

Schedule 1

General Policies, Procedures & Definitions

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SUBPART A: GENERAL**1.001 APPLICABILITY**

- (a) This Schedule prescribes requirements of the Bahamas that are applicable to the structure and processes of all Schedules of the Civil Aviation Safety Regulations.
- (b) This grouping of Schedules include—
- (1) Schedule 1: General Policies, Procedures and Definitions
 - (2) Schedule 2: Penalties
 - (3) Schedule 3: Registration of Aircraft
 - (4) Schedule 4: Aircraft and Component Original Certification
 - (5) Schedule 5: Continuing Airworthiness of Aircraft
 - (6) Schedule 6: Approved Maintenance Organizations
 - (7) Schedule 7: Required Instruments and Equipment
 - (8) Schedule 8: Personnel Licencing
 - (9) Schedule 9: Approved Training Organizations
 - (10) Schedule 10: Operations of Aircraft
 - (11) Schedule 11: Aerial Work Operations
 - (12) Schedule 12: Air Operator Certification and Administration
 - (13) Schedule 13: AOC Passenger Carrying Requirements
 - (14) Schedule 14: AOC Personnel Qualification
 - (15) Schedule 15: AOC Crew Member Acceptable Duty, Flight and Rest Periods
 - (16) Schedule 16: AOC Operational Control
 - (17) Schedule 17: AOC Mass and Balance and Performance
 - (18) Schedule 18: Transportation of Dangerous Goods by Air
 - (19) Schedule 19: Aircraft Accident Reporting and Investigation
 - (20) Schedule 20: Foreign Operators
 - (21) Schedule 21: Aerodrome Operator Certification
- (c) Each Schedule of these Civil Aviation Safety Regulations provides specific technical safety requirements prescribed by the appropriate authorities in support of the Civil Aviation Act and supporting legislation to ensure that individuals, organizations and other entities under the oversight of the Bahamas are in compliance with the international standards for aviation safety.
- (d) Each Schedule shall, as indicated in that particular Schedule apply to all individuals, organizations and other entities operating, maintaining, supporting, or providing services to—
- (1) Bahamas-registered aircraft;
 - (2) Aircraft registered in another Contracting State that are operated by a person licenced by the Bahamas, and must be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed, except when there is another agreement in place;
 - (3) Aircraft of other Contracting States operating in the Bahamas.
- (a) Where a particular requirement is applicable only to a particular segment of aviation operations, it will be identified by a reference to those particular operations, such as “for commercial air transport” or “for Class 1 medicals.”

1.005 ORGANIZATION OF THESE SCHEDULES (EXCEPT SCHEDULE 2)

- (a) These Schedules are subdivided into five hierarchical categories—
- (1) *Schedule* refers to the primary subject area.
 - (2) *Subpart* refers to any subdivision of a Schedule.

- (3) *Subdivision* refers to a further breakdown of a Subpart necessary to designate a group of related subsections and designated by a bold Roman number.
 - (4) *Section* refers to the Arabic numbered and titled regulation,
 - (5) *Paragraph* refers to the text describing the regulations. All paragraphs are outlined alphanumerically in the following hierarchical order: (a), (1), (i), (A).
- (b) Numbering of these Schedules will be as follows—
- (1) The first Section of Subpart A of each regulation will use the number .001.
 - (2) Thereafter, the original numbering of the regulations will be sequenced in the format; -5 and -10, leaving the numbers -1, -2, -3 -4, -6, -7, -8, and -9 for future expansion of the regulations to accommodate new ICAO standards or the growing safety complexity of world aviation
- (c) Definitions used throughout these regulations are organised as follows—
- (1) Definitions applicable any Schedule may appear in this Schedule;
 - (2) Definitions considered critical to a specific Schedule may appear in this Schedule and also to the Schedule where it is considered critical.
 - (3) Definitions applicable only to a specific Schedule may only appear in that Schedule.
 - (4) Definitions will not conform to the numbering requirements of Section 1.005(a)(5) following the practice used in the ICAO Annexes. Only a change bar will indicate a new definition.
- (d) Acronyms used throughout these regulations are organised as follows—
- (1) Acronyms applicable any Schedule may appear in this Schedule;
 - (2) Acronyms considered critical to a specific Schedule may appear in this Schedule and also to the Schedule where it is considered critical.
 - (3) Acronyms applicable only to a specific Schedule may only appear in that Schedule.
 - (4) Acronyms will not conform to the numbering requirements of Section 1.005(a)(5) following the practice used in the ICAO Annexes. Only a change bar will indicate a new acronyms.
- (e) Notes appear in Sections to provide exceptions, explanations, examples to individual requirements and references to specific supporting appendices.
- (f) Sections and notes may refer to Appendices, which provide detailed requirements that support the purpose of the Section, and where specifically referenced by the subsection, gain the legal force and effect of the referring Section. Under the rules of construction, the term "Appendix" is applied to these supplementary requirements.

