison and inspection carry a CAAN identity document, which will be produced on request. Request for arrangements of tickets on free passage and other required facilities to help to complete the task of inspection, will normally be made in advance. Except in case of the random surveillance inspection on base, while preparing the flight and in-flight, notification will not be made in advance.				
33	3.7.4	Authorized Inspector(s) shall visit to observe the conduct of ground classes, demonstration classes etc. of an operator and Flight Operation Inspectors shall observe the ground and training flights of pilots, competency checks, type rating ground and flight tests and instrument issuance and/or renewal tests. They are also empowered to inspect flight crew licenses and records of trainings and tests.				

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35	3.7.6	The holder of an Air Operator certificate shall notify to the Director General of Civil Aviation of Nepal, not less than 14 days' notice in writing of the intended abolition of any of its responsible posts or of any intended change in the person holding the post or his duties.				
36	3.7.7	Any person authorized by the Director General of Civil Aviation in that regard shall have access to any premises in the occupation or control of the holder of this Certificate for the purpose of examining the premises and any document, equipment, tools, material or other thing of whatsoever nature, relating to the operation of aeroplane there under kept or used or intended to be used in connection with the operation of the aeroplane.				
37	3.7.8	Every flight under this certificate shall be conducted in accordance with the relevant provisions of the aforesaid operations manual and instructions.				
38	3.8 OFFENCE	Any person who:				

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	AND PENALTY 3.8.1	a) contravenes or fails to comply with any provision of this Requirement. b) performs any duty or exercises or any functions for which a license or rating is required under this Flight Operation Requirements. c) makes a false or deceptive statement or in connection with any application for a license rating or certificate issued under Flight Operations Requirement. d) makes, procures or assists in the making or procuring of any false or deceptive entry in any document book or record made or kept under any rules made under Flight Operation Requirements. e) destroys, mutilates or alters any document book or record made or kept under any rules made under Flight Operation Requirements. f) obstructs or hinders an investigation carried; g) obstructs or impedes any authorized person acting in the performance or exercise of any duties powers of functions conferred on him by this Requirements. h) does or attempts to do anything likely to imperil the safety of an aeroplane or its passengers or crew shall be guilty of				
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		an offence and shall be liable on conviction to any of: a) a warning b) a temporary suspension to perform his duty c) suspension or revocation of license (or including suspension and cancellation of an authorization, permission, ratings or other endorsements) d) a fine and/or possible imprisonment as applicable.				
39	3.8.2	The Owner, Operator, Hirer or a Pilot-In-Command of an aeroplane which flies in contravention of any rules made under Flight Operations Requirement, shall be guilty of an offence and shall be liable on conviction to any of a warning, suspension or revocation of license, a fine and possible imprisonment as applicable, unless it is proved that the alleged contravention took place without that person in actual fault.				
40	3.8.3	Enforcement actions shall be implemented in accordance with CAAN Aviation Enforcement Policy and Procedure Manual.				

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41	3.9.1	<p>PRIVELEGES OF INSTRUCTOR PILOTS / FLIGHT INSTRUCTORS</p> <p>The holder of an Air Operator Certificate issued by the Director General who is engaged in commercial operations shall ensure that Flight Instructor(s) and Ground Instructors for ground courses are qualified with not less than that mentioned in FOR/PELR.</p>				
42	3.10	<p>OPERATORS TO PROVIDE OPERATIONS DIRECTORS</p> <p>The holder of an Air Operator Certificate issued by the Director General who is engaged in commercial operations shall assign a pilot (or experienced as a pilot) as an Operations Director in the Operation Department.</p>				
43	3.11, 3.11.1	<p>NOMINATED POSTHOLDERS REQUIRING CAAN ACCEPTANCE</p> <p>The following post-holders of an air operator shall require CAAN acceptance prior to the person assuming the post, where “nominated post-holder” may be defined as a person nominated by the air operator and accepted by CAAN, who is suitably qualified and experienced as the case may be to perform a particular function:</p> <ul style="list-style-type: none"> (a) Operations Director (b) Chief Pilot (c) Chief of Training (d) Safety Manager 				

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44	3.11.2	Details of the qualifications and experience of such nominated post-holders must be sent to CAAN at least 15 days prior to appointing that person and a written acceptance must be received from CAAN.				
45	3.11.3	When such a nominated post-holder mentioned in 3.11.1 is unable to perform the duties and responsibilities either temporarily or permanently for any reason, the operator must appoint a person equally qualified to fill that vacant post and duly notify CAAN within 48 hours.				
46	3.12.1	OPERATORS TO ENSURE THAT FLIGHT CREW ARE QUALIFIED The holder of an Air Operator Certificate issued by the Director General shall not permit an aircraft to fly unless: a), b), c), d)				
47	3.12.2	Such an operator shall not permit an aircraft to fly for other than training purposes unless; a) b) c)				
48	3.12.3	Crew member requirements and their qualifications shall not be less than that as specified in the FOR.				

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49	3.12.4	Flight crewmember emergency duties An operator shall, for each type of aeroplane, assign to all flight crew member the necessary functions they are to perform in an emergency or in a situation requiring in the operator's training program and shall include instruction in the use of all emergency and lifesaving equipment required to be carried and drills in the emergency evacuation of the aeroplane.				
50	3.14 3.14.1	OPERATORS TO ENSURE NON-MISUSE OF FLIGHT CREW IDENTITY An Operator shall make the necessary provisions in company Operations Manual and any other regulation to ensure that the identities of Flight Crew are not misused. <i>refer Chapter 13 Security.</i>				
51	3.15 3.15.1	OPERATORS TO PROVIDE FLIGHT DISPATCHERS/ FLIGHT OPERATIONS OFFICERS The holder of an Air Operator Certificate issued by the Director General shall not commence its operations where the number of aircraft being involved in operations is two or more, unless it has employed the person(s) holding the Flight Dispatcher or Flight Operations Officer license for operational control including dispatching of the aircraft.				
52	3.15.2	The holder of an Air Operator Certificate issued by the Director General shall not commence its operations unless he or his designated representative shall have responsibility for operational control.				

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53	3.15.3	Where the duties assigned for the dispatch of the aircraft is conducted by the flight crew, the requirement mentioned in 3.15.1 will not apply provided the flight time and duty time limitations of the pilot is not violated and the pilot's job description is mentioned in company's Operations Manual.				
54	3.16 3.16.1	REVENUE, TRAINING AND TEST FLIGHTS With the exception of en-route Inspection flight or Route Check, no commercial air operator shall conduct any type of training flight including Pilot Proficiency Checks (PPC), for the issuance or renewal of a license, during a flight filed with the ATC as a commercial or revenue flight i.e. scheduled, non-scheduled or chartered.				
55	3.16.2	Any commercial aircraft, when it is carrying passengers or Cabin Crew, shall not be used to flight test the aircraft, or its power plant, or any item included in the Minimum Equipment List.				
56	3.18, 3.18.1	OPERATORS TO PROVIDE TRAININGS With respect to 3.12.1 (d), operators must provide Initial and Recurrent ground and flight trainings to all its Crew members, Flight Dispatchers and any other personnel involved in the safe conduct of operations as per their requirements.				
57	3.18.2	The details of the trainings mentioned in 3.18.1 shall be as required in Chapter 16 of this FOR.				

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58	3.18.3	The AOC holder shall maintain records of the qualifications and the training of each crew member and flight dispatcher until termination of service.				
59	3.19 3.19.1	OPERATORS TO ENSURE THAT CREW COMPLY WITH INTERCEPTION ORDERS An Operator shall ensure that their crew receive appropriate trainings on and comply with Interception Orders from other States.				
60	3.19.2	Attachment A contains the instructions that crew of an intercepted aircraft must follow when complying with Interception Orders from Interceptor aircraft of other States. <i>Refer Appendix 1 Contents of an Operations Manual para 2.1.32.</i>				
61	3.20, 3.20.1	OPERATORS TO ENSURE COMPLIANCE WITH COMPANY SOP Operators shall make adequate provisions through their documents and procedures to ensure that the flight crew use and adhere to their own company Standard Operating Procedures (SOP) when: (i) undergoing ground and flight trainings within the country or abroad (ii) engaged in line flying activities.				

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62	3.20.2	An air operator shall ensure that: a) crew briefings are conducted as an integrated part of its Standard Operating Procedures (SOP); b) such briefings include departure and approach briefings; and c) joint Flight and Cabin Crew flight briefings are being conducted.				
63	3.21, 3.21.1	OPERATORS TO ESTABLISH A PUBLICATIONS LIBRARY An air operator shall maintain a library of publications required for its operations.				
64	3.21.2	The library shall also contain a list of publications that the Operator has determined is necessary for its operations.				
65	3.21.3	The operations library shall include as a minimum: (i) CAAN Rules and Regulations (ii) Air Operator Certificate Requirements (iii) Flight Operations Requirements (iv) Aeronautical Information Publications (v) Personnel Licensing Requirements (vi) Dangerous Goods Handling Requirements (vii) Cabin Crew Training Manual				

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		(viii) Aircraft Flight Manual (ix) Company Operations Manual (x) Standard Operating Procedures Manual (xi) Flight Crew Operating Manual (xii) Maps and Charts				
66	3.22, 3.22.1 3.22.2	FLIGHT OPERATIONS QUALITY ASSURANCE As of 01 January 2021, all air operators operating aircraft with MTOW of more than 5,700 kgs. shall establish a Quality Assurance system in flight operations as part of its Safety Management System which shall be fully implemented by 01 Jan 2022. As of 01 January 2021, all air operators operating aircraft with MTOW less than 5,700 kgs. and Non-scheduled air operators shall establish internal audit system in flight operations as part of its Safety Management System which shall be fully implemented by 01 Jan 2022.				
67	4.1 4.1.1	OPERATING FACILITIES An operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the aeroplane and				

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		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.				
68	4.1.2	The operator shall ensure that a flight will not commence or continue as planned unless it has been ascertained by every reasonable means available that the airspace containing the intended route from aerodrome of departure to aerodrome of arrival, including the intended take-off, destination and en-route alternate aerodromes, can be safely used for the planned operation. When intending to operate over or near conflict zones, a risk assessment shall be conducted and appropriate risk mitigation measures taken to ensure a safe flight.				
69	4.1.3	An operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them, without undue delay.				
70	4.1.5	An 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.				

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71	4.1.6	Information related to the level of RFFS protection that is deemed acceptable by the operator shall be contained in the operations manual.				
72	4.2.1 The Air Operator Certificate 4.2.1.1	An air operator shall not engage in commercial air transport operations unless in possession of a valid Air Operator Certificate issued by the Director General, Civil Aviation Authority of Nepal.				
73	4.2.1.2	The Air Operator Certificate shall authorize the operator to conduct commercial air transport operations in accordance with the operations specifications.				
74	4.2.1.3	The issue of an Air Operator Certificate by the Director General, Civil Aviation Authority of Nepal shall be dependent upon the operator demonstrating an adequate organizational structure which includes the responsibilities and authority for the management of all ground handling functions, 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. i) and ii)				

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75	4.2.1.3.1	The operator shall develop policies and procedures for third parties that perform work on its behalf.				
76	4.2.1.4	The continued validity of an Air Operator Certificate shall depend upon the operator maintaining the requirements of 4.2.1.3 under the supervision of the DG, CAAN.				
77	4.2.1.5	The Air Operator Certificate shall contain at least the following information in addition to following the layout as mentioned in the Air Operator Certificate Requirements (AOCR): a), b), c), d) and e)				
78	4.2.1.6	The Operations Specifications associated with the Air Operator Certificate shall contain at least those information that are listed in the AOCR.				
79	4.2.1.7	Air operator certificates and their associated operations specifications shall follow the layouts as per the AOCR.				

