

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations 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.

<b>FOR – Helicopters</b>						
<b>6<sup>th</sup> Edition – 21 January 2021</b>						
1	Abbreviations	Abbreviations and Symbols				
	Section I					
2	Chapter 1	Definitions				
	Section II					
3	1.1.1	Operators shall ensure that their employees when abroad know that they must comply with the laws, regulations and procedures of the States in which their operations are conducted.				
4	1.1.2	Operators shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the heliports to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these regulations and procedures as are pertinent to the performance of their respective duties in the operation of the helicopter.				
5	1.1.3	The operator or a designated representative shall have responsibility for operational control.				
6	1.1.4	Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer/flight dispatcher if an operator's approved method of control and supervision of flight				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	Inspector's Remarks Sat. or Unsat.

		operations requires the use of flight operations officer/flight dispatcher personnel.				
7	1.1.5	If an emergency situation which endangers the safety of the helicopter or persons becomes known first to the flight operations officer/flight dispatcher, action by that person in accordance with 2.6.1 shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.				
8	1.1.6	If an emergency situation which endangers the safety of the helicopter or persons necessitates the taking of action which involves a violation of local regulations or procedures, 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 DG, CAAN. Such reports shall be submitted as soon as possible and normally within ten days.				
9	1.1.7	Operators shall ensure that pilots-in-command have available on board the helicopter all the essential information concerning the search and rescue services in the area over which the helicopter will be flown.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

10	1.1.8	Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in PELR.				
11	1.3.2	As of 07 November 2019, a flight data analysis programme shall contain adequate safeguards to protect the source(s) of the data in accordance with Appendix 3 to Annex 19.				
12	1.3.3	<p>As of 07 November 2019, an operator is not allowed to make 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 Annex 13, except where the recordings or transcripts are:</p> <ul style="list-style-type: none"> <li>a) related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by Annex 19;</li> <li>b) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by Annex 19; or</li> <li>c) used for inspections of flight recorder systems as provided in Section 6 of Appendix 4.</li> </ul>				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

13	1.3.4	<p>Operator shall not use recordings or transcripts of FDR, ADRS, Class B and C AIR, and Class B and C AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are subject to the protections accorded by Annex 19 and are:</p> <ul style="list-style-type: none"> <li>a) used by the operator for airworthiness or maintenance purposes;</li> <li>b) used by the operator in the operation of a flight data analysis programme as provided in Section II of this FOR (H);</li> <li>c) sought for use in proceedings not related to an event involving an accident or incident investigation;</li> <li>d) de-identified; or</li> <li>e) disclosed under secure procedures.</li> </ul>				
14	1.3.5	The operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system.				
15	1.4.1	No operator may carry any item identified as dangerous goods under Technical Instructions for the Safe Transport of Dangerous Goods (DOC 9284) unless the operator has complied with CAAN Dangerous Goods Handling Requirements (DGHR).				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	If Company document does not include the item, state reason.

16	1.5.1	Holders of flight crew licenses and other personnel engaged in commercial air operations 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.				
17	1.5.2	Holders of licenses provided for in the PELR shall not engage in any problematic use of substances.				
18	1.5.3	CAAN 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.				
19	1.5.4	No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, be reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.				
20	1.7.1	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.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

21	1.7.2	Only a person or persons appointed by the 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 helicopter, 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 helicopter would thereby be endangered.				
22	1.7.4	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.				
23	1.7.6	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.				
24	1.7.7	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 helicopter there under kept or used or intended to be used in connection with the operation of the helicopter.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

25	1.7.8	Every flight under this certificate shall be conducted in accordance with the relevant provisions of the aforesaid operations manual and instructions.				
26	1.8.1	Any person who: a), b), c), d), e), f), g), h) i) – iv)				
27	1.8.2	The Owner, Operator, Hirer or a Pilot-In-Command of an helicopter 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.				
28	1.9.1	The holder of an Air Operator Certificate issued by the Director General who is engaged in commercial operations shall ensure that their Flight Instructor(s) and instructor(s) for ground courses are qualified with not less than that mentioned in FOR/PELR.				
29	1.9.2	The Privileges of Instructor Pilot shall be as mentioned in Personnel Licensing Requirements -2019 Para 7.46.				
30	1.10	The holder of an Air Operator Certificate issued by the Director General who is engaged in commercial operations shall assign a Pilot-in-Command who is current or has previous experience as Pilot-in-Command as an Operations Director in the Operation Department.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

31	1.12.1	The holder of an Air Operator Certificate issued by the Director General shall not permit an aircraft to fly unless: a), b), c)				
32	1.12.2	Such an operator shall not permit an aircraft to fly for other than training purposes unless; a), b), c) d)				
33	1.12.3	Crew member requirements and their qualifications shall not be less than that as specified in the FOR.				
34	1.12.4	Flight crewmember emergency duties An operator shall, for each type of helicopter, 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 life-saving equipment required to be carried and drills in the emergency evacuation of the helicopter.				
35	1.15.1	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 used the person(s) holding the Flight Dispatcher or Flight Operations Officer license for operational control including dispatching of the aircraft.				



**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

36	1.15.2	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.				
37	1.15.3	Where the duties assigned for the dispatch of the aircraft is conducted by the flight crew, the requirement mentioned in 1.15.1 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.				
38	1.16.1	With the exception of en-route Inspection flight or Route Check, no commercial air operator shall conduct <i>any</i> type of training flight including Pilot Proficiency Checks (PPC), for the issuance or renewal of a license, during a flight filed as a commercial or revenue flight i.e. scheduled, non-scheduled or chartered.				
39	1.16.2	Any commercial aircraft, when it is carrying passengers or Cabin Crew, shall not be used to flight test the (i) aircraft, or (ii) its power plant, or (iii) any item included in the Minimum Equipment List.				
40	1.17.1	With respect to 1.12.1 (c), 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.				
41	1.17.2	The details of the trainings shall be as required in Chapter 13 of this FOR.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

42	1.18.1	<b>ASSESSMENT OF CREW AND OTHER PERSONNEL CONDITIONS</b> An AOC holder shall conduct an assessment of a flight crew by a type rated instructor for the following conditions: (i) to (vi)				
43	1.18.2	<b>TYPES OF ASSESSMENT</b> The AOC holder shall conduct an assessment of a Flight Crew member or other personnel mentioned in 1.18.1 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. The operator shall develop a form that will be used for such assessments as part of its Operations Manual Part-D.				
44	1.18.3	<b>RESULT OF THE ASSESSMENT</b>  (i) The purpose of such types of assessment is to assess the level of competency of the candidate in terms of knowledge of general topics of aviation or type specific as the case may be. (ii) Once the assessment has been conducted, the AOC holder must conduct a gap analysis of the competency demonstrated by the candidate and the company's standards. (iii) The gap (if any) demonstrated by the candidate in relation to the company's standards must be closed using suitable means prior to the candidate proceeding further with any formal training leading to a type rating or endorsement.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	If Company document does not include the item, state reason.

45	2.1.1	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 helicopter and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose.				
46	2.1.2	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.				
47	2.2.1.1	An operator shall not engage in commercial air transport operations unless in possession of a valid Air Operator Certificate issued by the DG, CAAN.				
48	2.2.1.2	The Air Operator Certificate shall authorize the operator to conduct commercial air transport operations in accordance with the Operations Specifications.				
49	2.2.1.3	The issue of an Air Operator Certificate by the DG, CAAN shall be dependent upon the operator demonstrating an adequate organization, 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.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

50	2.2.1.4	The continued validity of an Air Operator Certificate shall depend upon the operator maintaining the requirements of 2.2.1.3 under the supervision of the DG, CAAN.				
51	2.2.2.3	An operator shall meet and maintain the requirements established by the DG, CAAN when the operations are conducted within Nepalese territory.				
52	2.2.3.1 Operations Manual	a) An operator shall make available, for the use and guidance of operations personnel concerned, an Operations Manual divided in four parts and constructed using the guidance contained in Appendix 1.				
53	2.2.3.1	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 notified to all personnel that are required to use this manual.				
54	2.2.3.2	The operator shall provide a copy of the Operations Manual together with all amendments and/or revisions, for review and acceptance and, where required, approval. The operator shall incorporate in the operations manual such mandatory material as the DG, CAAN may require. All training programs require an approval.				
55	2.2.4.1	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.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

56	2.2.4.2	A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot at the controls. The operator shall provide appropriately specific training and procedures to be followed for all personnel, other than qualified pilots, who are likely to carry out the turning of a rotor under power for purposes other than flight.				
57	2.2.4.4	Only a qualified pilot designated by the Operator as a Pilot-in-Command of a particular type, shall be permitted to hover a helicopter for maintenance check purposes. A “hover” during such checks shall not be considered a part of flight time if it is part of an engine run-up and for which a Flight Plan is not required.				
58	2.2.5	<b>In-flight simulation of emergency situations</b> An operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.				
59	2.2.6	<b>Checklists</b>  The checklists provided in accordance with 4.1.4 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, the Aircraft Flight Manual or other documents associated with the Certificate of Airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

60	2.2.7.1	<b>2.2.7 Minimum flight altitudes (operations under IFR)</b>  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, unless specifically approved.				
61	2.2.7.2	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 specified in Annex 2.				
62	2.2.8.1	An Operator shall establish operating minima for each heliport or landing location to be used in operations and the method of determination of such minima shall require approval from CAAN. Such minima shall not be lower than any that may be established for such heliports or landing locations by the DG, CAAN, except when specifically approved.				
63	2.2.8.1.1	DG, CAAN may approve operational credit(s) for operations with helicopters equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. Such approvals shall not affect the classification of the instrument approach procedure.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

64	2.2.8.2	In establishing the operating minima for each heliport or landing location which will apply to any particular operation, full account shall be taken of: a) to h)				
65	2.2.8.3	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) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and  b) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as: 1) to 5)				
66	2.2.8.4	Category II and Category III instrument approach operations shall not be authorized unless RVR information is provided.				
67	2.2.8.6	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.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	If Company document does not include the item, state reason.