1.010 RULES OF CONSTRUCTION

- (a) Throughout these Schedules, the following word usage applies—
- (1) Shall indicates a mandatory requirement.
 - (2) The words "no person may..." or "a person may not..." mean that no person is required, authorized, or permitted to do an act described in a regulation.
 - (3) May when used without the word "no" or "not" indicates that discretion can be used when performing an act described in a regulation.
 - (4) Will indicates an action incumbent upon the Authority.
 - (5) Includes means "includes but is not limited to."
 - (6) Approved means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval.
 - (7) Acceptable means the Authority has reviewed the method, procedure, or policy and has no technical objection to its proposed use or implementation.

- (8) *Prescribed* means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states "shall," or a discretionary requirement if the written policy or methodology states "may."
- (9) *Should* indicates a recommended practice.

1.013 UNITS OF MEASUREMENT

(a) ICAO Annex 5 contains specifications for the use of a standardized system of units of measurement in international civil aviation air and ground operations. This standardized system of units of measurement is based on the International System of Units (SI) and certain non-SI units considered necessary to meet the specialized requirements of international civil aviation.

Value	Unit of Measurement
Distance	Nautical mile
Altitudes, Elevations and Heights	Foot
Visibility	Statute mile
Speed, including wind speed	Knot
Vertical Speed	Foot per minute

(b) The Standards and Recommended Practices contained in Annex 5 shall be applicable to all aspects of international civil aviation air and ground operations occurring within the jurisdiction areas of the Bahamas .

(c) Except as provided in paragraph (d) of this Section, the units of measurement used for aeronautical purposes in the Bahamas are those specified in the International System of Units as adopted in Annex 5 to the ICAO Convention .

(d) Non-International System of Units adopted by Annex 5 are used in the Bahamas in accordance with the adjacent table.

(e) Coordinated Universal Time (UTC) is used with the day beginning at 0000 hours and ending at 2400 hours—

- (1) The Bahamas Standard Time (BST) is Greenwich Mean Time (GMT) +6.
- (2) The Bahamas does observe Daylight Savings Time in concert with the east coast of the United States.

(f) Date and time in civil aviation operations is expressed as a six figure group of UTC day, hours and minutes, except that in NOTAM and pre-flight information bulletins a ten figure group of year, UTC month, day, hours, minutes in used.

(g) The geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System 1984 (WGS84). WGS84 positions based on source data that do not meet the survey accuracies recommended in ICAO Annex 14 are marked with an asterisk (*).

1.015 DEFINITIONS

(a) The definitions provided in Appendix 1 to 1.015 of this Schedule apply to all requirements included in the Civil Aviation Safety Regulation and its Schedules.

(b) Where found in these Schedules, the term “**the Authority**” indicates the Civil Aviation Department of the Bahamas (BCAD). The BCAD employs technical personnel qualified and authorised to conduct evaluations, inspections and investigations on behalf of the Bahamas and make recommendations regarding the licencing and certification of individual and entities and corrections of safety Issues.