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80	4.2.1.8	Certification for operation of aircraft is to be obtained through the established system of Civil Aviation Authority of Nepal as specified in AOCR. All operators shall be subjected to continued surveillance by the Director General, Civil Aviation Authority of Nepal to ensure that the required standards of operations established in 4.2 are maintained.				
81	4.2.1.9	<p>Operators must mention the following clause or similar in their policy page of all manuals while submitting manuals/documents to CAAN for approval or acceptance.</p> <p>“This manual has been prepared in accordance with the requirements and/or Directives of CAAN and prevailing laws of the country; activities of this company shall be carried out in accordance with this manual. In case of any discrepancies or conflicts between this manual and national regulations, the latter shall prevail.”</p> <p>The statement shall be signed by the Accountable Manager.</p>				

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82	4.2.3 Operations Manual 4.2.3.1	<p>a) An operator shall provide, for the use and guidance of operations personnel concerned - an Operations Manual in accordance with Appendix 1 containing all such information and instructions as are relevant to the flight operations of all types of aeroplanes which are operated by the operator.</p> <p>b) The Operations Manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.</p> <p>c) A review committee consisting of at least the Director of Flight Operations, Chief of Training, the Safety Manager, Fleet Chief Pilot and at least one type related instructor apart from the post-holders must jointly review every proposed amendment to the Operations Manual prior to submitting to CAAN for approval/acceptance. Such reviews/conclusions must also be submitted to CAAN along with the proposed draft.</p>				
83	4.2.3.2	a) All operators are required to provide a copy of the Operations Manual together with all amendments and/or revisions for review and approval. Certain documents/manuals may be accepted and an approval may not be required. The DG, CAAN shall determine which documents may be accepted				

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		<p>without requiring an approval. The operator shall incorporate in the Operations Manual such mandatory material as required by the DG, CAAN.</p> <p>b) An Operations Manual which may be issued in separate parts corresponding to specific aspects of operations shall not conflict with any rule, Flight Operations Requirements or other directives issued by the DG, CAAN and in the case of an operator engaged in international operations, shall also not be in conflict with the laws, regulations and procedures of the countries into and over which the operator's aeroplanes are operated.</p> <p>c) The Operations Manual shall be organized in accordance with the following structure as mentioned in Appendix 1:</p> <p>i) Part A : General</p> <p>ii) Part B : Aircraft Operating Matters Type Related</p> <p>iii) Part C : Route and Aerodrome Instructions and Information</p> <p>iv) Part D : Training</p>				
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84	4.2.3.3	An operator shall clearly mention the duties and responsibilities of the nominated post-holders as mentioned in AOCR Appendix 4 in the operator's Operations Manual Part A. In addition, the Manual should also clearly state the person(s) responsible for Operations Control.				
85	4.2.3.4	The operator must provide to CAAN all the names of the nominated post-holders listed in the operator's Operations Manual.				
86	4.2.4 Operating Instructions — General 4.2.4.1	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.				
87	4.2.4.2	An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls: a) b) c) d)				

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88	4.2.4.3	The operator shall issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique. This information should be included in the Operations Manual.				
89	4.2.5 In – flight simulation of emergency situation	An operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.				
90	4.2.6 Checklists	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the Aeroplane Flight Manual or other documents associated with the Certificate of Airworthiness and otherwise in the Operations Manual. The design and utilization of checklists shall observe Human Factors principles.				

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91	4.2.7 Minimum flight altitudes 4.2.7.1	An operator shall be permitted to establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over or the responsible State, provided that they shall not be less than those established by that State.				
92	4.2.7.2	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 responsible State, and shall include this method in the Operations Manual. The minimum flight altitudes determined in accordance with the above method shall not be lower than that specified in CAAN regulations.				
93	4.2.8 Aerodrome Operating Minima 4.2.8.1	An operator shall establish Aerodrome Operating Minima for each aerodrome to be used in operations, and shall obtain approval of the DG, CAAN for the method of determination of such minima. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State.				
94	4.2.8.2	In establishing the aerodrome operating minima, which will apply to any particular operation, the operator shall take full account of:				

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		a) b) c) d) e) f) g) h) i) j)				
95	4.2.8.3	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) b) : 1) 2) 3)				
96	4.2.8.4	A specific approval shall be issued by CAAN for instrument approach operations in low visibility which shall only be conducted when RVR information is provided.				
97	4.2.8.5	For take-off in low visibility, a specific approval for the minimum take-off RVR shall be required from CAAN.				
98	4.2.8.7	The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions.				
99	4.2.8.8	The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.				
100	4.2.9	Threshold Crossing Height for 3D Instrument Approach Operations				

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		An operator shall establish operational procedures designed to ensure that an aeroplane being used to conduct 3D instrument approach operations crosses the threshold by a safe margin, with the aeroplane in the landing configuration and attitude.				
101	4.2.10 Fuel and oil records 4.2.10.1	An operator shall maintain fuel records to enable the DG, CAAN to ascertain that, for each flight, the requirements of 4.3.6 and 4.3.7.1 have been complied with.				
102	4.2.10.2	An operator shall maintain oil records to enable the DG, CAAN to ascertain that trends for oil consumption are such that an aeroplane has sufficient oil to complete each flight.				
103	4.2.10.3	Fuel and oil records shall be retained by the operator for a period of three months.				
104	4.2.11 4.2.11.1	Flight and Cabin Crew <i>Pilot-in-command.</i> For each flight, the operator shall designate one pilot to act as pilot-in-command.				
105	4.2.11.3	<i>Fatigue Management.</i> An operator shall establish flight time and duty period limitations and a rest scheme that enable it to manage the fatigue of all its flight and cabin crew members. This shall comply with the regulations established by CAAN and shall be included in the Operations Manual.				

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106	4.2.11.4	To comply with the regulations established by CAAN an operator shall maintain records for all its flight and cabin crew members of flight time, flight duty periods and rest periods.				
107	4.2.11.5	No air operator may assign a person as a flight crew member unless that person holds a valid license or authorization letter/certificate as the case may be, issued by the Director General.				
108	4.2.11.6	No air operator shall operate an aeroplane with less than the minimum flight crew as specified in the Certificate of Airworthiness or the Aeroplane Flight Manual.				
109	4.2.11.7	No air operator shall operate: a) b) : (i) (ii) (iii)				
110	4.2.11.8	No air operator shall carry passengers in a single-engine aeroplane: a) b) c) d)				
111	4.2.11.9	No air operator shall operate a single-engine aeroplane on multi-pilot operations or any multi-engine aeroplane unless the flight crew includes at least two pilots, one of whom shall be designated by the operator as Pilot-in-Command and the other as Second-in-Command.				
112	4.2.11.10	No air operator shall let the pilot or co-pilot have an endorsement on more than two types of aeroplanes weighing less than 5700 kgs				

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		for commercial operations.				
113	4.2.11.11	When a flight crew is engaged in commercial air operations involving aeroplanes with a certificated MTOW of more than 5700 kgs, the person shall be limited to a single aeroplane type.				
114	4.2.12 Passengers 4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) b) c) d) e)				
115	4.2.12.2	The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.				
116	4.2.12.3	In an emergency during flight, passengers shall be instructed in such emergency action as may be appropriate to the circumstances.				
117	4.2.12.4	The operator shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane shall be secured in their seats by means of the seat belts or harnesses provided.				

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118	4.2.12.5	An operator shall include in its Operations Manual, an Emergency Exit Seating Policy that defines what types of passengers may not be permitted to be seated in the seat row adjacent to an Emergency Exit. The manual should also indicate that a briefing will be given to the person seated on that row.				
119	4.3 FLIGHT PREPARATION 4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) b) c) d) f) g)				
120	4.3.2	Completed flight preparation forms shall be kept by an operator for a period of three months.				
121	4.3.3 Operational flight planning 4.3.3.1	a) An operational flight plan shall be completed for every intended flight, except when the departure and landing aerodromes are the same. b) The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/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.				
122	4.3.3.2	The Operations Manual shall describe the content and use of the operational flight plan.				

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123	4.3.4 Alternate aerodromes 4.3.4.1 <i>Take-off alternate aerodrome</i> 4.3.4.1.1	A take-off alternate aerodrome shall be selected and specified in the operational flight plan if either the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation or if it would not be possible to return to the aerodrome of departure for other reasons.				
124	4.3.4.1.2	The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure: a) b) c)				
125	4.3.4.1.3	For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator's established aerodrome operating minima for that operation.				
126	4.3.4.2 <i>En-route alternate aerodromes</i>	En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.				
127	4.3.4.3 <i>Destination alternate aerodromes</i> 4.3.4.3.1	For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless: a) b)				

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128	4.3.4.3.2	Two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans when, for the destination aerodrome: a) b)				
129	4.3.4.4	Notwithstanding the provisions in 4.3.4.1, 4.3.4.2, and 4.3.4.3; the DG, CAAN may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operational variations to alternate aerodrome selection criteria. The specific safety risk assessment shall include at least the: a), b), c), d), e) and f)				
130	4.3.5 4.3.5.1	Meteorological conditions A flight to be conducted in accordance with VFR shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to enable compliance with these rules.				
131	4.3.5.2	A flight to be conducted in accordance with the instrument flight rules shall not; a) b)				
132	4.3.5.3	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 aerodrome, the operator shall specify appropriate incremental values for height of cloud base and				

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		visibility, acceptable to the DG, CAAN, to be added to the operator's established aerodrome operating minima.				
133	4.3.5.4	A margin of time when established by the operator for the estimated time of use of an aerodrome shall require an approval from the DG, CAAN.				
134	4.3.5.5	A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.				
135	4.3.5.6	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.				
136	4.3.6 Fuel Requirements 4.3.6.1	An aeroplane shall carry a sufficient amount of usable fuel, to complete the planned flight safely and to allow for deviations from the planned operation.				
137	4.3.6.2	The amount of usable fuel to be carried shall, as a minimum, be based on: a) b)				
138	4.3.6.3	The pre-flight calculation of usable fuel required shall include: a) b) c) d) e) f) g)				

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139	4.3.6.5	A flight shall not commence unless the usable fuel on board meets the requirements in 4.3.6.3 a), b), c), d), e) and f) if required and shall not continue from the point of in-flight re-planning unless the usable fuel on board meets the requirements in 4.3.6.3 b), c), d), e) and f) if required.				
140	4.3.6.6	Notwithstanding the provisions in 4.3.6.3 a), b), c), d), and f); the DG, CAAN may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve variations to the pre-flight fuel calculation of taxi fuel, trip fuel, contingency fuel, destination alternate fuel, and additional fuel. The specific safety risk assessment shall include at least the: a) b) c)				
141	4.3.6.7	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.				
142	4.3.7 In-flight fuel management 4.3.7.1	An operator shall establish policies and procedures, approved by the DG, CAAN to ensure that in-flight fuel checks and fuel management are performed.				
143	4.3.7.2	The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.				

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144	4.3.7.2.1	The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.				
145	4.3.7.2.2	The pilot-in-command shall advise ATC of a minimum fuel state by declaring "MINIMUM FUEL" when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.				
146	4.3.7.2.3	The Pilot-In-Command shall declare a situation of fuel emergency by broadcasting "MAYDAY MAYDAYMAYDAY FUEL", when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.				
147	4.3.8 Refueling with passengers on board 4.3.8.1	An aeroplane shall not be refueled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.				
148	4.3.8.2	When refueling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable				

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		means between the ground crew supervising the refueling and the qualified personnel on board the aeroplane.				
149	4.3.9 Oxygen supply 4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) b)				
150	4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.				
151	4.4 4.4.1	IN-FLIGHT PROCEDURES A flight shall not be continued towards the aerodrome of intended				

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	Aerodrome operating minima 4.4.1.1	landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the operating minima established in accordance with 4.2.8.1.				
152	4.4.1.2	An instrument approach shall not be continued below 300 m (1 000 ft) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima.				
153	4.4.1.3	If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land at any aerodrome beyond a point at which the limits of the operating minima specified for that aerodrome would be infringed.				
154	4.4.2.1	As of 5 November 2020, 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.				
155	4.4.2.3	The air operator shall establish policy and procedures for the flight crew of aircraft on international air routes for recording and reporting on the following observations: a) b)				

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156	4.4.3 Hazardous flight conditions 4.4.3.1	An operator shall report hazardous flight conditions encountered, other than those associated with meteorological conditions, to the appropriate aeronautical station as soon as possible. The reports so rendered shall give such details as may be pertinent to the safety of other aircraft.				
157	4.4.4 Flight crew members at duty stations 4.4.4.1	<i>Take-off and landing.</i> All flight crew members required to be on flight deck duty shall be at their stations.				
158	4.4.4.2	<i>En route.</i> All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the aeroplane or for physiological needs.				
159	4.4.4.3	<i>Seat belts.</i> All flight crew members shall keep their seat belts fastened when at their stations.				
160	4.4.4.4	<i>Safety harness.</i> Any flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases; all other flight crew members shall keep their safety harnesses fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened.				
161	4.4.5	All flight crew members, when engaged in performing duties				

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	Use of oxygen 4.4.5.1	essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 4.3.9.1 or 4.3.9.2.				
162	4.4.5.2	All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.				
163	4.4.6 Safeguarding of cabin crew and passengers in pressurized aeroplanes in the event of loss of pressurization 4.4.6.1	Cabin crew should be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurization and, in addition, they should have such means of protection as will enable them to administer First Aid to passengers during stabilized flight following the emergency. Passengers should be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.				
164	4.4.7 4.4.7.1	In-flight operational instructions Operational instructions involving a change in the ATS flight plan shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane.				
165	4.4.8 4.4.8.2	Instrument flight procedures An operator shall ensure that all aeroplanes operated in				

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		accordance with instrument flight rules shall comply with the instrument flight procedures approved by the State in which the aerodrome is located.				
166	4.4.11 Aeroplane operating procedures for landing performance	An approach to land shall not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.				
167	4.5 4.5.1	DUTIES OF PILOT-IN-COMMAND The pilot-in-command shall be responsible for the safety of all crew members, passengers and cargo on board when the doors are closed. The pilot-in-command shall also be responsible for the operation and safety of the aeroplane from the moment the aeroplane is ready to move for the purpose of taking off until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut down.				
168	4.5.2	The pilot-in-command shall ensure that the checklists specified in 4.2.6 are complied with in detail.				
169	4.5.3	The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property.				