68	2.2.8.7	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.				
69	2.2.9.1	<b>2.2.9 Fuel and oil records</b> An operator shall maintain fuel and oil records to enable the CAAN to ascertain that, for each flight, the requirements of 2.3.6 have been complied with.				
70	2.2.9.2	Fuel and oil records shall be retained by the operator for a period of three months.				
71	2.2.10.1	<b>2.2.10 Crew</b> <i>Pilot-in-command.</i> For each flight, the operator shall designate one pilot to act as pilot-in-command.				
72	2.2.10.2	<i>Flight time, flight duty periods and rest periods.</i> An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the regulations established by the DG, CAAN and included in the operations manual.				



AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

73	2.2.10.3	An operator shall maintain current records of the flight time, flight duty periods and rest periods of all its crewmembers.				
74	2.2.11.1	<b>2.2.11 Passengers</b> An operator shall ensure that passengers are made familiar with the location and use of: a) to e)				
75	2.2.11.2	The operator shall ensure that the passengers are informed (briefed) of the location and general manner of use of the principal emergency equipment carried for collective use.				
76	2.2.11.3	In an emergency during flight, passengers shall be instructed in such emergency action as may be appropriate to the circumstances.				
77	2.2.11.4	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 a helicopter shall be secured in their seats by means of the seat belts or harnesses provided.				
78	2.2.12	<b>Over-water flights</b> All helicopters on flights over water in a hostile environment in accordance with 4.5.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

79	2.3.1	<b>2.3 FLIGHT PREPARATION</b>  A flight, or series of flights, shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) to g)				
80	2.3.2	Completed flight preparation forms shall be kept by an operator for a period of three months.				
81	2.3.3.1	<b>2.3.3 Operational flight planning</b>  a) An operational flight plan shall be completed for every intended international flight or series of flights, approved by the pilot-in-command and lodged with the appropriate authority. The operator shall determine the most efficient means of lodging the operational flight plan.				
82	“	b) An operational flight plan is not required when the aerodrome of departure and landing is the same.				
83	2.3.3.2	a) The operations manual shall describe the content and use of the operational flight plan.				
84	“	b) Records of the operational flight plan shall be kept for a minimum period of three months.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

85	2.3.4.1.1	2.3.4.1 <i>Take-off alternate heliport</i> A take-off alternate heliport shall be selected and specified in the operational flight plan if the weather conditions at the heliport of departure are at or below the applicable heliport operating minima.				
86	2.3.4.1.2	For a heliport 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 heliport operating minima for that operation.				
87	2.3.4.2.1	2.3.4.2 <i>Destination alternate heliport</i>  For a flight to be conducted in accordance with IFR, at least one destination alternate shall be specified in the operational flight plan and the flight plan, unless:  a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the heliport of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions, or				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	Inspector's Remarks Sat. or Unsat.

88	“	b) the heliport of intended landing is isolated and no suitable alternate is available. A point of no return (PNR) shall be determined by the operator.				
89	2.3.4.2.2	For a heliport to be selected as a destination alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the heliport operating minima for that operation.				
90	2.3.4.3	When an offshore alternate heliport is specified, it shall be specified subject to the following: a) to e)				
91	2.3.5.1	<b>2.3.5 Meteorological conditions</b> 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 or in the intended area of operations under VFR will, at the appropriate time, be such as to enable compliance with these rules.				
92	2.3.5.2	A flight to be conducted in accordance with IFR shall not be commenced unless information is available which indicates that conditions at the destination heliport or landing location or, when an alternate is required, at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	If Company document does not include the item, state reason.

93	2.3.5.3	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 heliport or landing location, the operator shall specify appropriate incremental values for height of cloud base and visibility, acceptable to the DG, CAAN, to be added to the operator's established heliport or landing location operating minima.				
94	2.3.5.4	A flight to be operated in known or expected icing conditions shall not be commenced unless the helicopter is certificated and equipped to cope with such conditions.				
95	2.3.5.5	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not be commenced unless the helicopter 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 helicopter is kept in an airworthy condition prior to take-off.				
96	2.3.6.1	<b>2.3.6 Fuel and oil requirements</b>  <i>All helicopters.</i> A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

97	2.3.6.2	VFR operations. The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of VFR operations, be at least the amount sufficient to allow the helicopter to: a), b), c)				
98	2.3.6.3.1	2.3.6.3 IFR operations. The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of IFR operations, be at least the amount to allow the helicopter:  When an alternate is not required, in terms of 2.3.4.2.1 a), to fly to and execute an approach to the heliport or landing location to which the flight is planned, and thereafter: a) and b)				
99	2.3.6.3.2	When an alternate is required, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter: a), b) and c)				
100	2.3.6.3.3	When no alternate heliport or landing location is available, in terms of 2.3.4.2.1 (e.g. the destination is isolated), sufficient fuel shall be carried to enable the helicopter to fly to the destination to which the flight is planned and thereafter for a period that will, based on geographic and environmental considerations, enable a safe landing to be made.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

101	2.3.6.4	In computing the fuel and oil required in 2.3.6.1, at least the following shall be considered: a), b), c), d) and e)				
102	2.3.6.5	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.				
103	2.3.7.1	<b>2.3.7 Refueling with passengers on board or rotors turning</b>  A helicopter shall not be refuelled, rotors stopped or turning, when: a) passengers are embarking or disembarking; or b) when oxygen is being replenished				
104	2.3.7.2	When the helicopter is refuelled with passengers on board, rotors stopped or turning, it shall be properly attended by sufficient qualified personnel, ready to initiate and direct an evacuation of the helicopter by the most practical, safe and expeditious means available. In order to achieve this: a), b) and c)				
105	2.3.7.3	The operator shall establish procedures and specify conditions under which such refuelling may be carried out.				
106	2.3.7.4	In addition to the requirements of 2.3.7.2, operational procedures should specify that at least the following precautions are taken: a), b), c), d), e), f) and g)				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	Inspector's Remarks Sat. or Unsat.

107	2.3.7.5	A helicopter shall not be refuelled with AVGAS (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are on board.				
108	2.3.7.6	A helicopter shall not be defueled at any time when: a) passengers remain on board; or b) passengers are embarking or disembarking; or c) oxygen is being replenished.				
109	2.3.8.1	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 the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 700 hPa.				
110	2.4.1.1	<b>2.4.1 Heliport operating minima</b>  A flight shall not be continued towards the heliport of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that heliport, or at least one alternate heliport, in compliance with the operating minima established in accordance with 2.2.8.1.				
111	2.4.1.2	An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima.				



AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

112	2.4.1.3	If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, a helicopter shall not continue its approach-to-land at any heliport beyond a point at which the limits of the operating minima specified for that heliport would be infringed.				
113	2.4.3	<b>Hazardous flight conditions</b>  Hazardous flight conditions encountered, other than those associated with meteorological conditions, shall be reported 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.				
114	2.4.4.1	<b>2.4.4 Flight crew members at duty stations</b>  <i>Take-off and landing.</i> All flight crew members required to be on flight deck duty shall be at their stations.				
115	2.4.4.2	<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 helicopter or for physiological needs.				
116	2.4.4.3	<i>Seat belts.</i> All flight crew members shall keep their seat belt fastened when at their stations.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

117	2.4.4.4	<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 harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps maybe unfastened but the seat belt must remain fastened.				
118	2.4.4.5	At least one flight crew member must be at the controls of the helicopter at all times while the rotors are turning under power.				
119	2.4.4.6	In case of operations at remote locations where it is unavoidable for the flight crew member to comply with 2.4.4.5, the flight crew member may exit the helicopter for as short a duration as possible after ensuring that the engine is in ground idle mode and the flight controls are properly locked.				
120	<b>2.4.5</b>	<b>Use of oxygen</b> All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 2.3.8.1 or 2.3.8.2.				
121	2.4.7.1	<b>2.4.7 Instrument flight procedures</b> One or more instrument approach procedures to serve each final approach and take-off area or heliport utilized for instrument flight operations shall be approved and promulgated by the State in which				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State.				
122	2.4.7.2	All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State.				
123	2.4.9.1	<b>2.4.9 In-flight fuel management</b> An operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in flight fuel checks and fuel management are performed.				
124	2.4.9.2	The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to a landing site where a safe landing can be made with the planned final reserve fuel remaining.				
125	2.4.9.3	The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel.				
126	2.4.9.4	The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.3.6.				
127	2.5.1	<b>2.5 DUTIES OF PILOT-IN-COMMAND</b>  The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine(s) are started until the helicopter finally comes to rest at the end of the flight, with the engine(s) shut down and the rotor blades stopped.				
128	2.5.2	The pilot-in-command shall ensure that the checklists specified in 2.2.6 are complied with in detail.				
129	2.5.3	The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quick available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property.				
130	2.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the helicopter, to the operator, at the termination of the flight.				
131	2.5.5	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 9.4.1.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

132	2.6.1	<b>2.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER</b>  A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 2.2.1.3 shall: a), b) and c)				
133	2.6.2	In the event of an emergency, a flight operations officer/flight dispatcher shall: a) and b)				
134	2.7.1	<b>2.7. CARRY-ON BAGGAGE</b>  The operator shall ensure that all baggage carried onto a helicopter and taken into the passenger cabin is adequately and securely stowed.				
135	2.7.2	No person may carry cargo, including carry-on baggage, in or on any aircraft unless: (i), (ii), (iii), (iv) and (v)				
136	2.8.2	The operator shall, in compliance with 2.8.1 and for the purposes of managing its fatigue-related safety risks, establish flight time, flight duty period, duty period limitations and rest period requirements that are within the prescriptive fatigue management regulations established in Chapter 7.				
137	2.8.3	The operator shall maintain records of flight time, flight duty periods, duty periods, and rest periods for all its flight and cabin crew members for a period of three months.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