(c) The following words and phrases, where found in these regulations, outline the authority delegated to this organization—.

- Acceptable to the Authority.** Where used in these Schedules, identifies documents, portions of documents, formal procedures, facilities, equipment, or personnel that must be found satisfactory by a technical review of the Authority prior to use in aviation.
- Approval.** A formal document issued by the Authority based on a prior technical evaluation that authorizes the use of documents, portions of documents, or formal procedures in aviation.
- Approved by the Authority** As used in these Schedules, this phrase identifies a document, person, facility, policy or procedure for which there must be an formal document issued prior to their use in aviation. The separate use of the word "approved" in these regulations shall be assumed to be "approved by the Authority"
- Authorized by the Authority"** This phrase identifies a requirement that involves a technical evaluation and the issuance of a formal document of authorisation.
- Authorisation.** A formal document issued by a civil aviation authority based on a technical evaluation that officially conveys to the holder certain privileges in aviation under the civil aviation law, regulations and Schedules.
- Certificate.** A formal document issued by a civil aviation authority that authorizes the holder to perform the aviation activities identified on the document.
- Director.** The Director General of the Bahamas Civil Aviation Department appointed under the of the Civil Aviation Act.
- Designation.** A formal document issued by the Authority, based on a technical evaluation process, that authorizes the holder to act on behalf of the Authority in the performance of the functions identified in the document.
- Designated by the Authority** This phrase identifies a requirement that requires a technical evaluation process and a formal document issued by the Authority before a person may be authorized to perform a specific function or functions on behalf of the Authority.
- Deviation.** An official exception from a requirement of these regulations issued to a grouping of persons, aircraft or type of operations when the Authority determines that the requirement is not consistent with relevant aviation safety standards for that grouping and it would be in the public interest to issue the exception.
- Director.** The Director of the Bahamas Civil Aviation Department.
- Exemption.** An official exception from a requirement of these regulations issued to an individual, aircraft or organization by the Authority where the applicant can show that it is in the public interest, an equivalent level of safety can be maintained and such an except will not be inconsistent with relevant aviation safety standards.
- Licence.** A formal document issued by a civil aviation authority that authorizes the holder to perform the functions identified on the document, subject to the applicable privileges and limitations.
- Notice of Proposed Rule Making.** An public notice containing the text and background of an addition, revision or repeal of requirements to the aviation Regulations and Schedules.
- Prescribed by the Authority** This phrase denotes a requirement where the Authority may, through appropriate guidance materials, outline the steps and standards necessary to meet the requirement.
- Rating.** An authorisation entered on or associated with a licence or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence or certificate.
- Special Regulation.** An interim amendment or addition to existing regulation issued by the Authority and effective on a priority basis in the public interest and/or to meet international safety obligations.
- Validation.** The acceptance of a certificate, licence, approval, designation, or authorisation issued by another ICAO Contracting State as the primary basis for the Authority's issuance of a certificate, licence, approval, designation, or authorisation containing the same or more restrictive privileges.

- (i) **Rendering (a licence) valid.** The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
- (ii) **Rendering (a Certificate of Airworthiness) valid.** The action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.

Waiver. A possible exception from a requirement of the regulation, the criteria for which is provided in a regulation.

1.020 ACRONYMS

- (a) The acronyms and abbreviations provided in Appendix 1 to 1.020 of this Schedule apply to all requirements included in the Civil Aviation Safety Regulations and its Schedules.