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170	4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.				
171	4.5.5	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1.				
172	4.5.6	The pilot-in-command shall have the authority to give all commands he/she deems necessary for the purpose of securing the safety of the aeroplane and of persons or property carried therein.				
173	4.5.7	The pilot-in-command shall have authority to disembark any person, or any part of the cargo, which, in his/her opinion, may represent a potential hazard to the safety of the aeroplane or its occupants.				
174	4.5.8	The pilot-in-command shall not allow a person to be carried in the aeroplane who appears to be under the influence of alcohol or drugs to the extent that the safety of the aeroplane or its occupants is likely to be endangered.				
175	4.5.9	The pilot-in-command shall have the right to refuse transportation of inadmissible passengers, deportees or persons in custody if their carriage poses any risk to the safety of the aeroplane or its occupants.				
176	4.5.10	The pilot-in-command shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment.				

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177	4.5.11	The pilot-in-command shall ensure that all operational procedures and check lists are complied with in accordance with the Operations Manual.				
178	4.5.12	The pilot-in-command shall not permit any crew member to perform any activity during take-off, initial climb, final approach and landing except those duties required for the safe operation of the aeroplane.				
179	4.5.13	The pilot-in-command shall not permit: (i) (ii)				
180	4.5.14	The pilot-in-command shall decide whether or not to accept an aeroplane with unserviceabilities allowed by the CDL or MEL.				
181	4.5.15	The pilot-in-command shall ensure that the pre-flight inspection has been carried out.				
182	4.5.16	The commander or the pilot to whom conduct of the flight has been delegated shall, in an emergency situation that requires immediate decision and action, take any action he/she considers necessary under the circumstances. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.				
183	4.5.17	The pilot-in-command shall satisfy himself/herself that essential and minimum quantity of extra fuel is available for the proposed flight.				

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184	4.5.18	The pilot-in-command shall satisfy himself/herself that weather information for enroute, destination and alternate airports is available and favourable for the proposed flight.				
185	4.5.19	The pilot-in-command shall satisfy himself/herself that during acceptance of the aircraft, the performance of the aeroplane will enable him/her to safely complete the proposed flight.				
186	4.6 4.6.1	DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 shall: a) b) c) d)				
187	4.6.2	In the event of an emergency, a flight operations officer/flight dispatcher shall: a) b)				
188	4.7.1 4.7.1.1	Requirements for operations beyond 60 minutes to an en-route alternate aerodrome Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) b)				
189	4.7.1.2	In addition to the requirements in 4.7.1.1, all operators shall ensure that the following are taken into account and provide the				

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		overall level of safety intended by the provisions of ICAO Annex 6, Part I: a) operational control and flight dispatch procedures; b) operating procedures; and c) training programmes.				
190	4.7.2 Requirements for extended diversion time operations (EDTO) 4.7.2.1	Unless DG, CAAN has issued a specific approval for EDTO, an aeroplane with two or more turbine engines shall not be operated on a route where the diversion time to an en-route alternate aerodrome from any point on the route, calculated in ISA and still-air conditions at the one-engine-inoperative cruise speed for aeroplanes with two turbine engines and at the all engines operating cruise speed for aeroplanes with more than two turbine engines, exceeds a threshold time established for such operations by that State. The specific approval shall identify the applicable threshold time established for each particular aeroplane and engine combination.				
191	4.7.2.2	On issuing the specific approval for extended diversion time operations, the maximum diversion time granted to the operator for each particular aeroplane and engine combination shall be specified by the authority.				
192	4.7.2.3	When specifying the appropriate maximum diversion time for an operator of a particular aeroplane type engaged in extended diversion time operations, the DG, CAAN shall ensure that: a) b)				

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193	4.7.2.3.1	Notwithstanding the provisions in 4.7.2.3 a), the DG, CAAN may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operations beyond the time limits of the most time-limited system. The specific safety risk assessment shall include at least the: a) capabilities of the operator; b) overall reliability of the aeroplane; c) reliability of each time-limited system; d) relevant information from the aeroplane manufacturer; and e) specific mitigation measures.				
194	4.7.2.4	For aeroplanes engaged in EDTO, the additional fuel required by 4.3.6.3 f) 2) shall include the fuel necessary to comply with the EDTO critical fuel scenario as established by the DG, CAAN.				
195	4.7.2.5	A flight shall not proceed beyond the threshold time in accordance with 4.7.2.1 unless the identified en-route alternate aerodromes have been re-evaluated for availability and the most up-to-date information indicates that, during the estimated time of use, conditions at those aerodromes will be at or above the operator's established aerodrome operating minima for the operation. If any conditions are identified that would preclude a safe approach and landing at that aerodrome during the estimated time of use, an alternative course of action shall be determined.				

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196	4.7.2.6	<p>The DG, CAAN shall, when specifying maximum diversion times for aeroplanes with two turbine engines, ensure that the following are taken into account in providing the overall level of safety intended by the provisions of ICAO Annex 8:</p> <ul style="list-style-type: none"> a) reliability of the propulsion system; b) airworthiness certification for EDTO of the aeroplane type; and c) EDTO maintenance programme. 				
197	4.8	<p>CARRIAGE OF CARGO INCLUDING CARRY-ON BAGGAGE</p> <ul style="list-style-type: none"> (a) The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed. (b) No person may carry cargo, including carry-on baggage, in or on any aircraft unless: (I,) (ii), (iii) : 1) 2) 3) 4) 5) 6), (iv), (v) 				
198	4.9 4.9.1	<p>SINGLE PILOT OPERATIONS UNDER THE INSTRUMENT FLIGHT RULES (IFR) OR AT NIGHT</p> <p>A single-engine aeroplane shall not be operated under the IFR by a single pilot or at night for commercial operations.</p>				

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199	4.10 4.10.2	FATIGUE MANAGEMENT An Operator shall, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the requirements of this FOR Chapter 9. Such limitations shall be included in the Operator's Operations Manual Part A.				
200	4.10.3	Where the operator adopts prescriptive fatigue management regulations for part or all of its operations, the DG, CAAN may approve, only in exceptional circumstances, variations to these regulations on the basis of a risk assessment provided by the operator. Approved variations shall provide a level of safety equivalent to, or better than that achieved through the prescriptive fatigue management regulations.				
201	4.10.8	An operator shall maintain records for all its flight and cabin crew members of flight time, flight duty periods, duty periods, and rest periods for a period of at least six months.				
202	4.12 4.12.1	PORTABLE ELECTRONIC DEVICES Except as provided in paragraph 4.12.2 of this chapter, no person may operate, nor may any operator or Pilot-In-Command of an aircraft allow the operation of any portable electronic device on any CAAN registered aircraft.				
203	4.12.2	Paragraph 4.12.1 of this chapter does not apply to the following:				

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		a) b) c) d) e) (i) (ii) (iii) (iv)				
204	4.14, 4.14.1	No Flight Crew member or Cabin Crew member shall be permitted to use any portable or fixed devices for the purpose of photography or videography unless permitted by the Director General, CAAN. This shall include the occupant of the jump seat.				
205	4.14.2	Bonafide passengers shall be permitted to take photos or videos during flight under the instructions of the Cabin Crew members as per company rules and national Civil Aviation Regulations.				
206	4.15, 4.15.1	Air operators shall establish a procedure for the crew to evaluate a traveller with a suspected communicable disease, based on the presence of a fever and certain other signs or symptoms.				
	4.15.2	Air operators shall establish procedures for the Pilot-In-Command to report promptly to air traffic control (ATC) a suspected communicable disease, with transmission of the following information: a), b), c), d) e), f) and g)				
	5.1 GENERAL 5.1.1	Aeroplanes shall be operated in accordance with a comprehensive and detailed code of performance established by the Civil Aviation Authority of Nepal in compliance with the applicable requirements of this chapter.				
	5.1.2	Single-engine aeroplanes shall only be operated in conditions of weather and light, and over such routes and diversions therefrom, that permit a safe forced landing to be executed in the event of engine failure.				

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207	5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the DG, CAAN, indicates that the requirements of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.				
208	5.2.6	When applying the requirements of this chapter, account shall be taken of all factors that significantly affect the performance of the aeroplane, including but not limited to: the mass of the aeroplane, the operating procedures, the pressure-altitude appropriate to the elevation of the aerodrome, the ambient temperature, the wind, the runway slope and surface conditions of the runway, i.e. presence of snow, slush, water and/or ice, for landplanes. Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the comprehensive and detailed code of performance in accordance with which the aeroplane is being operated.				
209	5.2.7	Mass limitations a), b), c), d), e), f), g), h), i)				

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210	5.2.8	<i>Take-off.</i> The aeroplane shall be able, in the event of a critical engine failing, or for other reasons, at any point in the take-off, either to discontinue the take-off and stop within the accelerate-stop distance available, or to continue the take-off and clear all obstacles along the flight path by an adequate vertical or horizontal distance until the aeroplane is in a position to comply with 5.2.9. When determining the resulting take-off obstacle accountability area, the operating conditions, such as the crosswind component and navigation accuracy, must be taken into account.				
211	5.2.8.1	In determining the length of the runway available, account shall be taken of the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.				
212	5.2.9	<i>En route — one engine inoperative.</i> The aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions therefrom, to continue the flight to an aerodrome at which the requirement of 5.2.11 can be met, without flying below the minimum flight altitude at any point.				

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213	5.2.10	<i>En route — two engines inoperative.</i> In the case of aeroplanes having three or more engines, on any part of a route where the location of en-route alternate aerodromes and the total duration of the flight are such that the probability of a second engines becoming inoperative must be allowed for if the general level of safety implied by the requirements of this chapter is to be maintained, the aeroplane shall be able, in the event of any two engines becoming inoperative, to continue the flight to an en-route alternate aerodrome and land.				
214	5.2.11	<i>Landing.</i> The aeroplane shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop within the landing distance available. Allowance shall be made for expected variations in the approach and landing techniques, if such allowance has not been made in the scheduling of performance data.				
215	5.3 OBSTACLE DATA 5.3.1	Obstacle data from the AIP-Nepal shall be used by the operator when developing procedures to comply with 5.2.8 and 5.2.9 when taking off from aerodromes located within Nepal. When using aerodromes located abroad, the operator shall use the obstacle data provided by the local authority of the States in which the aerodromes are located.				

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216	5.3.2	The operator shall take account of charting accuracy when assessing compliance with 5.2.8.				
217	5.4 5.4.1	<p>ADDITIONAL REQUIREMENTS FOR OPERATIONS OF SINGLE-ENGINE TURBINE-POWERED AEROPLANES AT NIGHT AND/OR IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)</p> <p>A single-engine aeroplane is not permitted to be operated at night and/or in IMC conditions within the territory of Nepal for commercial purposes.</p>				
218	5.4.2	All single-engine turbine-powered aeroplanes engaged in commercial operations shall have an engine trend monitoring system, and those aeroplanes for which the individual Certificate of Airworthiness is first issued on or after 01 January 2005 shall have an automatic trend monitoring system.				
219	6.1 GENERAL 6.1.1	<p>AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS</p> <p>a) An aeroplane registered in Nepal shall not be operated unless the requirements in respect of emergency and life saving equipment, navigational equipment, instrument approach equipment, flight recorders, oxygen and its dispensing apparatus, flight controls and other equipment specified in this chapter are complied with.</p>				

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220	6.1.1	b) In addition to the minimum equipment necessary for the issuance of a Certificate of Airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the DG, CAAN.				
221	6.1.2	An operator shall carry a certified true copy of the Air Operator Certificate specified in 4.2.1 and a copy of the Operations Specifications relevant to the aeroplane type, issued in conjunction with the certificate. When the certificate and the associated Operations Specifications are issued in a language other than English, an English translation shall be included.				
222	6.1.3	The operator shall include in the operations manual a Minimum Equipment List (MEL), approved by the Director General of CAAN which will enable the Pilot-In-Command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.				