138	2.8.4	Where the operator complies with prescriptive fatigue management regulations in the provision of part or all of its services: a) and b)				
139	2.9.1	<b>2.9 RESPONSIBILITIES OF AIR OPERATOR-HELICOPTERS</b>  <b>Crew Member Requirements</b> (a) No air carrier may assign a person as a flight crew member unless that person holds a valid license issued by the Director General.				
140	“	(b) No air carrier shall operate an aircraft with less than the minimum flight crew specified in the <u>Certificate of Airworthiness</u> or the <u>Aircraft Flight Manual</u> .				
141	“	(c) No air carrier shall operate an aircraft without a second in command if that aircraft has a passenger seating configuration, excluding any pilot seat of ten seats or more.				
142	“	(d) No air carrier shall carry passengers and operate a single engine helicopter: i) in IFR flight conditions, ii) at night. iii) for a published schedule flight.				
143	“	(e) No air carrier shall operate a multi engine helicopter under IFR in an air transport operation unless the flight crew includes at least two pilots one of them shall be designated by the air carrier as pilot in command and the other as second in command.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

144	“	(f) Unless the flight crew uses sufficient required oxygen during the flight, no person shall operate a helicopter when carrying passengers at an altitude above 10,000 feet above mean sea level.				
145	“	(g) No air carrier shall let the pilots have an endorsement on more than two types of helicopters for commercial operations.				
146	“	(h) No air carrier shall let the pilot have an endorsement on both aeroplanes and helicopters for commercial operations.				
147	“	(i) No air carrier may use a pilot to act as pilot in command or second in command of a turbine engine operated rotorcraft and multi engine rotorcraft unless he holds a commercial pilot license with the classification of helicopter from an approved school of a contracting state.				
148	<b>2.9.2</b>	<b>Pilot-In-Command Qualification</b> (a) No air carrier may use a person to serve as pilot-in-command in commercial air transportation in any helicopter certificated for two-pilot operation unless that person holds an Airline Transport Pilot License with classification of helicopter and type rating.				
149	“	(b) No air operator may use a pilot to act as Pilot-In-Command of a helicopter certificated for single pilot operation unless that pilot: i), ii), iii) and iv)				
150	“	(c) No air carrier may use a pilot to act as pilot in command of a helicopter certificated for two-pilot operations, unless that pilot; i), ii), iii) and iv)				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	If Company document does not include the item, state reason.

151	2.9.3.1	<b>2.9.3 P-I-C Clearance (Helicopter)</b> After acquiring CAAN license, a pilot will not be designated as Pilot-In-Command, unless he has completed the experience in flight as specified below; 1) <u>Helicopter with Single Pilot Operation</u> a) To act as a solo PIC for all the domestic airports and normal helipads at or below 10,000 ft. AMSL. i), ii), iii) and iv)				
152	“	b) To act as a solo PIC for all the helipads above 10,000 feet upto 17,000 feet above mean sea level and including landing in a congested area and difficult field with slope: i), ii), iii), iv) and v)				
153	“	c) To act as a solo PIC for all the helipads above 17,000 feet mean sea level: i) and ii)				
154	“	2) <u>Multi-engine Helicopter with Two Pilots Operations</u> a) To act as a PIC for all the domestic airports and normal helipads at or below 10,000 ft. AMSL, he shall fly minimum of 50 hours on type as a PIC with Instructor Pilot.				



**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

155	“	b) To act as a PIC for all the helipads above 10000 feet AMSL including landing in a confined area and difficult field with slope: i) must have minimum of 200 total hours' experience as PIC with experience on all the helipads above 10000 ft. AMSL including landing in a congested area and difficult field with slope.				
156	“	ii) must have completed a ground class of 5 hours including mountain flying in high altitudes and a minimum of 5 hours of high altitude training above 10,000 feet; flight time en-route to and from the training area shall not be credited towards this training;				
157	“	iii) must successfully complete an assessment conducted by an instructor pilot;				
158	“	iv) must complete a check flight in presence of CAAN observer or DCP to his satisfaction				
159	<b>2.9.3.2</b>	<b>Clearance procedure for foreign pilots</b> a), b), c) and d)				
160	<b>2.9.4</b>	<b>Copilot Qualification</b> (a) No air carrier may use a pilot to act as copilot of a helicopter under VFR, unless that person holds a commercial pilot license with appropriate category and class ratings and an appropriate type rating.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

161	“	(b) No air carrier may use a pilot to act as copilot of an aircraft under IFR unless that person: i) holds a valid pilot license with appropriate category and class ratings and an appropriate type rating. ii) holds an instrument rating endorsed by CAAN, valid for the category, class and type of helicopter.				
162	2.9.5	<b>Record of Flight Crew Licenses</b> a) The holder of an Air Operator Certificate issued by the DG, CAAN shall maintain a record containing details of the licenses held by each of his flight crew members together with details of the ratings included in those licenses. He shall record details of the ground and flight training undertaken by his flight crew members together with the results of any proficiency checks and shall record the route and aerodrome qualifications (including High Altitude Helipads, Rooftop Helipads and Sling/Long Line operations clearance) of pilot-in-command.				
163	“	b) In helicopter operation the record detail of qualification achieved progressively and qualification gained by each crew member on solo piloting to high altitude fields, fields of confined area, fields of confined and congested nature used by helicopters for landing.				
164	“	c) Records shall be retained throughout the period of the employment of each flight crew member and for a further period of three months. Notification to CAAN of changes in employment of key operational personnel, is necessary.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.
165	2.10.1	An helicopter of a new type shall not be used to carry passengers on a commercial air transportation service until it has undergone proving tests under the supervision of, and in accordance with the requirements of the Director General.					
166	2.10.2	In the case of major changes to a Helicopter previously in operation on commercial air transportation services, the Director General may require it to undergo such proving tests as he/she considers necessary.					
167	2.11	<b>DOCUMENTS OF EXPAT FLIGHT CREW</b>  In the case of expat flight crew, all submitted documents must be in the English language or where it is in a language other than English, translated copies must be submitted from an authorized institution.					
168	2.12	<b>CONDITIONS REQUIRING CAAN INSPECTOR</b>  The following activities shall be conducted under the monitoring of a CAAN Inspector or Designated Check Pilot: a), b), c), d), e), f) and g)					
169	2.14.1	<b>2.14 HOSPITAL HELIPAD OPERATIONS</b> Refer to CAAN Directive "Requirement for the operations of Hospital Helipads July 2016" for operations to Hospital helipads.					
170	2.14.2	Refer to 4.4.8 "Note" of the Directive mentioned in 2.14.1 for the development of SOP for operations to such hospital helipads.					
Rev. 00		CIVIL AVIATION AUTHORITY OF NEPAL			Page 35		

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

171	2.15.1	<b>2.15 PHOTOGRAPHY/ VIDEOGRAPHY IN FLIGHT</b> 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.				
172	2.15.2	Bonafide passengers shall be permitted to take photos or videos during flight under the instructions of the Cabin Crew member or the Pilot In Command as per company rules and national Civil Aviation Regulations.				
173	3.1.1	Helicopters shall be operated in accordance with a code of performance, established by the State of Design in compliance with the applicable requirements of this chapter.				
174	3.1.2	In conditions where the safe continuation of flight is not ensured in the event of a critical engine failure, helicopter operations shall be conducted in a manner that gives appropriate consideration for achieving a safe forced landing.				
175	3.1.4	Where helicopters are operated to or from heliports in a congested hostile environment, the operator shall develop specific procedures to enable these operations to be conducted in a manner that gives appropriate consideration for the risk associated with an engine failure.				
176	3.2.2	The level of performance defined by the appropriate parts of the code of performance referred to in 3.1.1 for the helicopters designated in 3.2.1 shall be consistent with the overall level embodied in the requirements of this chapter.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

177	3.2.3	A helicopter shall be operated in compliance with the terms of its Certificate of Airworthiness and within the approved operating limitations contained in its Aircraft Flight Manual.				
178	3.2.4	Every precaution shall be taken by the operator as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.				
179	3.2.5	A flight shall not be commenced unless the performance information provided in the Aircraft Flight Manual indicates that the requirements of 3.2.6 and 3.2.7 can be complied with for the flight to be undertaken.				
180	3.2.6	a) In applying the requirements of this chapter, account shall be taken of all factors that significantly affect the performance of the helicopter, such as: i) to vi)				
181	“	b) 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 code of performance in accordance with which the helicopter is being operated.				
182	3.2.7	<b>Mass limitations</b> a) The mass of the helicopter at the start of take-off shall not exceed the mass at which the code of performance referred to in 3.1.1 is				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		complied with, allowing for expected reductions in mass as the flight proceeds and for such fuel jettisoning as is appropriate.				
183	“	b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6.				
184	“	c) In no case shall the estimated mass for the expected time of landing at the destination and at any alternate exceed the maximum landing mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6.				
185	“	d) In no case shall the mass at the start of take-off, or at the expected time of landing at the destination and at any alternate, exceed the relevant maximum mass at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain operating site where there is no noise disturbance problem, by the competent authority of the State in which the operating site is situated.				
186	3.2.7.2	Take-off and initial climb phase 3.2.7.2.1, 3.2.7.2.2, 3.2.7.2.3				
187	3.2.7.3	En-route phase 3.2.7.3.1, 3.2.7.3.2				
188	3.2.7.4	Approach and landing phase 3.2.7.4.1, 3.2.7.4.2, 3.2.7.4.3				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