SUBPART B: GENERAL ADMINISTRATIVE RULES

1.025 DISPLAY AND INSPECTION OF LICENSES & CERTIFICATES

- (a) Pilot license:
 - (1) To act as a pilot of a civil aircraft of Bahamian registry, a pilot shall have in his or her physical possession or readily accessible in the aircraft a valid pilot license or special purpose authorization issued under these regulations.
 - (2) To act as a pilot of a civil aircraft of foreign registry within The Bahamas, a pilot shall be the holder of a valid pilot license, and have the pilot license in his or her physical possession or readily accessible in the aircraft.
- (b) Flight instructor license: A person who holds a flight instructor license shall have that license, or other documentation acceptable to the Authority, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that license.
- (c) Other airman license: A person required by any part of these regulations to have an airman's license shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that license.
- (d) Medical certificate: A person required by any Schedule of these regulations to have a current medical certificate shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that certificate.
- (e) Approved Training Organisation (ATO) certificate: Each holder of a certificate shall display that certificate in a place in the school that is normally accessible to the public and that is not obscured.
- (f) Aircraft Certificate of Registration: Each owner or operator of an aircraft shall carry the aircraft certificate of registration on the aircraft and have it available for inspection.
- (g) Aircraft Certificate of Airworthiness: Each owner or operator of an aircraft shall display that certificate in the cabin of the aircraft or at the entrance to the aircraft flight deck.
- (h) Approved Maintenance Organization (AMO) Certificate: Each holder of an AMO certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the AMO.
- (i) Aerial work certificate: Each owner or operator of an aircraft engaged in aerial work shall carry that certificate or a copy of that certificate on the aircraft and have it available for inspection.

- (j) Air operator certificate: Each owner or operator of an aircraft engaged in commercial air transport shall carry the air operator certificate or a certified true copy of that certificate on the aircraft and a copy of the operations specifications.
- (k) Inspection of license: Each person who holds an airman or crewmember license, medical certificate, or authorization required by these regulations shall present it for inspection upon a request from:
 - (1) The Authority; or
 - (2) Any national or local law enforcement officer.

1.030 CHANGE OF NAME

- (a) A holder of a license or certificate issued under these regulations may apply to change the name on a license or certificate. The holder shall include with any such request—
 - (1) The current license or certificate; and
 - (2) A copy of the marriage license, court order, or other document verifying the name change.
- (b) The Authority will return to the airman the documents specified in paragraph (a) of this subsection.

1.035 CHANGE OF ADDRESS

- (a) The holder of an license or certificate who has made a change in permanent mailing address may not, after 30 days from that date, exercise the privileges of the license or certificate unless the holder has notified the Authority in writing of the new permanent mailing address, or current residential address if the permanent mailing address includes a post office box number.

1.040 REPLACEMENT OF A LOST OR DESTROYED DOCUMENT

- (a) An applicant who has lost or destroyed one of the following documents issued under these regulations shall request a replacement in writing from the office designated by the Authority:
 - (1) An airman license.
 - (2) A medical certificate.
 - (3) A knowledge test report.
- (b) The airman or applicant shall state in the request letter—
 - (1) The name of the airman or applicant;
 - (2) The permanent mailing address, or if the permanent mailing address includes a post office box number, the person's current residential address;
 - (3) The national identification number (or equivalent);
 - (4) The date and place of birth of the airman or applicant; and
 - (5) Any available information regarding the—
 - (i) Grade, number, and date of issuance of the license, and the ratings, if applicable;
 - (ii) Date of the medical examination, if applicable; and
 - (iii) Date the knowledge test was taken, if applicable.
- (c) After receiving a facsimile from the Authority confirming that the lost or destroyed document was issued, an airman may carry the facsimile in lieu of the lost or destroyed document for up to 60 days pending the airman's receipt of a duplicate document.

1.045 FALSIFICATION, REPRODUCTION OR ALTERATION OF REQUIRED DOCUMENTS

- (a) No person may make or cause to be made concerning any license, certificate, rating, qualification, or authorization, application for or duplicate thereof, issued under these regulations:
 - (1) Any fraudulent or intentionally false statement;
 - (2) Any fraudulent or intentionally false entry in any logbook, record, or report that these regulations require, or used to show compliance with any requirement of these regulations;

- (3) Any reproduction for fraudulent purpose; or
 - (4) Any alteration.
- (b) Any person who commits any act prohibited under paragraph (a) of this Section may have his or her airman license, rating, certificate, qualification, or authorization revoked or suspended.