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223	6.1.4	The operator shall provide operations staff and flight crew with an Aircraft Operating Manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.				
	6.1.5 6.1.5.1	6.1.5 Aeroplane operated under an Article 83 <i>bis</i> agreement An aeroplane, when operating under an Article 83 <i>bis</i> agreement entered into between the State of Registry and the State of the Operator, shall carry a certified true copy of the agreement summary, in either an electronic or hard copy format. When the summary is issued in a language other than English, an English translation shall be included.				
	6.1.5.2	The agreement summary of an Article 83 <i>bis</i> agreement shall be accessible to a civil aviation safety inspector to determine which functions and duties are transferred under the agreement by the State of Registry to the State of the Operator, when conducting surveillance activities, such as ramp checks.				
	6.5.1.3	The agreement summary shall be transmitted to ICAO together with the Article 83 <i>bis</i> agreement for registration with the ICAO Council by the State of Registry or the State of the Operator				
	6.5.1.4	The agreement summary shall contain the information in Appendix 16 for the specific aircraft and shall follow the layout of Appendix 16, paragraph 2.				

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224	6.2 6.2.1	ALL AEROPLANES ON ALL FLIGHTS An aeroplane shall be equipped with instruments which will enable the flight crew to control the flight path of the aeroplane, carry out any required procedural maneuvers and observe the operating limitations of the aeroplane in the expected operating conditions.				
225	6.2.2	An aeroplane shall be equipped with: a) b) c) d) e)				
226	6.2.2.1	Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall: a), b)				
227	6.2.3	An aeroplane shall carry the following documents: a) to u)				
228	6.2.4 Marking of break-in points 6.2.4.1	If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.				

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229	6.2.4.2	If the corner markings are more than 2 m apart, intermediate lines 9 cm x 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.				
230	6.3.1	FLIGHT DATA RECORDERS AND AIRCRAFT DATA RECORDING SYSTEMS 6.3.1.1.1 All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 shall be equipped with: a), b) c)				
231	6.3.1.1.3	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 1989 shall be equipped with an FDR which shall record at least the first 32 parameters listed in Table A8-1 of Appendix 8.				
232	6.3.1.1.4	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg, up to and including 27 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, shall be equipped with an FDR which shall record at least the first 16 parameters listed in Table A8-1 of Appendix 8.				

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233	6.3.1.1.6	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1989, with a maximum certificated take-off mass of over 5 700 kg, except those in 6.3.1.1.8, shall be equipped with an FDR which shall record at least the first 5 parameters listed in Table A8-1 of Appendix 8.				
234	6.3.1.1.8	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued on or after 1 January 1987 but before 1 January 1989, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 shall be equipped with an FDR which shall record at least the first 16 parameters listed in Table A8-1 of Appendix 8.				
235	6.3.1.1.10	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued after 1 January 2005 shall be equipped with an FDR which shall record at least the first 78 parameters listed in Table A8-1 of Appendix 8.				
236	6.3.1.1.11	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the 82 parameters listed in Table A8-1 of Appendix 8.				

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237	6.3.1.2 Recording Technology	FDRs or ADRS shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.				
238	6.3.1.3 Duration	All FDRs shall retain the information recorded during at least the last 25 hours of their operation, with the exception of those installed on aeroplanes referenced in 6.3.1.1.5 for which the FDR shall retain the information recorded during at least the last 30 minutes of its operation, and, in addition, sufficient information from the preceding take-off for calibration purposes.				
239	6.3.2	6.3.3 COCKPIT VOICE RECORDERS (CVR) AND COCKPIT AUDIO RECORDING SYSTEMS (CARS) 6.3.2.1.1 All turbine-engined aeroplanes of a maximum certificated take-off mass of over 2 250 kg, up to and including 5 700 kg, for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with either a CVR or a CARS.				
240	6.3.2.1.3	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 1987 shall be equipped with a CVR.				
241	6.3.2.1.4	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1987, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the				

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		appropriate national authority after 30 September 1969 shall be equipped with a CVR.				
242	6.3.2.2 Recording technology	CVRs and CARS shall not use magnetic tape or wire.				
243	6.3.2.3 Duration 6.3.2.3.1	All CVRs shall retain the information recorded during at least the last 2 hours of their operation.				
244	6.3.2.3.2	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 2022 shall be equipped with a CVR which shall retain the information recorded during at least the last 25 hours of its operation.				
245	6.3.2.4 6.3.2.4.1	Cockpit voice recorder alternate power source An alternate power source shall automatically engage and provide ten 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.				
246	6.3.2.4.2	All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the application for type certification is submitted to the DG, CAAN on or after 1 January 2018 shall be				

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		provided with an alternate power source, as defined in 6.3.2.4.1, that powers the forward CVR in the case of combination recorders.				
247	6.3.4 DATA LINK RECORDERS 6.3.4.1 Applicability 6.3.3.1.1	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 listed in 5.1.2 of Appendix 8 and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages.				
248	6.3.3.1.2	All aeroplanes which are modified on or after 1 January 2016 to install and utilize any of the data link communications applications listed in 6.1.2 of Appendix 8 and are required to carry a CVR shall record on a crash-protected flight recorder the data link communications messages.				
249	6.3.4.2 Duration	The minimum recording duration shall be equal to the duration of the CVR.				
250	6.3.4.3 Correlation	Data link recording shall be able to be correlated to the recorded cockpit audio.				
251	6.3.4 6.3.4.1.1	FLIGHT CREW-MACHINE INTERFACE RECORDINGS				

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	6.3.4.1 <i>Applicability</i>	All aeroplanes of a maximum take-off mass of over 27 000 kg for which the application for type certification is submitted to the DG, CAAN 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 as defined in Appendix 8.				
252	6.3.4.2 <i>Duration</i>	The minimum flight crew-machine interface recording duration shall be at least for the last two hours.				
253	6.3.4.3 <i>Correlation</i>	Flight crew-machine interface recordings shall be able to be correlated to the recorded cockpit audio.				
254	6.3.5 6.3.5.1 Construction and installation	FLIGHT RECORDERS – GENERAL 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.				
255	6.3.5.2 Operation 6.3.5.2.1	Flight recorders shall not be switched off during flight time.				
256	6.3.5.2.2	To preserve flight recorder records, flight recorders shall be				

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		deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be re-activated before their disposition as determined in accordance with ICAO Annex 13 or as advised by the Director General of CAAN.				
257	6.3.5.3 Continued serviceability	Operational checks and evaluation of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders.				
258	6.3.5.5 Combination recorders 6.3.5.5.2	All aeroplanes of a maximum certificated take-off mass of over 15 000 kg for which the application for type certification is submitted to a Contracting State on or 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.				
259	6.3.6 Flight recorder data recovery 6.3.6.1	All aeroplanes of a maximum certificated take-off mass of over 27 000 kg and authorized to carry more than nineteen passengers for which the application for type certification is submitted to a CAAN on or after 1 January 2021, shall be equipped with a means approved by the DG, CAAN, to recover flight recorder data and make it available in a timely manner.				
260	6.4 ALL	All aeroplanes when operated as VFR flights shall be equipped				

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	AEROPLANE S OPERATED AS VFR FLIGHTS 6.4.1	with: a) a magnetic compass; b) an accurate timepiece indicating the time in hours, minutes and seconds; c) a sensitive pressure altimeter; d) an airspeed indicator; and e) such additional instruments or equipment as may be prescribed by the Director General of CAAN.				
261	6.4.2	VFR flights which are operated as controlled flights shall be equipped in accordance with 6.9 (<i>All Aeroplanes Operated In Accordance With Instrument Flight Rules</i>).				
262	6.5 ALL AEROPLAN ES ON FLIGHTS OVER WATER 6.5.2 Landplanes 6.5.2.1	Aeroplanes shall carry the equipment prescribed in 6.5.2.2 a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10. b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where in the opinion of the DG, CAAN, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.				

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263	6.5.2.2	The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.				
264	6.5.3 6.5.3.1	All aeroplanes on long-range over-water flights In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes: a), b), c)				
265	6.5.3.2	Each life jacket and equivalent individual flotation device when carried in accordance with 6.5.1 a), 6.5.2.1 and 6.5.2.2, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons, except where the requirement of 6.5.2.1 c) is met by the provision of individual flotation devices other than life jackets.				

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266	6.6	<p>ALL AEROPLANES ON FLIGHTS OVER DESIGNATED LAND AREAS</p> <p>Aeroplanes, when operated across land areas which have been designated by the Director General, CAAN as areas in which search and rescue would be especially difficult, shall be equipped with such signaling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.</p>				
267	6.7 6.7.1	<p>ALL AEROPLANES ON HIGH ALTITUDE FLIGHTS</p> <p>An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.</p>				
268	6.7.2	<p>An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.</p>				
269	6.7.3	<p>Pressurized aeroplanes newly introduced into service on or after 1 July 1962 and intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the pilot of any</p>				

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		dangerous loss of pressurization.				
270	6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.				
271	6.8	ALL AEROPLANES IN ICING CONDITIONS All aeroplanes shall be equipped with suitable de-icing and/or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.				
272	6.9 6.9.1	ALL AEROPLANES OPERATED IN ACCORDANCE WITH INSTRUMENT FLIGHT RULES All aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with:				

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		a) to q)				
273	6.9.2 All aeroplanes over 5,700 kg — Emergency power supply for electrically operated attitude indicating instruments 6.9.2.1	All aeroplanes of a maximum certificated take-off mass of over 5,700 kg newly introduced into service after 1 January 1975 shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be: (i) automatically operative after the total failure of the main electrical generating system; and (ii) in the case of dedicated power supply, clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.				
274	6.9.2.2	Those instruments that are used by any one pilot shall be so arranged as to permit the pilot to see their indications readily from his or her station, with the minimum practicable deviation from the position and line of vision normally assumed when looking forward along the flight path.				
275	6.10	ALL AEROPLANES WHEN OPERATED AT NIGHT All aeroplanes, when operated at night shall be equipped with: a) to f)				

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276	6.11	<p>PRESSURIZED AEROPLANES WHEN CARRYING PASSENGERS -- WEATHER RADAR</p> <p>Pressurized aeroplanes when carrying passengers shall be equipped with operative weather radar whenever such aeroplanes are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather radar, may be expected to exist along the route either at night or under instrument meteorological conditions.</p>				
277	6.13	<p>ALL AEROPLANES COMPLYING WITH THE NOISE CERTIFICATION STANDARDS IN ANNEX 16, VOLUME I</p> <p>An aeroplane engaged in international air transportation operations, shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation.</p>				
278	6.14	<p>MACH NUMBER INDICATOR</p> <p>All aeroplanes with speed limitations expressed in terms of Mach number shall be equipped with a Mach number indicator.</p>				
279	6.15 6.15.1	<p>AEROPLANES REQUIRED TO BE EQUIPPED WITH GROUND PROXIMITY WARNING SYSTEMS (GPWS)</p> <p>All turbine-engine aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning</p>				

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		system.				
280	6.15.2	All turbine-engine aeroplanes of a maximum certificated take-off mass in excess of 15,000 kg or authorized to carry more than 30 passengers shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.				
281	6.15.3	All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5,700 kg or authorized to carry more than nine passengers, for which the individual certificate of airworthiness is first issued on or after 1 January 2004, shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.				
282	6.15.4	All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.				
283	6.15.5	All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five but not more than nine passengers should be equipped with a ground proximity warning system which provides the warnings of 6.15.8 a) and c), warning of unsafe terrain clearance and a forward looking terrain avoidance function.				
284	6.15.6	All piston-engined aeroplanes of a maximum certificated take-off				

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		mass in excess of 5,700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.8 a) and c), warning of unsafe terrain clearance and a forward looking terrain avoidance function.				
285	6.15.7	A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.				
286	6.15.8	A ground proximity warning system shall provide, unless otherwise specified herein, warnings of the following circumstances: a) excessive descent rate; b) excessive terrain closure rate; c) excessive altitude loss after take-off or go-around; d) unsafe terrain clearance while not in landing configuration; i) gear not locked down; ii) flaps not in a landing position; and e) excessive descent below the instrument glide path.				
287	6.16 AEROPLANES CARRYING PASSENGERS — CABIN	Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew				

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	CREW SEATS 6.16.1	member required to satisfy the intent of 12.1 in respect of emergency evacuation.				
288	6.16.3	Cabin crew seats provided in accordance with 6.16.1 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.				
289	6.17 6.17.2	EMERGENCY LOCATOR TRANSMITTER (ELT) Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.				
290	6.17.3	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18.				
291	6.17.4	Except as provided for in 6.17.5, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.				
292	6.17.5	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.				