189	3.3	<b>OBSTACLE DATA</b>  The operator shall use available obstacle data to develop procedures to comply with the take-off, initial climb, approach and landing phases detailed in the code of performance established by the State of Design.				
190	3.6.1	Before the commencement of a public transport flight, the operator, or the person in charge of the loading of the aircraft or the pilot-in-command, shall prepare load and trim sheets that shall contain: i), ii), iii), iv) and v)				
191	3.6.2	Load and trim sheets shall be signed by the Operator, or the person(s) identified by the Operator as responsible for dispatching the aircraft who is duly trained and certified, as certifying that it has been loaded in accordance with the instructions issued by the operator and approved by the DG, CAAN and must be verified and signed by PIC. Such authorized personnel shall include his/her name, signature and license number.				
192	3.6.3	For the purpose of calculating the total mass of the aircraft, the respective total mass of the passengers and crew entered in the load and trim sheets shall be computed from the actual mass of each person, and for that purpose, each person shall be separately weighed for aircraft carrying up to six passengers. For aircraft carrying seven or more passengers refer to Flight Operations Directive No. 08.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

193	3.6.4	An Air Operator shall determine the weights to be used for passengers in its Operations Manual. Operators shall define weights for “adult male, adult female, child and infant” passengers; where ‘adult’ means a person older than 12 years and ‘child’ means between 02 and 12 years and ‘infant’ means below 02 years of age.				
194	3.6.5	An Air Operator shall in addition to the passenger weights, also determine the weight of hand baggage, if so permitted. Such determined hand baggage value shall be clearly defined in the Operations Manual.				
195	4.1.1	An operator shall ensure that, 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 helicopters according to the helicopter 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.				
196	4.1.2	A helicopter shall carry a certified true copy of the Air Operator Certificate specified in 2.2.1, and a copy of the operations specifications relevant to the helicopter 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.				
197	4.1.3	Provided the helicopter’s manufacturer has issued a Master Minimum Equipment List, the operator may include in the				



AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		Operations Manual a Minimum Equipment List (MEL), approved by the DG, 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 Nepal is not the State of Registry, the Air Operator shall ensure that the MEL does not affect the helicopter's compliance with the airworthiness requirements applicable in the State of Registry.				
198	4.1.4	The operator shall make available to operations staff and crew members 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. The manual shall be easily accessible to the flight crew during all flight operations.				
199	4.2.1	<b>4.2 ALL HELICOPTERS ON ALL FLIGHTS</b>  A helicopter shall be equipped with instruments that will enable the flight crew to control the flight path of the helicopter, carry out any required procedural manoeuvres and observe the operating limitations of the helicopter in the expected operating conditions.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	If Company document does not include the item, state reason.

200	4.2.2	A helicopter shall be equipped with: a) accessible and adequate medical supplies; Medical supplies should comprise of: 1) and 2)				
201	“	b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the helicopter. At least one shall be located in: 1) and 2)				
202	“	c) 1) a seat or berth for each person over two years; 2) a seat belt for each seat and restraining belts for each berth; and 3) a safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device which will automatically restrain the occupant's torso in the event of rapid deceleration.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

203	“	d) means of ensuring that the following information and instructions are conveyed to passengers: <ol style="list-style-type: none"> <li>1) when seat belts or harnesses are to be fastened;</li> <li>2) when and how oxygen equipment is to be used if the carriage of oxygen is required;</li> <li>3) restrictions on smoking;</li> <li>4) location and use of life jackets or equivalent individual flotation devices where their carriage is required; and</li> <li>5) location and method of opening emergency exits; and</li> </ol>				
204	“	e) if fuses are used, spare electrical fuses of appropriate ratings for replacement of those accessible in flight.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

205	4.2.2.1	Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in a helicopter 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 a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall:  a) meet the applicable minimum performance requirements of the State of Registry; and b) not be of a type listed in the 1987 <i>Montreal Protocol on Substances that Deplete the Ozone Layer</i> as it appears in the Eighth Edition of the <i>Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer</i> , Annex A, Group II.				
206	4.2.3	A helicopter shall carry: a), b) and c)				
207	4.2.4.1	<b>4.2.4 Marking of break-in points</b>  If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on a helicopter, 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.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

208	4.2.4.2	If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.				
209	<b>4.3.1</b>	<b>Flight data recorders and aircraft data recording systems</b> <i>4.3.1.1 Applicability</i> 4.3.1.1.1 to 4.3.1.1.6				
210	“	4.3.1.2 <i>Recording technology</i>				
211	“	4.3.1.3 <i>Duration</i>				
212	<b>4.3.2</b>	<b>COCKPIT VOICE RECORDERS AND COCKPIT AUDIO RECORDING SYSTEMS</b> <i>4.3.2.1 Applicability, 4.3.2.1.1</i>				
213	“	4.3.2.2 <i>Recording technology</i>				
214	“	4.3.2.3 <i>Duration</i>				
215	<b>4.3.3</b>	<b>Data link recorders</b> <i>4.3.3.1 Applicability</i> 4.3.3.1.1, 4.3.3.1.2				
216	“	4.3.3.2 <i>Duration</i> The minimum recording duration shall be equal to the duration of the CVR.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

217	“	4.3.3.3 <i>Correlation</i>  Data link recording shall be able to be correlated to the recorded cockpit audio.				
218	4.3.4.1	4.3.4 <b>Flight recorders — general</b>  <i>Construction and installation</i> 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.				
219	4.3.4.2 <i>Operation</i>	4.3.4.2.1 Flight recorders shall not be switched off during flight time.				
220	“	4.3.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13.				
221	4.3.4.3	<i>Continued serviceability</i>  Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

222	4.3.4.5	<b>Preservation of Flight Recorder Data for Accident or Incident Investigation</b>  The holder of an Air Operator Certificate issued by the Director General shall retain the records produced by a flight recorder unless demanded, for inspection by the Director General as he may require. The holder shall keep such records in safe custody until instructed by the Director General to release them for the purpose of accidental investigation.				
223	4.4.1	All helicopters when operating in accordance with VFR by day shall be equipped 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 DG, CAAN				
224	4.4.2	Helicopters are not permitted to be operated at night for commercial purposes.				
225	4.4.3	All helicopters when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with:				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		<p>a) a magnetic compass;</p> <p>b) an accurate timepiece indicating the time in hours, minutes and seconds;</p> <p>c) two sensitive pressure altimeters;</p> <p>d) an airspeed indicating system with means of preventing malfunctioning due to either condensation or icing;</p> <p>e) a slip indicator;</p> <p>f) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator;</p> <p>g) a heading indicator (directional gyroscope);</p> <p>h) a means of indicating whether the power supply to the gyroscope instrument is adequate;</p> <p>i) a means of indicating on the flight deck the outside air temperature;</p> <p>j) a rate of climb and descent indicator;</p> <p>k) a stabilization system, unless it has been demonstrated to the satisfaction of the certificating authority that the helicopter possesses, by nature of its design, adequate stability without such a system;</p> <p>l) such additional instruments or equipment as may be prescribed by the DG, CAAN; and</p> <p>m) if operated at night, the lights specified as below:</p> <p>(i) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport;</p>				
--	--	---	--	--	--	--



**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		(ii) two landing lights; one of which shall be trainable at least in the vertical plane. (iii) illumination for all instruments and equipment that are essential for the safe operation of the helicopter that are used by the flight crew; (iv) lights in all passenger compartments; and (v) a flashlight for each crew member station				
226	4.4.3.1	All helicopters when operating in accordance with IFR 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 automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.				
227	4.4.4	A helicopter when operating in accordance with IFR and which has a maximum certificated take-off mass in excess of 3,175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

228	4.5.1	<b>Means of flotation</b>  All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when: a), b), c) and d)				
229	4.5.2.1	<b>4.5.2 Emergency equipment</b>  Helicopters operating in performance Class 1 or 2 and operating in accordance with the provisions of 4.5.1 shall be equipped with: a), b), c) and d)				
230	4.5.2.2	Helicopters operating in performance Class 3 when operating beyond auto rotational distance from land but within a distance from land specified by the DG, CAAN shall be equipped with one lifejacket, 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.				
231	4.5.2.2.1	For offshore operations, when operating beyond auto rotational distance from land, the life jacket shall be worn unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket.				
232	4.5.2.3	Helicopters operating in performance Class 3 when operating beyond the distance specified in 4.5.2.2 shall be equipped as in 4.5.2.1.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

233	4.5.2.4	In the case of helicopters operating in performance Class 2 or 3, when taking off or landing at a heliport 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 likelihood of a ditching, at least the equipment required in 4.5.2.1 a) shall be carried.				
234	4.5.2.5	Each life jacket and equivalent individual flotation device, when carried in accordance with 4.5, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.				
235	4.5.3.1	<b>4.5.3 All helicopters on flights over designated sea areas</b> Helicopters, when operating over sea areas over which search and rescue would be especially difficult, shall be equipped with life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.				
236	<b>4.6</b>	<b>ALL HELICOPTERS ON FLIGHTS OVER DESIGNATED LAND AREAS</b> Helicopters, when operated across land areas over which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.				
237	4.7.1	<b>4.7 EMERGENCY LOCATOR TRANSMITTER (ELT)</b> From 1 July 2008, all helicopters operating in performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 a), with at least one automatic ELT and one ELT(S) in a raft or life jacket.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

238	4.7.2	From 1 July 2008, all helicopters operating in performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 b), with at least one automatic ELT and one ELT(S) in a raft or life jacket.				
239	4.7.3	ELT equipment carried to satisfy the requirements of 4.7.1 and 4.7.2 shall operate in accordance with the relevant provisions of Annex 10, Volume III.				
240	<b>4.9</b>	<b>ALL HELICOPTERS IN ICING CONDITIONS</b> All helicopters shall be equipped with suitable anti-icing and/or de-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.				
241	<b>4.11</b>	<b>ALL HELICOPTERS REQUIRED TO COMPLY WITH THE NOISE CERTIFICATION STANDARDS IN ANNEX 16, VOLUME I</b> All helicopters required to comply with the noise certification Standards of Annex 16, Volume I, 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.				
242	4.12.1	All helicopters shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the helicopter) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 10.1 in respect of emergency evacuation.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