1.050 SURRENDER, SUSPENSION OR REVOCATION OF LICENSE OR CERTIFICATE

- (a) Any license or certificate issued under these regulations ceases to be effective if it is surrendered, suspended, or revoked.
- (b) The holder of any license or certificate issued under these regulations that has been suspended or revoked shall return that license or certificate to the Authority when requested to do so by the Authority.

1.055 REAPPLICATION AFTER REVOCATION

- (a) Unless otherwise authorized by the Authority, a person whose license, certificate, rating, or authorization has been revoked may not apply for any license, certificate, rating, or authorization for 1 year after the date of revocation.

1.060 REAPPLICATION AFTER SUSPENSION

- (a) Unless otherwise authorized by the Authority, a person whose license has been suspended may not apply for any license, rating, or authorization during the period of suspension.

1.065 VOLUNTARY SURRENDER OR EXCHANGE OF LICENSE

- (a) The holder of a license or certificate issued under these regulations may voluntarily surrender it for:
- (1) Cancellation;
 - (2) Issuance of a lower grade license; or
 - (3) Another license with specific ratings deleted.
- (b) An applicant requesting voluntary surrender of a license shall include the following signed statement or its equivalent: "This request is made for my own reasons, with full knowledge that my (insert name of license or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issuance."

1.070 PROHIBITION ON PERFORMANCE DURING MEDICAL DEFICIENCY

- (a) A person who holds a current medical certificate issued under these regulations shall not act in a capacity for which that medical certificate is required while that person:
- (1) Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the required medical certificate; or
 - (2) Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the required medical certificate.

1.075 DRUG & ALCOHOL TESTING & REPORTING

- (a) An employee who performs any function requiring a license, rating, qualification, or authorization prescribed by these regulations directly or by contract for a certificate holder under the provisions of these regulations may—
- (1) Be denied any license, certificate, rating, qualification, or authorization for a period of up to 1 year after the date of such refusal; and
 - (2) Have his or her license, certificate, rating, qualification, or authorization issued under these regulations suspended or revoked.

- (b) Any person subject to these regulations who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, may—
 - (1) Be denied any license, certificate, rating, qualification, or authorization issued under these regulations for a period of up to 1 year after the date of final conviction; or
 - (2) Have his or her license, certificate, rating, qualification, or authorization issued under these regulations suspended or revoked.
- (c) Any person subject to these regulations who refuses to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer, or refuses to furnish or to authorize the release of the test results requested by the Authority may—
 - (1) Be denied any license, certificate, rating, qualification, or authorization issued under these regulations for a period of up to 1 year after the date of that refusal; or
 - (2) Have his or her license, certificate, rating, qualification, or authorization issued under these regulations suspended or revoked.

SUBPART C: VALIDATION OR CONVERSION OF OFFICIAL DOCUMENTS

1.080 VALIDATION OR CONVERSION: GENERAL

- (a) The Authority may, with prescribed restrictions and after a process of technical evaluation and confirmation, use a certificate, license, approval, designation, or authorization issued by another ICAO Contracting State as the basis for the issuance of a certificate, license, approval, designation or authorization containing the same or more restrictive privileges.
- (b) The Authority may not use the process of validation to abdicate its responsibility to ensure that the source documents used are valid and were issued in accordance with applicable ICAO Standards.
- (c) The Authority may conduct any additional test or inspection deemed technically or administratively necessary to confirm the competency of the holder and the validity of the certificate, license, approval, designation or authorization.
- (d) The Authority will not use a document issued by another ICAO Contracting State through the process of validation as the primary basis for issuance of a Bahamian certificate.