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293	6.17.6	ELT equipment carried to satisfy the requirements of 6.17.1, 6.17.2, 6.17.3, 6.17.4 and 6.17.5 shall operate in accordance with the relevant provisions of ICAO Annex 10, Volume III.				
294	6.18 6.18.1	LOCATION OF AN AEROPLANE IN DISTRESS 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 2023, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress.				
295	6.18.3	The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the DG, CAAN.				
296	6.19	AEROPLANES REQUIRED TO BE EQUIPPED WITH AN AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS II) 6.19.1 a) All turbine-engine aeroplanes of a maximum certificated take-off mass in excess of 5, 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).				
297		b) Reference to para 6.19.1 a), aircraft engaged in STOL operations certified to carry more than nine passengers shall be equipped with airborne collision avoidance system ACAS I or				

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		higher.				
298	6.19.2	An airborne collision avoidance system shall operate in accordance with the relevant provisions of ICAO Annex 10, Volume IV.				
299	6.20 6.20.1	REQUIREMENTS FOR PRESSURE-ALTITUDE REPORTING TRANSPONDER All aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.				
300	6.20.2	All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2009 shall be equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.				
301	6.20.3	All aeroplanes shall be equipped with a data source that provides pressure - altitude information with a resolution of 7.62m (25ft), or better.				
302	6.21	MICROPHONES All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude.				

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303	6.22 6.22.1	<p>TURBO-JET AEROPLANES – FORWARD LOOKING WINDSHEAR WARNING SYSTEM</p> <p>All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5700kg or authorized to carry more than nine passengers should be equipped with a forward – looking wind shear warning system.</p>				
304	6.22.2	<p>A forward-looking wind shear warning system should be capable of providing the pilot with a timely aural and visual warning of wind shear ahead of the aircraft and the information required to permit the pilot to safely abort and the continue a missed approach or go-around or to execute an escape manoeuvre if necessary. The system should also provide an indication to the pilot when the limits specified for the certification of automatic landing equipment are being approached, when such equipment is in use.</p>				
305	6.23 6.23.1	<p>ALL AEROPLANES OPERATED BY A SINGLE PILOT UNDER THE INSTRUMENT FLIGHT RULES (IFR) OR AT NIGHT</p> <p>A single-engine aeroplane shall not be operated under the IFR by a single pilot or at night for commercial operations.</p>				
306	6.24 6.24.1	<p>Aeroplanes Equipped With Automatic Landing Systems, A Head-Up Display (HUD) or Equivalent Displays, Enhanced Vision</p>				

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		Systems (EVS), Synthetic Vision Systems (SVS) and/or Combined Vision Systems (CVS) Where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, the use of such systems for the safe operation of an aeroplane shall be approved by the DG, CAAN.				
307	6.25.1	EFB equipment 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.				
308	6.25.2 EFB functions 6.25.2.1	Where EFBs are used on board an aeroplane the operator shall: a) assess the safety risk(s) associated with each EFB function; b) establish and document the procedures for the use of, and training requirements for, the device and each EFB function; and c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.				
309	6.25.2.2	Approval shall be required from the DG, CAAN for the				

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		operational use of EFB functions to be used for the safe operation of aeroplanes.				
	6.25.3	EFB specific approval When issuing a specific approval for the use of EFBs, it shall be ensured that: a) b) c) d) and e)				
310	7.1 7.1.1	COMMUNICATION EQUIPMENT An aeroplane shall be provided with radio communication equipment capable of: a) b) and c)				
311	7.1.2	The radio communication equipment required in accordance with 7.1.1 shall provide for communication on the aeronautical emergency frequency 121.5 MHz.				
312	7.1.3	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 7.1.1: a) b) and c)				
313	7.1.4	For operations where an RCP specification for PBC has been prescribed, an operator shall establish and document: a) b) c) and d)				
314	7.1.5	In respect of those aeroplanes mentioned in 7.1.3: a) and b)				
315	7.2	NAVIGATION EQUIPMENT An aeroplane shall be provided with navigation equipment which				

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	7.2.1	will enable it to proceed: a) in accordance with its operational flight plan; b) in accordance with the requirements of air traffic services; except when the DG, CAAN is satisfied that navigation for flights under the Visual Flight Rules is accomplished by visual reference to landmarks.				
316	7.2.2	Performance Based Navigation For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition to the requirements specified in 7.2.1: a) b) c) and d)				
317	7.2.3	An operator shall establish and document to ensure that for operations where a navigation specification for PBN has been prescribed: a) b) c) and d)				
318	7.2.4	A specific approval shall be required by an operator from the DG, CAAN prior to conducting operations based on PBN authorization required (AR) navigation specifications.				
319	7.2.5	For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which: a) and b)				

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320	7.2.6	For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1,000 ft) is applied between FL 290 and FL 410 inclusive: a) and b)				
321	7.2.7	Prior to granting the RVSM specific approval required in accordance with 7.2.6 b), the DG, CAAN shall be satisfied, that: a) b) and c)				
322	7.2.9	An operator specifically approved for RVSM specific operations shall ensure that a minimum of two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.				
323	7.2.10	Appropriate action will be taken as per CAAN Aviation Enforcement Policy Manual in respect of aircraft and operators found to be operating in RVSM airspace without a valid RVSM specific approval.				

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324	7.2.11	The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 7.2.1 and where applicable 7.2.2, 7.2.5 and 7.2.6.				
325	7.2.12	On flights in which it is intended to land in instrument meteorological conditions, an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each aerodrome at which it is intended to land in instrument meteorological conditions and at any designated alternate aerodromes.				
326	7.2.13	For flights under Instrument Flight Rules, an aeroplane shall be equipped with at least the following: a) One VOR receiver for each pilot station; <i>or</i>				

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		<p>one VOR receiver and one Horizontal Situation Indicator (HSI).</p> <p>b) One DME receiver</p> <p>c) One Radio Magnetic Indicator (RMI) for each pilot station which enable flight crew to select either VOR or NDB frequency.</p> <p>d) One Mode C transponder</p>				
327	7.3 7.3.1	<p>SURVEILLANCE EQUIPMENT</p> <p>An aeroplane shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.</p>				
328	7.3.2	<p>For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition to the requirements specified in 7.3.1: a) b) and c)</p>				
329	7.3.3	<p>An Operator shall, for operations where an RSP specification for PBS has been prescribed, establish and document: a) b) c) and d)</p>				
330	7.3.4	<p>In respect of those aeroplanes mentioned in 7.3.2: a) and b)</p>				
331	7.4	<p>INSTALLATION</p> <p>The equipment installation shall be such that the failure of any</p>				

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		single unit required for communication, navigation or surveillance purposes or any combination thereof will not result in the failure of another unit required for communication, navigation or surveillance purposes.				
332	7.5 7.5.1	<p>ELECTRONIC NAVIGATION DATA MANAGEMENT</p> <p>a) An operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the DG, CAAN 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.</p> <p>b) The operator must continue to monitor both process and products.</p>				
333	7.5.2	An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it.				
334	7.6	<p>DUAL FLIGHT CONTROLS</p> <p>An aeroplane registered in Nepal shall not fly on any flight when operational considerations require that two pilots are required in the flight crew unless dual flight controls are installed for use by the second pilot together with equipment for inter-communication between the pilots and unless the instruments that will be used on that flight by any one pilot are positioned so as to permit the pilot</p>				

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		to see both set of indications from his station with the minimum practicable deviation from the position and line of vision which he normally adopts when looking forward along the flight path.				
335	7.7 7.7.1	GNSS EQUIPMENT Panel mounted GNSS equipment shall be mandatory unless equipped with IRS/DME. The limitations imposed by the aircraft or equipment manufacturer shall apply and thereby limit the nature of the operation of the flight accordingly.				
336	7.7.2	Prior approval shall be required from CAAN for the installation of the GNSS equipment.				
337	7.7.3	Navigation database shall be current and updated as per 7.4.2.				
338	7.7.4	An operator shall ensure that the flight crew is properly trained on the use of such GNSS equipment.				
339	CHAPTER 9	AEROPLANE FLIGHT CREW DEFINITIONS				
340	9.0 9.0.1	ASSESSMENT OF CREW AND OTHER PERSONNEL An AOC holder shall conduct an assessment of a flight crew for the following conditions: (i) to (vi)				
341	9.0.2	TYPES OF ASSESSMENT				

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		<p>The AOC holder shall conduct an assessment of a Flight Crew member or other personnel mentioned in 9.0.1 in a manner best suited to its operations; however, it should normally consist of a written and oral test/interview followed by at least one session in the simulator or aircraft.</p> <p>The different methodologies used to assess a flight crew are: (a) to (e)</p>				
342	9.0.3	<p>RESULT OF THE ASSESSMENT (i) to (iii)</p>				
343	9.1 9.1.1	<p>COMPOSITION OF THE FLIGHT CREW</p> <p>The number and composition of the flight crew shall not be less than that specified in the operations manual. 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 aeroplane used, the type of operation involved and the duration of flight between points where flight crews are changed.</p>				
344	9.1.2 Radio operator	<p>The flight crew shall include at least one member who holds a valid license, issued or rendered valid by the State of Registry, authorizing operation of the type of radio transmitting equipment to be used.</p>				

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345	9.2	FLIGHT CREW MEMBER EMERGENCY DUTIES An operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Annual training in accomplishing these functions shall be contained in the operator's training programme and shall include instruction in the use of all emergency and lifesaving equipment required to be carried, and drills in the emergency evacuation of the aeroplane.				
346	9.3 9.3.1	FLIGHT CREW MEMBER TRAINING PROGRAMMES An operator shall establish and maintain a ground and flight training programme, approved by DG, CAAN, which ensures that all flight crew members are adequately trained to perform their assigned duties. The facilities, qualifications of the instructors, the ground and flight training programs shall be subject to the approval of the DG, CAAN. The training programme shall: a) to j)				
347	9.3.2	The requirement for recurrent flight training in a particular type of aeroplane shall be considered fulfilled by: a) the use, (to the extent deemed feasible by Director General CAAN), of flight simulation training devices approved by the same for that purpose; or b) the completion within the appropriate period of the				

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		proficiency check required by 9.4.4 (Pilot Proficiency Checks) in that type of aeroplane.				
348	9.3.4	Initial PBN Operations Training (a) to (c)				
349	9.4.1 9.4.1.1	Recent experience — pilot-in-command and co-pilot An 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 aeroplane during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose. For night currency, refer to PELR Chapter 7.				
350	9.4.1.2	When a pilot-in-command or a co-pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the Director General of CAAN shall decide under which conditions the requirements of 9.4.1.1 for each variant or each type of aeroplane can be combined.				
351	9.4.1.3	Where a pilot's currency on type or a variant of a type has expired as stated in 9.4.1.1, the pilot may perform the required minimum three take-offs and landings in a non-commercial flight with another Captain provided that (a) his/her license is valid, (b) his/her medical certificate is valid and (c) the last proficiency				

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		check is valid. In such cases it is not mandatory for an IP or TRI/TRE or DCP to be onboard.				
352	9.4.1.4	Upon successful completion of an initial or revalidation type related checkride or skill test on a jet engine aeroplane simulator, the pilot must be at the controls of the aeroplane for the purpose of either undertaking a base training or conducting a commercial flight upon completion of a ZFTT course, within twenty-one days of that skill test. Upon failure to do so shall require the pilot to undergo a recurrent training and assessment in the type simulator prior to undertaking the base training or commercial flight.				
353	9.4.2 9.4.2.1	Recent experience — cruise relief pilot An operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aeroplane unless, within the preceding 90 days that pilot has either: a) Operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or b) carried out flying skill refresher training including normal, abnormal and emergency procedures specific to cruise flight on the same type of aeroplane or in a flight simulator approved for the purpose, and has practiced approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane.				