243	4.12.2	Cabin crew seats shall be located near floor level and other emergency exits as required by the DG, CAAN or the State of Registry for emergency evacuation.				
244	4.13	<b>HELICOPTERS REQUIRED TO BE EQUIPPED WITH A PRESSURE-ALTITUDE REPORTING TRANSPONDER</b> Except as may be otherwise authorized by the appropriate authority, all helicopters shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the provisions of Annex 10, Volume IV.				
245	4.14	<b>MICROPHONES</b> All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones.				
246	4.16.1	<b>4.16 HELICOPTERS EQUIPPED WITH AUTOMATIC LANDING SYSTEMS, A HEAD-UP DISPLAY (HUD) OR EQUIVALENT DISPLAYS, ENHANCED VISION SYSTEMS (EVS), SYNTHETIC VISION SYSTEMS (SVS) AND/OR COMBINED VISION SYSTEMS (CVS)</b>  Where helicopters are equipped with automatic landing systems, 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 a helicopter shall require prior approval from the DG, CAAN.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

247	4.16.2	In approving the operational use of automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, it shall be ensured that:  a), b) and c)				
248	<b>4.17.1</b>	<i>EFB equipment</i> Where portable EFBs are used on board a helicopter, the operator shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.				
249	4.17.2.1	<b>4.17.2 EFB functions</b> Where EFBs are used on board a helicopter the operator shall: a), b) and c)				
250	4.17.2.2	Prior approval from the DG, CAAN shall be required for the operational use of EFB functions to be used for the safe operation of helicopters.				
251	<b>4.17.3</b>	<i>EFB operational approval</i> In approving the operational use of EFBs, the it shall be ensured that: a), b), c), d) and e)				
252	<b>4.18</b>	<b>DOCUMENTS TO BE CARRIED ON BOARD AN HELICOPTER.</b> A Nepalese registered helicopter which is engaged in commercial air transport operations shall carry the following documents: a) Nepalese Certificate of Registration issued in relation to that helicopter;				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		<ul style="list-style-type: none"> <li>b) Nepalese Certificate of Airworthiness issued in relation to that helicopter;</li> <li>c) current Maintenance Release issued in relation to that helicopter;</li> <li>d) Aircraft Flight Manual or equivalent Certification document;</li> <li>e) licenses issued in relation to the radio equipment installed in the helicopter;</li> <li>f) current licenses held by each member of the flight crew;</li> <li>g) aircraft journey log book or general declaration;</li> <li>h) if passengers are carried, a list of their names, places of embarkation and intended place of disembarkation (passenger manifest);</li> <li>i) cargo manifest;</li> <li>j) Operations Manual, or those parts of it relating to flight operations;</li> <li>k) a copy of the operational flight plan; if applicable;</li> <li>l) a copy of the Air Traffic Control flight plan;</li> <li>m) load sheet relating to the calculation of mass of the helicopter;</li> <li>n) trim sheets relating to the disposition of the load and balance of the helicopter;</li> <li>o) the maps and charts required for that flight;</li> <li>p) Standard Operating Procedure;</li> <li>q) a certified true copy of the AOC and Operations Specifications;</li> <li>r) a copy of the MEL or list of acceptable defects, as applicable;</li> <li>s) A copy of the insurance policy.</li> </ul>				
--	--	--	--	--	--	--

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

253	5.1.1	<b>5.1 COMMUNICATION EQUIPMENT</b> A helicopter shall be provided with radio communication equipment capable of: a) conducting two-way communication for heliport control purposes; b) receiving meteorological information at any time during flight; and c) conducting two-way communication at any time during flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.				
254	5.1.2	The radio communication equipment required in accordance with 5.1.1 shall provide for communications on the aeronautical emergency frequency 121.5 MHz.				
255	5.1.3	For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC), a helicopter shall, in addition to the requirements specified in 5.1.1: a), b) and c)				
256	5.1.4	The State of the Operator shall, for operations where an RCP specification for PBC has been prescribed, ensure that the operator has established and documented: a), b), c) and d)				
257	5.2.1	<b>5.2 NAVIGATION EQUIPMENT</b> A helicopter shall be provided with navigation equipment which will enable it to proceed: a) in accordance with its operational flight plan; and				



AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.				
258	5.2.2	For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1: a), b) and c).				
259	5.2.3	The State of the Operator shall, for operations where a navigation specification for PBN has been prescribed, ensure that the operator has established and documented: a), b), c) and d)				
260	5.2.4	The State of the Operator shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications.				
261	5.2.5	The helicopter 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 helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2.				
262	5.2.6	On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		capable of providing such guidance at each heliport at which it is intended to land in instrument meteorological conditions and at any designated alternate heliports.				
263	5.3.1	<b>5.3 SURVEILLANCE EQUIPMENT</b> A helicopter shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.				
264	5.3.2	For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), a helicopter shall, in addition to the requirements specified in 5.3.1: a), b) and c)				
265	5.3.3	The State of the Operator shall, for operations where an RSP specification for PBS has been prescribed, ensure that the operator has established and documented: a), b), c) and d)				
266	<b>5.4</b>	<b>INSTALLATION</b> The equipment installation shall be such that the failure of any 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.				
267	5.5.1	<b>5.5 ELECTRONIC NAVIGATION DATA MANAGEMENT</b> The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground, unless the State of the Operator has approved the operator's				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		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. The State of the Operator shall ensure that the operator continues to monitor both the process and products.				
268	5.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.				
269	7.1.1	<b>7.1 COMPOSITION OF THE FLIGHT CREW</b> 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 helicopter used, the type of operation involved and the duration of flight between points where flight crews are changed.				
270	7.1.2	The flight crew shall include at least one member authorized by the DG, CAAN to operate the type of radio transmitting equipment to be used.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

271	7.2	<b>FLIGHT CREW MEMBER EMERGENCY DUTIES</b> The operator shall, for each type of helicopter, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. 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 life-saving equipment required to be carried, and drills in the emergency evacuation of the helicopter.				
272	7.3.1	<b>7.3 FLIGHT CREW MEMBER TRAINING PROGRAMMES</b> The operator shall establish and maintain a ground and flight training programme, approved by the DG, CAAN, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall: a), b) c), d), e), f) and g)				
273	7.3.2	The requirement for recurrent flight training in a particular type of helicopter shall be considered fulfilled by: a) the use, to the extent deemed feasible by the DG, CAAN, of flight simulation training devices approved by that DG, CAAN for that purpose; or b) the completion within the appropriate period of the proficiency check required by 7.4.3 in that type of helicopter.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

274	7.4.1.1	<b>7.4.1 Recent experience — pilot-in-command and co-pilot</b> The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of helicopter or in a flight simulator approved for the purpose.				
275	7.4.1.2	When a pilot-in-command or a co-pilot is flying several variants of the same type of helicopter or different types of helicopter with similar characteristics in terms of operating procedures, systems and handling, the DG, CAAN shall decide under which conditions the requirements of 7.4.1.1 for each variant or each type of helicopter can be combined.				
276	7.4.2.1	<b>7.4.2 Pilot-in-command operational qualification</b> The operator shall not utilize a pilot as pilot-in-command of a helicopter on an operation for which that pilot is not currently qualified until such pilot has complied with 7.4.2.2 and 7.4.2.3.				
277	7.4.2.2	Each such pilot shall demonstrate to the operator an adequate knowledge of: a) the operation to be flown. This shall include knowledge of: 1) the terrain and minimum safe altitudes; 2) the seasonal meteorological conditions; 3) the meteorological, communication and air traffic facilities, services and procedures;				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		4) the search and rescue procedures; and 5) the navigation facilities and procedures associated with the route or area in which the flight is to take place; and				
278	“	b) procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima.				
279	7.4.2.3	A pilot-in-command shall have made a flight, representative of the operation with which the pilot is to be engaged which must include a landing at a representative heliport, as a member of the flight crew and accompanied by a pilot who is qualified for the operation.				
280	7.4.2.4	The operator shall maintain a record, sufficient to satisfy the DG, CAAN of the qualification of the pilot and of the manner in which such qualification has been achieved.				
281	7.4.2.5	The operator shall not continue to utilize a pilot as a pilot-in-command on an operation in an area specified by the operator and approved by the DG, CAAN unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew or as a check pilot. In the event that more than 12 months elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot-in-command on that operation, that pilot must requalify in accordance with 7.4.2.2 and 7.4.2.3.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

282	7.4.3.1	<b>7.4.3 Pilot proficiency checks</b>  The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot's competence on each type or variant of a type of helicopter. Where the operation may be conducted under IFR, the 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 the DG, CAAN. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.				
283	7.4.3.2	When the operator schedules flight crew on several variants of the same type of helicopter or different types of helicopters with similar characteristics in terms of operating procedures, systems and handling, the DG, CAAN shall decide under which conditions the requirements of 7.4.3.1 for each variant or each type of helicopter can be combined.				
284	7.5	<b>FLIGHT CREW EQUIPMENT</b>  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.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations 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.

285	7.6.1.1	<b>7.6.1 Flight and Duty Time Limitations</b> An operator shall not cause or permit any person to fly as a member of the crew of an helicopter if he knows or has any reason to believe that person is suffering from fatigue to the extent that the safety of the helicopter would be endangered.				
286	7.6.1.2	Flight time and duty period limitations are established for the purpose of reducing the probability that fatigue of members of the crew of an helicopter may adversely affect the safety of flight. The primary concern is in relation to members of the flight crew, but it must be recognized that a cabin attendant who is suffering from fatigue, may, if an emergency occurs, fail in his assigned emergency duty.				
287	7.6.1.3	To prevent the occurrence of cumulative fatigue because of inadequate periods for recuperation after the occurrence of, in particular, transient fatigue, minimum rest periods need to be established between successive periods of duty.				
288	7.6.1.4	An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the regulations established or approved by the DG, CAAN and included in the operations manual. Flight times and duty periods so specified by operators shall not be longer than the maximum times specified in these Requirements and the rest periods shall not be less than the minimum times specified herein.				