1.085 TERM OF VALIDITY

- (a) Each certificate, license, approval, designation or authorization issued by the Authority through a validation process is subject to the same procedures for modification, suspension, revocation or termination applicable to other documents issued by the Authority.
- (b) Unless otherwise prescribed, each certificate, license, approval, designation or authorization issued by the Authority through a validation process will become invalid when the document used as the basis of issuance becomes invalid, non-current, or expires or is suspended or revoked by the ICAO Contracting State that originally issued it.
- (c) The Authority must notify the Authority of the other ICAO Contracting State If, through the processes of certification, inspection, observation or investigation, it determines that the holder of a certificate, license, approval, designation or authorization issued through the processes of validation is --
 - (1) No longer qualified or competent to hold that document;
 - (2) Not in conformance with the applicable ICAO Standards or national regulations applicable to that document; or
 - (3) Engaged in sub-standard practices with respect to the international safety practices relevant to that document.

1.090 HOLDERS OF VALIDATED DOCUMENTS

- (a) No act of validation by the Authority relieves the holder of the certificate, license, approval, designation or authorization from conformance with these Schedules or the applicable laws of the ICAO Contracting State that issued the original document.
- (b) No act of validation by the Authority relieves the holder of the certificate, license, approval, designation or authorization from inspection and verification by the Authority for continued competency and conformance with the original basis for issuance.
- (c) The holder of a certificate, license, approval, designation, or authorization issued through the process of validation shall submit to any additional test or inspection deemed technically or administratively by the Authority to ensure the continued validity and competency of the holder of the certificate, license, approval, designation or authorization.

1.095 VALIDATION OF TYPE CERTIFICATES & SUPPLEMENTAL TYPE CERTIFICATES

- (a) With the exception of experimental or restricted certificates of airworthiness, all certificates of airworthiness issued by the Authority will conform to the Type Certificate and Supplemental Type Certificates issued by the State of Design or Manufacture.

1.100 VALIDATION OF CERTIFICATES OF AIRWORTHINESS

- (a) Certificates of Airworthiness issued by the Authority may use as the primary basis for original issuance another ICAO Contracting State's certificate, but the continued validity of the Bahamian certificate of airworthiness will not be linked to the other State's certificate.

1.105 VALIDATION OF MEDICAL CERTIFICATES

- (a) Medical certificates issued by the Authority with validation of another ICAO Contracting State's certificate as the primary basis for issuance will be linked to the continued validity of the other State's certificate.

1.110 VALIDATION OR CONVERSION OF AIRMAN LICENSES & RATINGS

- (a) Airman licenses ratings and limitations issued by the Authority to citizens of The Bahamas with conversion of another ICAO Contracting State's certificate as the primary basis for issuance will not be linked to the continued validity of the other State's certificate.
- (b) Airman licenses, ratings and limitations issued to persons not citizens of the Bahamas with validation of another ICAO Contracting State's certificate as the primary basis for issuance will be linked to the continued validity of the other State's certificate.

1.115 VALIDATION OF AIR OPERATOR CERTIFICATES

- (a) Validation will never be used by the Authority as the primary basis for issuance of an Air Operator Certificate to a Bahamian entity engaged in commercial air transport.

1.120 VALIDATION OF APPROVED ORGANIZATIONS

- (a) The holder of an Approved Maintenance Organization Certificate issued by another ICAO Contracting State may be authorized by the Authority to perform maintenance and repair of aircraft registered in the Bahamas (or operated by the holder of AOC issued by the Bahamas) using as the primary basis the certificate, privileges and limitations issued by the other State.
- (b) The holder of an Approved Training Organization Certificate issued by another ICAO Contracting State may be authorized by the Authority to provide training facilities, equipment, simulators, instructors and examiners to airmen and operators of the Bahamas, using as the primary basis the certificate, privileges, designation and limitations issued by the other State.