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354	9.4.2.2	When a cruise relief pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the DG, CAAN shall decide under which conditions the requirements of 9.4.2.1 for each variant or each type of aeroplane can be combined.				
356	9.4.3 9.4.3.1	Pilot-in-command area, route and aerodrome qualification An operator shall not utilize a pilot as pilot-in-command of an aeroplane on a route or route segment for which that pilot is not currently qualified until such pilot has complied with 9.4.3.2 and 9.4.3.3.				
357	9.4.3.2	Each such pilot shall demonstrate to the operator an adequate knowledge of: a) and b)				
358	9.4.3.3	A pilot-in-command shall have made an actual approach into each aerodrome of landing on the route, accompanied by a pilot who is qualified for the aerodrome, as a member of the flight crew or as an observer on the flight deck, unless: a), b), c) and d)				
359	9.4.3.4	The operator shall maintain a record, sufficient to satisfy Civil Aviation Authority of Nepal of the qualification of the pilot and of the manner in which such qualification has been achieved.				
360	9.4.3.5	An operator shall not continue to utilize a pilot as a pilot-in-command on a route or within an area specified by the operator				

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		and approved by the DG. CAAN unless, within the preceding 12 months, that pilot has made at least one trip as a pilot member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment (where applicable): a) and b)				
361	9.4.4 9.4.4.1	Pilot proficiency checks An 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 aeroplane. Where the operation may be conducted under instrument flight rules, an operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of CAAN. Two such checks must be conducted within one year with each check being valid for six months.				
362	9.4.4.2	Operators shall ensure that PPCs of their flight crew are conducted in the following manner: a) and b)				
363	9.4.4.4	No flight crew member shall be rated on more than one type of aeroplane, for commercial operations, when the license holder receives or is currently rated on a type having a maximum certificated Take-off weight of more than 5700 kgs.				
364	9.4.4.5	With reference to 9.4.4.1, at least one Pilot Proficiency Check per year shall be conducted in an appropriate, approved simulator on				

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		type for aeroplanes engaged in commercial operations and: a) is authorized to carry more than nineteen passengers; or b) is pressurized				
365	9.4.4.6	With reference to 9.4.4.5, no two consecutive Pilot Proficiency Checks shall be permitted in actual aircraft.				
366	9.4.5 9.4.5.1	SINGLE PILOT OPERATIONS UNDER THE INSTRUMENT FLIGHT RULES (IFR) OR AT NIGHT A single-engine aeroplane shall not be operated under the IFR by a single pilot or at night for commercial operations.				
367	9.4.5.3	The initial and recurrent flight training and proficiency checks indicated in 9.3.1 and 9.4.4 shall be performed by the pilot-in-command in the single pilot role on the class of aeroplane in an environment representative of the operation.				
368	9.5	FLIGHT CREW EQUIPMENT A 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.				
369	9.6 9.6.1	FLIGHT TIME, FLIGHT DUTY PERIODS AND REST PERIODS The Operator shall establish for approval by Director General Civil Aviation Authority of Nepal the limitations applicable to the				

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		flight time and flight duty periods for flight crew members including the provision for adequate rest periods and shall be such as to ensure that fatigue occurring either in a flight or successive flights or accumulated over a period of time due to these and other tasks, does not endanger the safety of a flight.				
370	9.6.1.2	A flight duty period does not include the period of travelling time from home to the point of reporting for duty. It is the responsibility of the flight or cabin crew member to report for duty in an adequately rested condition.				
371	9.6.1.3	Time spent positioning at the behest of the operator is part of a flight duty period when this time immediately precedes (i.e., without an intervening rest period) a flight duty period in which that person participates as a flight or cabin crew member.				
372	9.6.1.4	An operator shall recognize the responsibility of a flight crew member to refuse further flight duty when suffering from fatigue of such a nature as to adversely affect the safety of flight.				
373	9.6.1.5	An operator shall not require a flight crew member to operate an aeroplane if it is known or suspected that the flight crew member is fatigued to the extent that the safety of flight may be adversely affected.				
374	9.6.1.6	The operator shall nominate a home base for each flight and cabin crew member, from where the flight and cabin crew member will normally start and end a duty period or a series of duty periods. The home base shall be assigned with a degree of permanence.				

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375	9.6.1.7	<i>Standby</i> An operator shall define the start time and end time of standby and shall indicate the number of hours it will notify the crew in advance for standby duty, and shall indicate the maximum number of hours it will put the crew on standby duty.				
376	9.6.1.8	Where airport standby is immediately followed by a flight duty period, the relationship between such airport standby and the assigned flight duty shall be defined. In such a case, airport standby, if it is likely to induce fatigue, shall be considered as part of a duty period and shall be taken into account to calculate the minimum rest preceding a subsequent flight duty period.				
377	9.6.1.9	When flight and cabin crew members are required to be on standby at an accommodation arranged by the operator, then adequate rest facilities shall be provided.				
378	9.6.1.10	<i>Availability</i> When flight and cabin crew members are required to be available for contact over a brief period of time to receive instructions concerning a possible change of roster, that requirement should not prevent that crew member from having a rest period before reporting for duty. The time spent being available shall not be counted as duty.				
379	9.6.1.11	<i>Positioning</i> All time spent positioning counts as duty, and positioning followed by operating without an intervening rest period also				

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		counts as flight duty. However, positioning should not count as an operating sector when planning or calculating a flight duty period.				
380	9.6.1.12	<i>Controlled Rest for flight deck crew</i> An operator may permit a flight deck crew to take a controlled rest for fatigue mitigation in compliance with Appendix 15; however, it shall only be permitted for no longer than 40 minutes and only during cruise in flight sectors of at least 3 hours.				
381	9.6.2 9.6.2.1	Flight Crew Duty Time Limitations: Single-pilot operations a) and b)				
382	9.6.2.2	TWO-PILOT OPERATIONS a) FOR INTERNATIONAL OPERATIONS (i), (ii), (iii) b) FOR DOMESTIC NON-STOL OPERATIONS				
383	9.6.2.3	The minimum Rest Period between two consecutive Flight Duty Periods shall be 9 hours, and if the preceding Flight Duty Period was 10 hours or more, it shall not be less than 11 hours. Any period between two consecutive Flight Duty Periods which is spent at place where there is no facility for supine rest shall not qualify as a Rest Period.				
384	9.6.2.4	Relaxation of limitations				

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		a) Where an operator has established flight time and duty period limitations which are more restrictive than those specified in this directive, pilots-in-command may be authorized by the operator to extend flight times and duty periods up to the limits of those specified in this FOR subject to such conditions as the operator may establish.				
385		b) A pilot-in-command of an aircraft may be authorized to exceed the limits specified in this FOR by upto 1 hour Flight Time and Flight Duty Period by upto 2 hours maximum per event and upto maximum of 3 hours and 6 hours respectively within one calendar month if in his judgement it is safe to do so for the following purposes: (i), (ii) and (iii)				
386		c) Whenever flight times or duty periods exceed the limitations specified, the pilot-in-command and the operator shall submit a report in writing to the DG, CAAN.				
387		d) Reduction of the rest periods specified in this directive to facilitate search and rescue action or for provision of relief in cases of emergency or distress, shall be subject to the prior approval of the DG, CAAN.				
388	9.6.2.5 Rest Period	i) to vii)				
389	9.6.2.6	Flight and Duty Time Limitation of Cabin Crew				

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		a), b), c) and d)				
390	9.7 9.7.1	Discretion that may be exercised by the pilot-in-command The pilot-in-command, at his or her discretion in consideration of special circumstances that could lead to unforeseen levels of fatigue and after discussion with flight or cabin crew members affected, may reduce an actual flight duty period and/or increase a minimum rest period (see 4.8.1.3) in order to remove any adverse effect on flight safety.				
391	9.7.2	The pilot-in-command should report to the operator the use of discretion to reduce a duty period or extend a rest period.				
392	9.8	CUMULATIVE HOURS Flight Crew and Cabin Crew members shall not fly: - more than 100 hours in any period of one calendar month, - more than 290 hours in any period of three consecutive months, - more than 1000 hours in any period of twelve consecutive months.				
393	9.9	NUMBER OF LANDINGS For domestic fixed-wing operations, the maximum number of landings permitted for aeroplane flight crew-members engaged in single-pilot or multi-pilot operations shall not exceed ten landings within one calendar date.				

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394	9.10 9.10.1	<p>RECORDS</p> <p>To enable the operator to ascertain that the company fatigue management scheme is functioning as intended and as approved, records shall be kept for a minimum period of six months of the duties performed and rest periods achieved so as to facilitate inspection by the operator's authorized personnel and audit by the DG, CAAN.</p>				
395	9.10.2	<p>The operator should ensure that these records include for each flight and cabin crew member, at least:</p> <ul style="list-style-type: none"> a) the start, duration and end of each flight duty period; b) the start, duration and end of each duty period; c) rest periods; and d) flight time. 				
396	9.10.3	<p>The operator shall also keep records of occasions when a pilot-in-command has exercised his or her discretion (as described in 9.7.1). If discretion has to be applied for similar reasons on more than 10 per cent of occasions when a particular route or route pattern is flown, it is likely that the intention of this Chapter is not being met and undue fatigue may result. Arrangements should be made to change the schedule or the crewing arrangements so as to reduce the frequency at which such events occur. The DG, CAAN may require that, in addition, copies of certain records should be submitted.</p>				

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397	9.10.4	Flight crew members shall maintain a personal record of their daily flight time. Only one continuous personal record of their daily flight time shall be maintained by each crew member at any one time regardless of the place, ownership and nature of operations.				
398	9.12	PILOT-IN-COMMAND (PIC/P1) QUALIFICATIONS (a) No air carrier may use a pilot to act as pilot-in-command in any single-engine aeroplane unless that pilot; (i) and (ii) (b) No air carrier may use a pilot to act as pilot in command of a multi-engine aeroplane unless that pilot; (i) and (ii)				
399	9.13	SECOND-IN-COMMAND (SIC/P2) QUALIFICATIONS (a) No air carrier may use a pilot to act as co-pilot of an aeroplane under IFR unless that person: (i) and (ii) (b) Under supervision flying for co-pilot shall be conducted as per PELR para 2.13. (c) Such under supervision flying for co-pilots shall be pre-informed to CAAN prior to the commencement of such flights.				
400	9.14 9.14.1	PILOT LOGBOOK Every flight crewmember shall maintain at any time he is engaged in active flight duties, a personal logbook that shall include as a				

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		minimum the following: (i) to (xiv)				
401	9.14.2	No flight crewmember shall at any one time maintain more than one flight logbook nor falsify any data in the logbooks.				
402	9.15 9.15.1	CREWMEMBERS AND ALCOHOL CONSUMPTION A crew member shall not perform duties on an aeroplane: a) to e)				
403	9.15.2	A crew member shall be subject to appropriate requirements on the consumption of alcohol which shall be established by the operator and acceptable by the Authority, and which shall not be less restrictive than the following: a), b) and c)				
404	CHAPTER 10 10.1	FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER The Operator shall ensure that a flight operations officer/flight dispatcher, employed in conjunction with an approved method of control and supervision of flight operations, be licensed, in accordance with the provisions of Personnel Licensing Requirements (PELR).				
405	10.2	In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher license, the Operator, in accordance with the approved method of control and supervision of flight operations, shall ensure that, as a minimum, such persons meet the requirements specified in the Personnel Licensing Requirements (PELR) for the flight operations				

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		officer/flight dispatcher license.				
406	10.3	A flight operations officer/flight dispatcher shall not be assigned to duty unless that person has: a), b), c), d), e) and f)				
407	10.4	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.				
408	10.5	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 10.3 are met.				
409	10.6	FLIGHT DISPATCHER MANUAL The operator shall prepare and implement a Flight Dispatcher Manual other than the company Operations Manual for the use by its Flight Dispatchers (Flight Operations Officers) for the conduct of flight operations. The manual shall include among others: a) to h)				
	10.7	The air operator shall maintain duty records for each flight dispatcher exercising duty in operational control.				
410	CHAPTER 11 11.1 11.1.1	MANUALS, LOGS AND RECORDS Aeroplane Flight Manual The Aeroplane Flight Manual shall be updated by implementing				

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		changes made mandatory by the State of Registry.				
411e	11.1.2	Each aeroplane shall have its own Aeroplane Flight Manual indicating the Manufacturer's Serial Number and the Registration Number.				
412	11.4.1	The aeroplane journey log book should contain the following items and the corresponding roman numerals: (I) to (XII)				
413	11.4.2	Entries in the journey log book should be made currently and in ink or indelible pencil.				
414	11.4.3	Completed journey log book should be retained to provide a continuous record of the last six months' operations.				
415	11.5 11.5.1	RECORDS OF EMERGENCY AND SURVIVAL EQUIPMENT CARRIED 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 aeroplanes engaged in international air navigation.				
416	11.5.2	The information required by 11.5.1 shall include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.				
417	11.6	FLIGHT RECORDER RECORDS				