**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

289	7.6.2	<b>Flight time and duty period records</b> The holder of an Air Operator Certificate issued by the DG, CAAN shall maintain current records of the duration of duty periods and of the flight time of each of the crew member in a form approved by the Director General, such record shall be retained for a period of 12 months for the inspection by the Director General as may be required.				
290	7.6.3.1	<b>7.6.3 Flight Time, Flight Duty Periods and Rest Periods</b> The Operator shall specify for approval by the DG, CAAN the limitations applicable to the flight time and flight duty periods for flight crew members. These specifications shall also make 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.				
291	7.6.3.2.1	7.6.3.2 Flight Crew Limitations: Single pilot operations a), b) and c)				
292	7.6.3.2.2	Two pilot operations a), b) and c)				
293	7.6.4	<b>Relaxation of limitations</b> a) Where an operator has established flight time and duty period limitations which are more restrictive than those specified in this FOR-H, a pilot-in-command may be authorized by the operator to extend flight times and duty periods up to the limits of those				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		specified in this directive subject to such conditions as the operator may establish.				
294	“	b) A pilot-in-command of an aircraft may be authorized to exceed the limits specified in this FOR-H if in his judgement it is safe to do so for the following purposes: i) search and rescue action; ii) provisions of relief in cases of distress; and iii) completion of a flight which unforeseen operational conditions has extended beyond the limitations.				
295	“	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 Director General.				
296	“	d) Reduction of the rest periods specified in this FOR-H to facilitate either (i) search and rescue action; or (ii) provision of relief in cases of distress shall be subject to the prior approval of the Director General.				
297	7.6.5.1	<b>7.6.5 Rest Period</b> An operator shall establish for flight crew members a minimum rest period that allows them to obtain: 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 ;				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

298	“	b) at least one rest period of not less than 24 consecutive hours, which should include two nights, once within each seven-day period; the preceding six days to include both those days when flight duties or airport standby duties have been performed;				
299	7.6.6	<b>Cumulative Hours</b> Members of flight crew and cabin crew shall not fly: <ul style="list-style-type: none"> <li>- more than 100 hours in any period of one calendar month,</li> <li>- more than 290 hours in any period of three consecutive months,</li> <li>- more than 1000 hours in any period of twelve consecutive months.</li> </ul>				
300	8.1	A Flight Operations Officer/Flight Dispatcher, employed in conjunction with an approved method of control and supervision of flight operations shall be licensed in accordance with the provisions of PELR.				
301	8.2	In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher licence, in accordance with the approved method of control and supervision of flight operations, it shall be ensured that as a minimum, such persons meet the requirements specified in PELR for the flight operations officer/flight dispatcher licence.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

302	8.3	A flight operations officer/flight dispatcher shall not be assigned to duty unless that person has: a) satisfactorily completed the operator-specific training course that addresses all the specific components of its approved method of control and supervision of flight operations specified in 2.2.1.3;				
303	“	b) made, within the preceding 12 months, at least a one-way qualification flight in a helicopter over any area for which that person is authorized to exercise flight supervision. The flight shall include landings at as many helipads as practicable;				
304	“	c) demonstrated to the operator a knowledge of: 1) the contents of the operations manual described in Appendix 7; 2) the radio equipment in the helicopters used; and 3) the navigation equipment in the helicopters used;				
305	“	d) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision:				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		1) the seasonal meteorological conditions and the sources of meteorological information; 2) the effects of meteorological conditions on radio reception in the helicopters used; 3) the peculiarities and limitations of each navigation system which is used by the operation; and 4) the helicopter loading instructions;				
306	“	e) satisfied the operator as to knowledge and skills related to human performance as they apply to dispatch duties; and				
307	“	f) demonstrated to the operator the ability to perform the duties specified in 2.6.				
308	8.4	A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operations which are pertinent to such duties, including knowledge and skills related to human performance.				
309	8.5	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 8.3 are met.				
310	8.6	In order to prevent cumulative fatigue and endangerment of flight safety, no operator shall roster a Flight Operations Officer/Flight Dispatcher on duty for more than that as specified in the Operations Manual or Flight Dispatcher Manual. Such duty period shall be identified in accordance with the current labor laws of the country.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

311	9.1	<b>FLIGHT MANUAL</b> The flight manual shall be updated by implementing changes made mandatory by the State of Registry.				
312	9.4.1	The helicopter journey log book should contain the following items and the corresponding Roman numerals:  I — Helicopter nationality and registration. II — Date. III — Names of crew members. IV — Duty assignments of crew members. V — Place of departure. VI — Place of arrival. VII — Time of departure. VIII — Time of arrival. IX — Hours of flight. X — Nature of flight (private, scheduled or non-scheduled). XI — Incidents, observations, if any. XII — Signature of person in charge.				
313	9.4.2	Entries in the journey log book should be made currently and in ink or indelible pencil.				
314	9.4.3	Completed journey log books should be retained to provide a continuous record of the last six months' operations.				
315	9.5	<b>RECORDS OF EMERGENCY AND SURVIVAL EQUIPMENT CARRIED</b>				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		Operators shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board any of their helicopters engaged in international air navigation. The information 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.				
316	9.6	<b>FLIGHT RECORDER RECORDS</b>  The operator shall ensure, to the extent possible, in the event the helicopter 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 Annex 13.				
317	9.7.1	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.				
318	9.7.2	A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.				
319	10.1	<b>ASSIGNMENT OF EMERGENCY DUTIES</b>  The operator shall establish, to the satisfaction of the DG, CAAN, the minimum number of cabin crew required for each type of				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		helicopter, based on seating capacity or the number of passengers carried, which shall not be less than the minimum number established during certification, in order to effect a safe and expeditious evacuation of the helicopter, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of helicopter.				
320	10.2	<b>PROTECTION OF CABIN CREW DURING FLIGHT</b> 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.				
321	10.3	<b>TRAINING</b> The 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) competent to execute those safety duties and functions that the cabin attendant is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;				
322	“	b) drilled and capable in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators;				



**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

323	“	c) when serving on helicopters operated above 3 000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen;				
324	“	d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crew member's own duties;				
325	“	e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and				
326	“	f) knowledgeable about human performance as related to passenger cabin safety duties including flight crew-cabin crew coordination.				
327	“	10.4.1 Cabin Crew shall not fly more than: a) 100 hours within the last thirty consecutive days b) 290 hours within the last consecutive 90 days c) 1000 hours in one year. d) The maximum duty period in any period of 24 hours for cabin crew engaged in helicopter operations shall be 12 hours of which not more than 9 hours may be flight duty period.				
328	10.4.3	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 cabin crew member to report for duty in an adequately rested condition.				
329	10.4.4	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 cabin crew member.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

330	10.4.5	An operator shall recognize the responsibility of a cabin crew member to refuse further flight duty when suffering from fatigue of such a nature as to adversely affect the safety of flight.				
331	10.4.6	The operator shall nominate a home base for each cabin crew member, from where the 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.				
332	10.4.7	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.				
333	10.4.9	An operator shall establish for cabin crew members, a minimum rest period that allows them to obtain: a) adequate rest prior to flight duty time, calculated by taking into account the number and type of cabin crew member duties that precede and follow the rest period;				
334	“	b) at least one rest period of not less than 24 consecutive hours, which should include two nights, once within each seven day period; and				
335	“	c) the minimum rest period immediately before commencing a Flight Duty Period may not be less than 9 hours.				
336	10.5.1	Operators shall establish qualifications for cabin crew instructors as required by CAAN Cabin Crew Training Manual (CCTM) and				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		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.				
337	10.7.1	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 onboard every aircraft in each passenger seat. The Card must also contain instructions in the national language.				
338	10.7.2	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.				
339	10.7.3	The Passenger Safety Briefing Card shall contain information on: (a) procedures to follow in the case of fire, decompression, smoke etc. during flight (b) procedures to follow in the case of emergency evacuation on land and water including the use of all emergency equipment (c) the use of breathing apparatus (if installed) (d) the use of life vests (if installed) (e) restrictions on the use of personal electronic equipment (f) smoking and seat belt signs (g) the pictorial display of location of survival equipment eg. fire extinguishers, oxygen bottles, first aid kits, flashlights etc. on board including survival rations (if carried)				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

340	10.7.4	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.				
341	11.1	<b>HELICOPTER SEARCH PROCEDURE CHECKLIST</b> The 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. The checklist shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found.				
342	11.1.1	The Search Procedure Checklist and reporting form shall be a controlled document requiring approval from the DG, CAAN.				
343	11.1.2	Once approved, it shall be placed inside a sealed envelope which shall bear the signature of the Chief of the Flight Safety Division of the operator and the date. It shall be opened only during such emergencies by the Flight Crew or an authorized person.				
344	11.2.1	The operator shall establish and maintain a training programme approved by the DG, CAAN which enables crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference.				
345	11.2.2	The 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 a helicopter so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

346	11.2.3	The Security Training Program for the flight and cabin crew should contain as a minimum: a) Security of the flight crew compartment b) Aircraft search procedure checklist c) Determination of the seriousness of any occurrence d) Crew communication and coordination e) Appropriate self-defense responses f) Use authorized by the DG, CAAN of non-lethal protective devices assigned to crew member g) Understanding of behavior of terrorists h) Live situational training exercises regarding various threat conditions i) Post-flight concern for the crew					
347	<b>11.3</b>	<b>REPORTING ACTS OF UNLAWFUL INTERFERENCE</b> Following an act of unlawful interference the pilot-in-command shall submit, without delay, a report of such an act to the designated local authority.					
348	12.1.5	All CASEVAC/MEDEVAC missions must be documented and kept as a record for at least three months.					
349	12.1.6	Once it has been decided that an evacuation is to be conducted, a risk assessment must be accomplished by the Flight Dispatcher and the PIC to insure that the risks involved are understood and the level of risk is within acceptable safety parameters.					

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

350	12.1.7	<p>The details of the requests for such evacuations should consist of at least the following information:</p> <ul style="list-style-type: none"> <li>a) Identification of the requesting party</li> <li>b) Patient information (name, blood group, nationality, age, sex)</li> <li>c) Location of the patient(s)</li> <li>d) Time of injury or accident</li> <li>e) Number of injured or sick persons</li> <li>f) Description of injuries or illness</li> <li>g) Personnel who must accompany the patient(s)</li> <li>h) Landing site</li> <li>i) Security of landing site available or not</li> </ul>				
351	12.2.2	Operators should comply with the Standards of Annex 18 and the Technical Instructions for the safe transport of Dangerous Goods by air (Doc 9284) as far as practicable.				
352	12.2.3	The operator should ensure that all required documents issued by the relevant authorities are in hand prior to accepting the corpse or human remains. The corpse must be registered on the Cargo Manifest or the General Declaration form. The documents may be carried by the crew or the delegated person.				
353	12.2.4	A designated person or escort must accompany the human remains. No other passenger besides the escort shall be onboard such aircraft if the human remains are carried in the passenger cabin.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

354	12.2.5.1	12.2.5 Instructions concerning medical procedures:  Autopsy should be performed to determine the cause of the death. A Death Certificate should be issued.				
355	12.2.5.2	Embalming should be performed in order to stop the corpse from bleeding, leaking and smelling.				
356	12.2.5.3	Ensure proper preparation and place the remains in a body bag or coffin before loading onto the aircraft.				
357	12.2.6	In the case of salvaging human remains from accident sites in difficult locations, it may not always be possible or practicable to comply with the procedures mentioned above. Operators should develop as part of their Operations Manual, a standard procedure for the transport of human remains.				
358	13.1	An operator shall develop a Standard Operating Procedure for the transport of patients and medical equipment relating to communicable disease.				
359	13.2	The SOP for such operations shall be developed in accordance with the official guidelines provided by government institutions dealing with such types of diseases.				
360	13.1.2	All trainings for initial issuance of a license or ratings including type ratings shall be undertaken in an Approved Training Organization (ATO). The air operator shall be permitted to conduct those trainings that are not required to be undertaken in an ATO eg. recurrent trainings and checks, trainings that are required for maintaining the currency of a license or rating.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

361	13.2.1	Further to the requirements of Chapter 7.3 Flight Crew Member Training Programmes, each certificate holder must prepare and keep current a written training program or curriculum for each type of aircraft with respect to dispatcher and each crew member required for that type of aircraft. The curriculum must include ground and flight training required by this chapter.				
362	13.2.2	Each training program must include: a) to e)				
363	13.3.1	<b>Initial Approval</b>  To obtain initial approval, each certificate holder must submit to the DG, CAAN: a) an outline of the proposed program or revision, including an outline of the proposed or revised curriculum that provides enough information for a preliminary evaluation of the proposed training program or revised training program; and  b) additional relevant information as may be requested by the DG, CAAN.				
364	13.3.3	<b>Final Approval</b> The DG, CAAN grants final approval of the program or revision if the certificate holder shows that the training conducted under the initial approval mentioned above, ensures that each person that successfully completes the training is adequately trained to perform his assigned duties.				



**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

365	13.3.6	Whenever the DG, CAAN finds that revisions are necessary for the continued adequacy of a training program that has been granted final approval, the certificate holder shall, after notification by the DG, CAAN, make any changes in the program that are found necessary, within 30 days after the certificate holder receives such notice. However, if the DG, CAAN finds that there is an emergency that requires immediate action in the interest of safety in air transportation, he may, upon a statement of the reasons, require a change effective without stay.				
366	13.4.1	An air operator shall prepare detailed procedures for issuance and renewal of Ground Instructor Authorization in line with approved Operations Manual or Training and Procedures Manual including qualifications, requirements, training needs, on-the-job training, evaluation procedure, monitoring requirements for the Ground Instructor Authorization and submit to CAAN for approval.				
367	13.4.2	No certificate holder may use a person to serve as a ground instructor for a course of training unless that person: a) and b)				
368	13.4.3	In case of ground instruction for flight operation officer and personnel involved in dispatching aircraft, a pilot or a FOO license holder, with experience of not less than 3 years shall be eligible to conduct ground instruction, if his qualification and background is satisfactory to DG, CAAN.				
369	13.4.4	In case of ground instruction for cabin attendants, a pilot or a FOO license holder or a cabin attendant, with experience of not less than 3				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		years shall be eligible to conduct ground instruction, if his qualification and background is satisfactory to DG, CAAN.				
370	13.4.6	For the renewal of ground instructorship the applicant must produce an evidence of conducting a ground class of his subject at least once in a year.				
371	13.4.7	Where an operator takes the services of a ground instructor from another operator, it shall be duly notified to CAAN at least seven days in advance.				
372	13.4.8	For the renewal of ground instructor authorization, the applicant shall produce evidence of having conducted at least one class per year during the last two years.				
373	13.5.1	Initial, Recurrent, Conversion and Upgrade Ground Training.				
374	13.5.2	Initial, Recurrent, Conversion, Upgrade and Differences Flight Training.				
375	13.6	CABIN CREW; Initial, Recurrent, Conversion and Differences Ground Training				
376	13.7	AIRCRAFT DISPATCHER; Initial and Recurrent Ground Training				
377	13.8	FLIGHT INSTRUCTORS: Initial, Recurrent and Conversion Training				
378	13.9	FLIGHT ENGINEERS; Initial and Recurrent Flight training				
379	13.10	INDOCTRINATION GROUND TRAINING Crew Member, Flight Engineer and Dispatcher				
380	13.11	CREW MEMBER EMERGENCY TRAINING				
381	13.12	DIFFERENCE TRAINING; Crew Members and Dispatchers				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations 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.

382	13.13	SAFE TRAINING PRACTICES				
383	13.14	TOLERANCE FOR CPL INITIAL AND RECURRENT CHECKS				
384	13.16.1	Grading Sample for Initial and Recurrent Trainings				
385	13.16.2	Grading Sample for PPC and Check rides				
386	13.17	BRIEFING AND DE-BRIEFING PROCEDURES				
387	13.18	INSTRUMENT RATING				
388	13.19	NIGHT FLIGHT QUALIFICATION				
389	13.20	FAILURE OF THE FLIGHT TEST				
390	13.21.1	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.				
391	13.21.2	When there is only one Instructor or Check Pilot of the type for the purpose of training and checking pilots, the DG, CAAN may approve the same instructor to impart both the training and conduct the skill test or final clearance provided that the instructor has a proven record of unbiased trainings and checks, has not violated the Rules and Regulations of CAAN within the past two years and is determined to be fit for the duty by the DG, CAAN.				
392	15.2.1	15.2 GROUND OPERATIONS  Fueling of aircraft				
393	15.2.2	Engines to be run by qualified personnel				
394	15.2.3	Taxiing of aircraft				
395	15.2.4	Compliance with noise abatement procedures.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

396	15.2.5	Parking of Aircraft				
397	15.3	MOVEMENT OF PERSONS AND VEHICLE AT AN AERODROME				
398	15.3.1	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.				
399	15.3.2	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 DG, CAAN or the aerodrome manager.				
400	15.3.3	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				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	Inspector's Remarks Sat. or Unsat.

		procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.				
401	15.3.4	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.				
402	15.3.5	Trading at an aerodrome  a) No person shall carry on any trade or business at an aerodrome except with the approval of the DG, CAAN and under such terms and conditions as he may direct. b) No person at an aerodrome shall solicit any person for any purpose except with the permission of aerodrome manager. c) No person shall operate for hire at any aerodrome any taxi cab, or omnibus, or other vehicle carrying passengers except with the permission of the DG, CAAN or the aerodrome manager and in such a way as he may direct.				
403	15.3.6	Movement of Vehicle  a) No person shall operate any motor vehicle at an aerodrome other than in accordance with any regulations or directions issued by the aerodrome manager concerning motor vehicles and road traffic at that aerodrome.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		<p>b) No person shall operate a motor or other vehicle at an aerodrome contrary to any sign erected or displayed for the control of vehicles by the aerodrome manager.</p> <p>c) No person shall park any motor or other vehicle at an aerodrome other than as authorized by the aerodrome manager.</p> <p>d) No person shall load or disembark passengers from a vehicle at an aerodrome other than at places designated for that purpose by the aerodrome manager.</p> <p>e) No person shall operate a motor or other vehicle at an aerodrome while under the influence of alcoholic liquor or drugs to an extent that his ability to operate the vehicle is impaired.</p> <p>f) No person shall operate a motor or other vehicle at an aerodrome other than on the roads, paths, or places provided for the use of the particular type or class of vehicle, or occupy such roads, paths or places in such a manner as to hinder or obstruct any use of them.</p> <p>g) Motor or other vehicles shall give way to pedestrians in areas at an aerodrome which are areas designated for use by pedestrians.</p>				
--	--	---	--	--	--	--

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator			Inspected by		Date of Inspection:.....	
Item Serial Number	CAAN Regulations Number	MAIN TEXT		Applicable Company Document Reference Number	Not Applicable (Tick here)	Inspector's Remarks Sat. or Unsat.

		h) For the purpose of the foregoing, "at an aerodrome" shall mean all areas within an aerodrome to which the public has access.				
404	15.3.7	Reporting of incidents/accidents  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.				
405	15.3.8	Articles lost and found  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.				
406	15.3.9	Keeping of animals  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.				
407	15.3.10	Animals constituting a danger  Any bird/animal constituting a danger to the aircraft, or to the public at an aerodrome, may be shot by the persons authorized by DG, CAAN.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