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		The operator shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with the instructions of the DG, CAAN.				
418	11.7.1	Coordinated Universal Time (UTC) shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.				
419	11.7.2	A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.				
420	12.1 12.1.1	ASSIGNMENT OF EMERGENCY DUTIES An operator shall establish, to the satisfaction of the DG, CAAN, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in accordance with 4.2.11.9, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.				
421	12.1.2	Operators are required to establish "Cabin Crew Procedures" that refers to cabin operation requirements and procedures through its				

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		Operation Manual and/or a separate volume known as “ Cabin Crew Manual ”. Such manual shall cover both the normal and abnormal procedures to be followed by cabin crew and obtain approval from CAAN. It shall also include general rules, regulations and the training and competency requirements of the cabin crew.				
422	12.2	CABIN CREW AT EMERGENCY EVACUATION STATIONS Each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with 6.16 during take-off and landing and whenever the pilot-in-command so directs.				
423	12.3	PROTECTION OF CABIN CREW DURING FLIGHT Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.				
424	12.4 TRAINING 12.4.1	An operator shall establish and maintain a training programme, approved by the DG, CAAN to be completed by all persons before being assigned as a cabin crew member. Cabin crew members shall complete a recurrent training programme annually. These training programmes shall ensure that each person is: a), b), c), d), e) and f)				
425	12.4.2	Cabin Crew Certificate Upon successful completion of all the required trainings,				

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		operators are required to issue Cabin Crew Certificate to their cabin crew in compliance with the provisions stated in Annex 5 of Cabin Crew Training Manual, 2015 and shall maintain the required qualifications and the recency of experience of each cabin crew to whom the Cabin Crew Certificate has been issued. No person shall be assigned as a Cabin Crew member without a valid Cabin Crew Certificate evidenced with required training and competency records.				
426	12.5 12.5.1	<p>FLIGHT TIME, FLIGHT DUTY PERIODS AND REST PERIODS</p> <p>The Operator shall establish the limits applicable to flight time, flight duty periods and rest periods for cabin crew not exceeding the limitations set by this FOR.</p> <p>a), b), c) and d)</p>				
427	12.5.2	<p>Rest Period</p> <p>An operator shall establish for flight crew members a minimum rest period that allows them to obtain:</p> <p>a) adequate rest prior to flight duty time, calculated by taking into account the number and type of flight crew member duties that precede and follow the rest period and;</p> <p>b) at least one rest period of not less than 24 consecutive hours, which should include two nights, once within each seven-day period.</p>				

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428	12.6 12.6.1	CABIN CREW INSTRUCTOR QUALIFICATIONS Operators shall establish qualifications for cabin crew instructors as required by CAAN Cabin Crew Training Manual, 2015 Para 3.2.15, and maintain an instructor training program to the satisfaction of DG, CAAN. Cabin Crew Instructors shall obtain necessary authorization before being assigned on any instructional tasks.				
429	12.6.2	Operators shall appoint adequate number of cabin crew examiners (check cabin crew) based upon the criteria as per CAAN Cabin Crew Manual, 2015 Para 3.2.16, to carry out necessary checks and evaluation of the cabin crew.				
430	12.6.3	Cabin Crew Instructors are to be updated regularly and have to be assigned with instructional tasks as frequently as possible. They shall be reassessed by CAAN Inspectors within each 12 months period to monitor that the required level of knowledge and skills are adequately maintained. Cabin Crew Instructors who have not been engaged in instructional tasks in the preceding 12 months period shall go through an update/refresher training.				
431	12.8 12.8.1	PASSENGER SAFETY BRIEFING CARD A Passenger Safety Briefing Card, which may be a part of the Cabin Crew Manual and which must be clear and legible of reasonable quality, preferably laminated, shall be required				

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		onboard every aircraft in each passenger seat. The Card must also contain instructions in the national language.				
432	12.8.2	Where there is no such provision for placing the Card in every passenger seat, then at least one Card shall be affixed in various prominent positions which will enable every passenger to view the Card and comply with its instructions.				
433	12.8.3	The Passenger Safety Briefing Card shall contain information on: a) to g)				
434	12.8.4	When the operator operates more than one type or variants of a type, the Passenger Safety Briefing Card shall also indicate the type or series of the type.				
435	13.2 13.2.1	SECURITY OF THE FLIGHT CREW COMPARTMENT In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.				
436	13.2.2	All passenger-carrying aeroplanes: a) of a maximum certificated take-off mass in excess of 54 500 kg; or b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or				

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		<p>c) with a passenger seating capacity greater than 60</p> <p>shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.</p>				
437	13.2.3	<p>In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2:</p> <p>a) this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and</p> <p>b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.</p>				
438	13.3	<p>AEROPLANE SEARCH PROCEDURE CHECKLIST</p> <p>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 and for inspecting aeroplanes for concealed weapons, explosives or other dangerous devices when a well-founded suspicion exists that the aeroplane may be the object of</p>				

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		an act of unlawful interference. The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane.				
439	13.4 13.4.1	<p>TRAINING PROGRAMMES</p> <p>An operator shall establish and maintain an approved security training programme which ensures crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference. The training programme shall be compatible with the National Aviation Security programme and shall be evaluated by CAAN. As a minimum, this programme shall include the following elements:</p> <p>a) to j)</p>				
440	13.4.2	An operator shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aeroplane so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.				
441	13.4.3	Such a training should be provided to the crew and concerned personnel on an initial and recurrent basis.				
442	13.5	<p>REPORTING ACTS OF UNLAWFUL INTERFERENCE</p> <p>Following an act of unlawful interference, the pilot-in command</p>				

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		shall submit, without delay, a report of such an act to the DG, CAAN as well as to the designated local authority.				
443	13.6 13.6.1	WEAPONS AND LEAST-RISK BOMB LOCATION Specialized means of attenuating and directing the blast should be provided for use at the least-risk bomb location.				
444	13.6.2	Where an operator accepts the carriage of weapons removed from passengers, the aeroplane should have provision for stowing such weapons in a place so that they are inaccessible to any person during flight time.				
445	13.7 13.7.1	UNAUTHORIZED ENTRY IN FLIGHT CREW COMPARTMENT Operators shall ensure that unauthorized entries into the flight deck are strictly prohibited.				
446	13.7.2	Only persons assigned on duty may occupy jump seats (observer seats) in the flight deck. Such persons may either be company staff or CAAN officials on duty.				
447	CHAPTER 14 14.1	Short Take Off and Landing (STOL) Operations An Operator shall develop and include in its Operations Manual a procedure based on a Safety Risk Assessment that addresses crew currency, crew rostering, flight planning and preparation in such cases where an Operator has not operated to a particular STOL field for more than six months.				
448	14.3	Pilot-in-command clearance for STOL airfields shall be				

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		conducted as per Part II of this Chapter.				
449	14.4	No pilot upon attaining their 60 th birthday shall be permitted to operate a single-engine aeroplane for STOL operations either as PIC or First Officer.				
450	14.5	Within the required Pilot Proficiency Checks as determined by 9.4.4.1, Instructor Pilots rated in multi-engine STOL aeroplanes engaged in commercial STOL operations shall perform at least one Pilot Proficiency Check in an appropriate, approved simulator on the type of aeroplane for which the pilot is rated, within every two consecutive years.				
451	14.6.1	The maximum Flight Duty Period in any period of 24 hours for aeroplane pilots engaged in two-pilot STOL operations shall be 10 hours of which not more than 8 hours shall be Flight Time.				
452	15.1 15.1	Transport of items in the cargo compartment The air operator shall ensure that operator establishes policies and procedures for the transport of items in the cargo compartment, which include the conduct of a specific safety risk assessment. The risk assessment shall include at least the: a) to h)				
453	15.2 Fire protection 15.2.1	The elements of the cargo compartment(s) fire protection system as approved by the State of Design or State of Registry, and a summary of the demonstrated cargo compartment fire protection				

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		certification standards, shall be provided in the aeroplane flight manual or other documentation supporting the operation of the aeroplane.				
454	15.2.2	The Operator shall establish policy and procedures that address the items to be transported in the cargo compartment. These shall ensure to a reasonable certainty that in the event of a fire involving those items, it can be detected and sufficiently suppressed or contained by the elements of the aeroplane design associated with cargo compartment fire protection, until the aeroplane makes a safe landing.				
455	16.1.3	In order that Operators impart training to their Flight and Cabin Crew members to comply with the requirements of 3.12 OPERATORS TO ENSURE THAT FLIGHT CREW ARE QUALIFIED, Operators shall fulfill the requirements of Chapter 16.2; however, such training programs prepared by the Operator and approved by the DG, CAAN shall be only for the purpose of training those Flight and Cabin Crew who are currently employed by the Operator or CAAN pilots who have been deputed to the company for the purpose of receiving such trainings with prior permission from the DG, CAAN.				
456	16.1.4	a) An Instructor of pilots and/or cabin crew who has imparted flight training to a student or a group of students, shall not conduct the final skill test or final clearance. Therefore an Operator shall ensure that it always has an adequate number of instructors and				

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		check personnel (Pilots or Cabin Crew).				
457	16.2 16.2.1	TRAINING PROGRAM CURRICULUM Each certificate holder must prepare and keep current a written training program curriculum for each type of aircraft with respect to dispatcher and each crew member required for that type aircraft. Curriculum must include ground and flight training required by this chapter.				
458	16.2.2	Each training program curriculum must include: a) to f)				
459	16.3 16.3.1	TRAINING PROGRAM AND REVISION; Initial and Final Approval To obtain initial program, each certificate holder must submit to the DG, CAAN: a) and b)				
460		All applicable provisions of 16.4, 16.5, 16.6, 16.7 and 16.8				
461	16.10 16.10.1	INDOCTRINATION GROUND TRAINING: Crew Members and Dispatcher Each training program must provide the following basic indoctrination ground training as appropriate to the particular assignment of the crew member or dispatcher:				

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		a) to e)				
462	16.11 16.11.1	<p>CREW MEMBER EMERGENCY TRAINING</p> <p>Each training program must provide the emergency training set forth in this chapter with respect to each aircraft type model and configuration, each required crew member and each kind of operation conducted, in so far as appropriate for each crew member and the certificate holder.</p>				
463	16.11.2	<p>Emergency training must provide the following:</p> <p>a) to d)</p>				
464	16.11.3	<p>Each crew member must perform at least the following emergency drills and actually operate the following emergency equipment during initial and recurrent training on each type aircraft in which they are to serve:</p> <p>a) to g)</p>				
465	16.12 16.12.1	<p>DIFFERENCE TRAINING; Crew Members and Dispatchers</p> <p>Differences training for crew members and dispatchers must consist of at least the following, as applicable to their assigned duties and responsibilities:</p> <p>a), b), c)</p>				
466	16.13.2	<p>To preserve the highest degree of safety during training or checking, those conducting emergency exercises are to ensure that candidates are completely briefed on all aspects of the flight. <i>No sudden actions</i></p>				

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		<i>such as an engine shutdown or feathering are permitted.</i> The check or training pilot shall state the exercise required i.e. "engine fire drill". The pilots under training or checking shall complete the check in accordance with published Flight Manual Procedures and operator's Operating Procedures. The flying pilot will primarily fly the aircraft and delegate duties to the non-flying pilot. The non-flying pilot will act on the memory items then using the emergency written checklist, complete the remainder of the check. Emergency procedures requiring the closing of a throttle, condition lever, mixture control, feathering of a propeller or shutting down of any major system must be confirmed by both pilots before the lever or switch is moved.				
467	16.13.3	Activation of fire bar handles, fuel firewall shutoff valves, fuel/oil shutoffs etc. are to be SIMULATED only or activated above 5000' AGL.				
468	16.13.4	Multiple emergencies, except those which follow logically from the first malfunction, shall not be completed at the same time.				
469	16.13.5	It is not possible to compile safe training practices for all emergency procedures. Training sequences not specified may be conducted by training or check pilots. Common sense is essential in the preservation of flight safety.				
470	16.13.6	Instrument checks should not be performed during an IMC or at night unless the aircraft is equipped with either approved thunderstorm detection equipment or approved airborne weather				

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		radar equipment.				
471	16.13.7	Practices to real stalls on multiengine aircraft which has not been certified on demonstration of control in case of spin should not be practiced.				
472	16.13.8	For aeroplanes above 5700 kgs and not certificated for STOL operations, touch-and-go shall not be permitted at night at airports having less than 5000 feet runway length.				
473	16.13.9	When conducting Route Checks in aeroplanes equipped with a jump seat, the pilot conducting the check may occupy the jump seat, provided that it is equipped with a headset to enable the Check Pilot to monitor and/or instruct the Pilot Under Check (PUC).				
	16.13.10	The Operator shall ensure that flight training times recorded in the training records conform to that of the Aircraft Journey Logs as well as conforming to that of the airport traffic sheets.				
474		All relevant provisions of 16.14, 16.15, 16.16, 16.17, 16.18 and 16.19				
475	16.20	FAILURE OF THE FLIGHT TEST Following are the items which will result in failure of the flight test: a) to l)				
476	16.21 16.21.1	REMEDIAL TRAINING				