408	15.3.11	<p>Firearms and offensive weapons</p> <p>a) A person shall not enter an aerodrome while in possession of any firearms, explosives, offensive weapons or other munitions of war unless that person is a duly authorized member of the Armed Forces of Nepal, or is a passenger intending to surrender such firearms or other weapons prior to carriage by air, or is a person authorized by Nepal Government or by the DG, CAAN to carry firearms or other weapons.</p> <p>b) A person, other than a duly authorized person, in possession of firearms, explosives, offensive weapons or other munitions of war shall surrender them to Security Force at the aerodrome for a period of time that person is in that aerodrome, or a passenger, shall surrender them to the person in charge of loading the aircraft on which that passenger intends to travel, before boarding the aircraft.</p>				
409	15.3.12	<p>Damage to aerodrome property</p> <p>No person shall destroy or deface any building, sign, equipment, marker or other property at an aerodrome.</p>				
410	15.3.13	<p>Dumping of trash</p> <p>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.</p> <p>b) No person shall abandon any property or other thing at an aerodrome.</p>				



AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

411	15.3.14	Prohibition of gambling No person shall engage in gambling, or operate a gambling device, at an aerodrome.				
412	15.3.15	Disorderly conduct No person shall create any nuisance or any disorderly act at an aerodrome, or use a sanitary convenience in a disorderly manner.				
413	15.3.16	Prevention of fire a) Combustible liquids shall not be stored at an aerodrome unless they are stored in such places and subject to such conditions as may be specified by the DG, CAAN or the aerodrome manager, except that this shall not apply to fuel contained in the fuel tank of an aircraft, a motor vehicle or other motor powered appliance. b) No person shall keep any oiled waste, waste oil, cleaning rags, or substances liable to suffer spontaneous combustion, or which are otherwise inflammable, on or near to aircraft on the ground, near any fuelling unit, hanger, or workshop, or other building or installation in which any flammable material is stored. Waste substances such as those referred to in this sub paragraph shall be disposed of daily in such a manner as may be specified by the DG, CAAN or the aerodrome manager. c) An owner, tenant, or occupant of any premises at an aerodrome shall provide on these premises, and maintain in good working order, fire fighting appliances and equipment to a standard approved by the DG, CAAN and during working hours, have				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		<p>available on the premises sufficient personnel trained in the use of such appliances and equipment.</p> <p>d) No owner, occupant or tenant of any building at an aerodrome shall install or cause to be installed for use in that building, any engine or electrical apparatus of any kind, or make or cause to be made, any alternation or addition to existing electrical installations in any building without the approval in writing of the DG, CAAN.</p> <p>e) Facilities for battery charging shall not be installed without the approval in writing of the DG, CAAN or the aerodrome manager, and if installed shall not be left unattended unless the power supply has been switched off and the battery leads disconnected.</p> <p>f) In the event of a fire occurring in any premises, hanger, or workshop, or in any other places at an aerodrome, a report in writing giving all the circumstances shall be submitted to the aerodrome manager within twenty-four hours by the person occupying or responsible for, the place of the occurrence.</p>				
414	15.3.17	<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>				
415	15.3.18	<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-</p>				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

		aid kits of a type approved by the DG, CAAN or the aerodrome manager, located in such hangers, workshops or premises at a conveniently accessible place.				
416	15.3.19	<p>Prohibition of entry</p> <p>No person shall enter any Air Traffic Service Unit, any hangar, 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 Director General or the aerodrome manager, or the Security Force;</p> <p>c) passengers entering the movement area and the arrival and departure lounge for the purpose of disembarking or embarking; or</p> <p>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.</p>				
417	15.3.20	<p>Aerodrome Restricted Areas</p> <p>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.</p>				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

418	15.4.1	<p>Limitation of obstructions</p> <p>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.</p>				
419	“	<p>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.</p>				
420	“	<p>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 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.</p>				
421	15.4.2	<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>				
422	“	<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>				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

423	15.4.3	<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>				
424	15.4.4	<p>Measures to avoid attraction of birds</p> <p>a) No person shall leave waste foodstuffs on, or bring waste foodstuffs onto, an area of land to which this paragraph applies.</p> <p>b) The DG, CAAN may, by notice in writing, require the owner of land where foodstuffs are, if that land is within an area to which this paragraph applies, to remove the waste foodstuffs or to deal with it within a time and in a manner as specified in the notice.</p> <p>c) A person shall not fail to comply with the requirement of a notice served on him under sub paragraph (2)</p> <p>d) For the purpose of this paragraph:                      "area of land" means the area of land lying within a radius of 8 kms from either end of a runway at an aerodrome; and                      "waste foodstuffs" includes other waste substances attractive to birds.</p>				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>		<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>	<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

425	15.5.1	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.				
426	15.5.2	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.				
427	15.5.3	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.				
428	15.5.4	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; 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.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

429	15.5.5	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.				
430	15.5.6	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.				
431	15.5.7	Entry to flight deck  a) A person shall not enter the flight crew compartment of an aircraft, when the aircraft is in flight unless he is a member of the crew of the aircraft or has the permission of the pilot-in-command, or is a person authorized by the DG, CAAN to carry out a flight inspection of the aircraft operation, or flight checks of members of its crew.				

**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		<p>b) A pilot seat or other operating crew position in an aircraft shall not be occupied by any person other than a member of the operating crew of the aircraft who is licensed and qualified for the duties associated with that seat or position, or by a person authorized by the DG, CAAN to carry out flight inspections or flight checks in that aircraft.</p> <p>c) The provisions of this Paragraph notwithstanding, the Pilot-in-command of an aircraft shall have the authority to refuse to permit and person to enter the flight crew compartment during flight, or to occupy a pilot seat or other operating crew position, if in his opinion, the presence of that person, or his occupancy of a pilot seat or other operating crew position, would endanger the aircraft.</p> <p>d) If the person who is refused permission under the provisions of sub paragraph (c) is a person authorized by the DG, CAAN to carry out flight inspections or flight checks in that aircraft, the pilot-in-command shall state the reasons for his refusal to that person and immediately after completion of the flight shall furnish a report in writing to the DG, CAAN.</p>				
432	15.5.8	<p>Authority of the pilot-in-command</p> <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,</p>				



**AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021**

<b>Name of Air Operator</b>			<b>Inspected by</b>		<b>Date of Inspection:.....</b>		
<b>Item Serial Number</b>	<b>CAAN Regulations Number</b>	<b>MAIN TEXT</b>		<b>Applicable Company Document Reference Number</b>	<b>Not Applicable (Tick here)</b>	<b>If Company document does not include the item, state reason.</b>	<b>Inspector's Remarks Sat. or Unsat.</b>

		as he considers reasonably necessary to ensure compliance with these requirements in, or in relation to, the aircraft ; and 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.				
433	16.1.1	An helicopter pilot prior to commencing carriage of Sling loads and long lines, shall have received an authorization from the DG, CAAN.				
434	16.1.2	The helicopter pilot shall have undertaken a Sling Loads/Long Line Operation Training Program as mentioned in Section 2 of this Chapter. The training program shall be a part of the Flight Crew Training Program.				
435	16.1.3	The helicopter pilot shall have successfully demonstrated to the Instructor and the DG, CAAN of his ability to safely conduct such an operation.				
436	16.1.4	The air operator shall, in addition to the training program for the pilot, also develop and conduct a Training program for the Marshaller engaged in Sling and Long Line Operations.				
437	16.1.5	Permission must be acquired from the DG, CAAN prior to the initiation of any Sling and Long Line Operation.				
438	16.2.2.1	The candidate must have completed not less than 300 hours of flight time as pilot-in-command of a helicopter. The course must be conducted by a suitably qualified and authorized Instructor/Examiner.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021						
Name of Air Operator		Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

439	16.2.2.2	The course comprises – (a) a theoretical knowledge course; and (b) a practical training course.				
440	16.2.3.	Theoretical knowledge course (a) to (n)				
441	16.2.4.1	16.2.4. <i>Practical training course</i> In-flight instruction (a) to (d)				
442	16.2.4.2	Air exercises Exercise 1: Hook-up procedure				
443	“	Exercise 2: In-flight				
444	“	Exercise 3: Drop-off procedure				
445	16.2.4.3	Post-flight discussion				
446	16.2.5.	<i>Skills test</i>				
447	16.3.1	The flight crew members involved in Sling Load and/or Long Line operations shall be valid for a maximum of 12 months.				
448	16.3.2	The currency required under 2.6.1 shall include at least one such operation within the last six months. Failure of the currency shall require at least one such Sling/Long Line operation be conducted with an Instructor/Examiner Pilot prior to being released for normal solo operations.				
449	16.3.3	Sling Load and/or Long Line operation conducted as a training session during the half yearly proficiency check may be credited for the re-currency of such operations.				

AIR OPERATOR STATEMENT OF COMPLIANCE CHECKLIST (HELICOPTERS) Issue 01 - 2021							
Name of Air Operator			Inspected by		Date of Inspection:.....		
Item Serial Number	CAAN Regulations 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.

450	16.3.4	Flight crew members qualified for such operations shall undergo a re-current Sling Load and/or Long Line training session in such operations as part of the proficiency check.				
451	16.3.5	In case where the validity of the Sling Load/Long Line operation has crossed 12 months, the flight crew member shall undergo recurrent ground training and a flight check by an Instructor or Examiner pilot.				
452	17.1.1	Operators shall establish and maintain a ground and flight training program approved by the DG, CAAN which ensures that all flight crew members are adequately trained to perform their assigned duties.				
453	17.1.3	For the grant of endorsement or ratings in license, in any type of aircraft, it is mandatory that the applicant shall have successfully completed an approved course.				
454	17.1.4	Upon training of an initial type conversion, the operator while conducting training is also required to arrange such training for CAAN authorized person.				
455	17.1.5	The DG, CAAN may in any case, order an inspection of such training facilities, at any time, at his discretion. Such cost of inspection should be borne by the operator(s) or training organizer or training organization whoever is involved in applying for such approval as a service charge.				

-----