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		During training or skill test, the instructor or examiner shall inform the Chief Pilot and the Chief of Training Department of a pilot's inability to meet company standards and recommend for further appropriate training. The Chief of Training Department in consultation with the Chief Pilot may assign a new instructor to impart further ground or flight trainings as appropriate. Further skill test may be authorized upon successful completion of the remedial training and a recommendation from the instructor.				
477	16.22 16.22.1	Flight Simulation Training Devices (FSTD) USER PERMISSION All flight synthetic (simulation) training devices (FSTD), such as full flight simulators (FFS) or flight training devices (FTD), that are located abroad and are used instead of an aeroplane for training or checking purposes of flight crew members including Flight Engineers, are to be qualified in accordance with local requirements applicable to synthetic training devices.				
478	16.22.2	An operator intending to use such FSTD must obtain a permission from the DG, CAAN.				
479	16.22.4	An applicant for Flight Simulator Instructor or Check Pilot Authorization shall meet the requirements as mentioned in the Personnel Licensing Requirements.				
480	16.22.5	A permission to use a particular FSTD shall remain valid only if the FSTD maintains its specified qualification level and if all related conditions and limitations listed on the Qualification				

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		Certificate for the FSTD and CAAN's permission are complied with.				
481	16.22.6	A declaration shall be made by the AOC holder in respect of the differences between the FSTD and the aircraft for which training is being undertaken on that FSTD. Additional information concerning identified differences and training mitigation must be submitted with the application where appropriate.				
482	16.23	SMS INSTRUCTOR QUALIFICATIONS The applicant applying for Safety Management Systems Instructor authorization shall comply with the following: a) to d)				
483	Chapter 17	Applicable to operators performing CAT II/III operations. Such operators shall comply with all applicable requirements.				
484	Chapter 18	Applicable to operators performing all-weather operations. Such operators shall comply with all applicable requirements.				
485	CHAPTER 19 19.2	OPERATIONS AT AN AERODROME AND AIRCRAFT GROUND OPERATIONS				
486	19.2.1	Fueling of aircraft 1) An aircraft shall not be refueled or defueled at an aerodrome; a) within 15 meters of a building, or b) at a time when passengers are embarking, or disembarking, or are on board, unless there are qualified				

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		<p>personnel in the aircraft who are ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available, and who are in two-way communication with the ground crew supervising the refueling.</p> <p>2) Refueling and defueling of an aircraft shall be supervised by a person appointed by the owner or operator of the aircraft, or by a member of the flight crew, or by a supervisor appointed by the fuel supplier; the person supervising shall ensure that the aircraft is bonded to the fuelling hose and to the fuelling unit and that both are earthed, and that no source of flame or sparks is in the vicinity of the aircraft.</p>				
487	19.2.2	Engines to be run by qualified personnel a), b) and c)				
488	19.2.3	<p>Taxiing of aircraft</p> <p>An aircraft shall not be taxied on the movement area of the aerodrome unless the person operating the controls of the aircraft is a pilot holding as rating on that aircraft, or is a person who has been properly authorized by the operator of the aircraft, or by his agent, has received instructions from the aerodrome manager or his representative in respect of the layout of the aerodrome, taxiing routes, and taxiway signals, and complies with</p>				

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		instructions if any, related to taxiing issued by the Air Traffic Services Unit at that aerodrome where such a unit exists. The person operating the aircraft controls while taxiing, or another person in the flight deck who is in communication with the person at the control, shall be qualified and licensed to use the radio telephone.				
489	19.2.4	Compliance with noise abatement procedures Pilot-in-command of aircraft taking off and landing and persons responsible for ground running aircraft engines at aerodromes shall comply with the procedures, if any, authorized by the DG, CAAN as a noise abatement measure except where in the opinion of the pilot-in-command it would be unsafe to do so.				
490	19.2.5	Parking of Aircraft a), b) and c)				
491	19.3 19.3.1	MOVEMENT OF PERSONS AND VEHICLE AT AN AERODROME Unauthorized persons and vehicles No person shall enter and no vehicle shall be driven on the maneuvering area on aerodrome except with the permission of, and in compliance with instructions issued by, an officer on duty in the Air Traffic Services Unit at that aerodrome, or in the absence of such a unit, without the permission of the aerodrome manager at that aerodrome.				

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492	19.3.2	A person shall not operate a vehicle which is authorized to be driven on the movement area of an aerodrome, unless that person has been authorized to operate that vehicle by the Director General or the aerodrome manager.				
493	19.3.3	Taxing on a Movement Area An aircraft shall not be taxied on the movement area of an aerodrome unless the person at the controls: a) has been duly authorized by the operator or a designated agent. b) is competent to taxi the aircraft c) is qualified to use the radio telephone and d) has received instruction from a competent person in respect of aerodrome layout, routes, signs, marking, lights, air traffic control (ATC) signals, and instructions, phraseology and procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.				
494	19.3.4	Persons not to smoke or create a fire hazard No person shall smoke or generate a naked flame in any area of an aerodrome which is designated as a "no smoking" area by the aerodrome manager or do any act likely to create a fire hazard in any area of an aerodrome.				
495	19.3.5	Trading at an aerodrome a), b) and c)				
496	19.3.6	Movement of Vehicle				

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		a) to h)				
497	19.3.7	<p>Reporting of incidents/accidents</p> <p>Any person who is involved in any incident/accident at an aerodrome and all the witnesses to any incident/accident shall report without delay to the aerodrome manager or to the police at the aerodrome.</p>				
498	19.3.8	<p>Articles lost and found</p> <p>Any person finding a lost article shall deposit it with the aerodrome manager. Such articles which are unclaimed within thirty days, or in the case of perishable foodstuffs twelve hours, shall be disposed of in such a manner as may be directed from time to time by the DG, CAAN.</p>				
499	19.3.9	<p>Keeping of animals</p> <p>No person shall keep domestic or other animal at an aerodrome except with the permission of, and in accordance with such restrictions and conditions as may be imposed by the aerodrome manager.</p>				
500	19.3.11	<p>Firearms and offensive weapons</p> <p>a) and b)</p>				

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501	19.3.12	Damage to aerodrome property No person shall destroy or deface any building, sign, equipment, marker or other property at an aerodrome.				
502	19.3.13	Dumping of trash a) No person shall dispose of garbage, nor deposit refuse or any other object at an aerodrome except by placing it in the receptacle provided for the purpose. b) No person shall abandon any property or other thing at an aerodrome.				
503	19.3.14	Prohibition of gambling No person shall engage in gambling, or operate a gambling device, at an aerodrome.				
504	19.3.15	Disorderly conduct No person shall create any nuisance or any disorderly act at an aerodrome, or use a sanitary convenience in a disorderly manner.				
505	19.3.16	Prevention of fire a), b), c), d), e) and f)				

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506	19.3.17	<p>Danger from stock or equipment</p> <p>No occupant of any hanger, or premises at an aerodrome utilized for commercial purposes shall store or stock, or permit to be stored and stocked, any material or equipment in such a manner as to constitute a danger to persons or property.</p>				
507	19.3.18	<p>Provision of first-aid kits</p> <p>All tenants or lessees of hangers, workshops, or other premises utilized for commercial purposes at an aerodrome shall provide first-aid kits of a type approved by the DG, CAAN or the aerodrome manager, located in such hangers, work-shops or premises at a conveniently accessible place.</p>				
508	19.3.19	<p>Prohibition of entry</p> <p>No person shall enter any Air Traffic Service Unit, any hanger, any customs area, any communication center, any movement area or maneuvering area, or passenger arrival and departure area, except</p> <p>a) persons lawfully assigned to duty therein;</p> <p>b) persons authorized to enter by the DG, CAAN or the aerodrome manager, or the Security Force;</p> <p>c) passengers entering the movement area and the arrival and</p>				

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		departure lounge for the purpose of disembarking or embarking ; or d) persons authorized by the Collector of Customs or the Commissioner of Excise with the permission of the DG, CAAN, or the aerodrome manager, or the Security Force.				
509	19.3.20	Aerodrome Restricted Areas No person shall enter any area designated by the DG, CAAN or the Aerodrome manager as an aerodrome restricted area except with the permission of the DG, CAAN or the aerodrome manager, and on such terms as may be included in the permission.				
510	19.4 19.4.1	SAFEGUARDING AT AERODROMES Limitation of obstructions a) No person shall erect any temporary or permanent structure, nor position a vehicle or other mobile object on or in the vicinity of an aerodrome that will protrude through any obstacle limitation at that aerodrome. b) for the purpose of this rule an obstacle limitation surface at an aerodrome shall be those surface defined by the DG, CAAN in respect of that aerodrome in Air Navigation Directive. c) In the event that a person erects a structure or positions a vehicle or other mobile objects in contravention of this directive, the DG, CAAN shall take such action as he considers				

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		fit to cause the infringing object to be removed and shall not be liable for damage so caused . Any costs incurred by the DG, CAAN in taking such action shall be borne by the person causing the infringement.				
511	19.4.2	<p>Limitations of lights</p> <p>a) No person shall operate a light in the vicinity of an aerodrome which because of its glare is liable to dazzle pilots of aircraft taking off or landing at that aerodrome, or which can be mistaken for an aeronautical ground light.</p> <p>b) If such a light is operated it shall be extinguished or satisfactorily screened immediately upon notice being given to the person or persons operating the lights, by the DG, CAAN.</p>				
512	19.4.3	<p>Interference with communications or navigational aids</p> <p>No person shall operate a radio station or electrical equipment in the vicinity of an aerodrome, or of a radio aid to navigation which is serving an airway, an air route, or an approach to an aerodrome which is liable to cause interference with radio communication between aircraft and an Air Traffic Services unit, or which is liable to disturb the signal from a navigational radio aid.</p>				
513	19.4.4	<p>Measures to avoid attraction of birds</p> <p>a), b), c) and d)</p>				
514	19.5	CONDUCT OF PERSONS IN AN AIRCRAFT				

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	19.5.1	Persons not to stow away on aircraft A person shall not secrete himself in an aircraft or have access without the consent of the pilot-in-command or the operator of the aircraft.				
515	19.5.2	Behavior of persons in an aircraft A person shall not, while in an aircraft: a) interfere with a crew member; b) behave in a disorderly or offensive manner; or c) do any act that threatens the safety of the aircraft or of persons on board the aircraft.				
516	19.5.3	Persons not to carry weapons No passenger on board an aircraft shall carry or have in his charge any weapon except that a weapon that is not designed for use in warfare, or against the person, may be carried as passenger baggage provided it is stowed so as to be inaccessible to passengers during flight, and if it is a firearm, is unloaded.				
517	19.5.4	Restrictions on smoking in aircraft A person shall not smoke when on board an aircraft registered in Nepal a) in those areas in the aircraft designated as non-smoking areas;				

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		and b) at any time when the cabin crew or the flight crew of the aircraft indicate either verbally or by means of signs that smoking is prohibited.				
518	19.5.5	Consumption of intoxicating liquor or drugs a) No person shall enter an aircraft while under the influence of intoxicating liquor, or drugs, nor shall any person consume intoxicating liquor, or drugs, in an aircraft registered in Nepal so as to become intoxicated. b) No person shall administer narcotic or hallucinogenic drugs except in the case of a person under qualified medical supervision.				
519	19.5.6	Carriage of drugs Narcotic drugs, mood changing or hallucinogenic drugs, depressant or stimulant drugs, or marijuana shall not be carried in an aircraft except as a medicament prescribed for the individual use of a passenger by a qualified medical practitioner or as part of the approved emergency medical kit approved by the DG, CAAN.				
520	19.5.7	Entry to flight deck a), b), c) and d)				
521	19.5.8	Authority of the pilot-in-command				

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		<p>The pilot-in-command of an aircraft, with such assistance as he requires, may:</p> <p>a) take such action, including the removal of a person from the aircraft or the placing of a person under restraint or custody by force, as he considers reasonably necessary to ensure compliance with these requirements in, or in relation to, the aircraft; and</p> <p>b) detain the passengers, crew, and cargo for such periods as he considers reasonably necessary to ensure compliance with these rules in, or in relation to, the aircraft.</p>				
522		All relevant Appendix as applicable to the operator.				
523		All relevant Attachments as applicable to the operator.				