- (c) Other organizations approved by an ICAO Contracting State may be authorized by the Authority to provide services to airmen and operators of The Bahamas, using as the primary basis the certificate, privileges and limitations issued by the other State.
- (d) The authorizations issued to these Approved Organizations by the Authority through the process of validation are linked to the continued validity of the certificates, privileges and limitations issued by the other State.

1.125 VALIDATION OF APPROVALS, AUTHORIZATIONS & DESIGNATIONS

- (a) Documents, facilities, equipment, training devices, simulators separately approved by an ICAO Contracting State through a technical certification process, and subject to continued inspection or revalidation, may be separately approved by the Authority for use of airmen and operators of The Bahamas, using as the primary basis the approval, privileges and limitations issued by the other State.
- (b) Personnel holding an authorization from an ICAO Contracting State to perform certain functions on behalf of the Authority of that State, based on acceptable technical requirements, qualification processes and subject to continued inspection, may be authorized by the Authority for use of airmen and operators of The Bahamas, using as the primary basis the authorization, privileges and limitation issued by the other State.
- (c) Personnel holding a designation from an ICAO Contracting State to perform certain functions on behalf of the Authority of that State, based on acceptable technical requirements, qualification processes and subject to continued inspection, may be designated by the Authority for use of airmen and operators of The Bahamas, using as the primary basis the designation, privileges and limitations issued by the other State.
- (d) The approvals, authorizations and designations issued by the Authority through the process of validation are linked to the continued validity of the approvals, authorizations and designations issued by the other State.

SUBPART D: ENFORCEMENT OF THESE REQUIREMENTS

1.130 APPLICABILITY

- (a) This Subpart outlines the delegation of responsibility and empowerment to the Authority, under the Civil Aviation Act, to ensure compliance with the Bahamas Aviation Safety Regulations and these Schedules through formal processes including factual investigation and, where necessary, enforcement or criminal penalties.

1.135 INDIVIDUAL REGULATORY COMPLIANCE REQUIRED

- (a) A person who without reasonable excuse fails to comply with any requirement of the Bahamas Aviation Safety Regulations and these Schedules shall be subject to enforcement, following a formal investigation and judicial process.
- (b) Such enforcement may result in, depending on the circumstances and mitigating factors—
 - (1) Revocation of a licence, certificate, authorization or privilege;
 - (2) Suspension of a licence, certificate, authorization or privilege;
 - (3) Monetary fines, in coordination with and separate from other penalties; and/or
 - (4) Criminal penalties.

1.140 MINIMUM ACCEPTABLE STANDARDS REQUIRED

- (a) The Bahamas Civil Aviation Regulations and these Schedules specify minimum standards for the purpose of issuance of licences, certificates, authorizations, and privileges.
- (b) A person, aircraft, component or organisation that is the holder of a licence, certificate, authorization or privilege issued by the Authority shall continue to meet the minimum standards required for original issuance.

- (c) If the holder of a licence, certificate, authorization or privilege is unable to meet the minimum standards for original issuance of that document, they shall surrender that document to the Authority.
- (d) If the Authority becomes aware that the holder of licence, certificate, authorization or privilege no longer meets the minimum standards to hold that document, it may seek, depending on the circumstances, mitigating factors and risk to air safety—
 - (1) An emergency suspension of the licence, certificate, authorization or privilege in the interest of public safety;
 - (2) A suspension of the licence, certificate, authorization or privilege;
 - (3) A revocation of the licence, certificate, authorization or privilege;
 - (4) Monetary fines;
 - (5) Variance to an existing licence, certificate, authorization or privilege;
 - (6) Re-examination of the basis for issuance of the licence, certificate, authorization or privilege; or
 - (7) Issuance of a Prevent Flying Order to prevent an imminent safety of flight situation.

1.145 ADMINISTRATIVE HANDLING AUTHORISED

- (a) In lieu of the requirements of Sections 1.135 and 1.140, if the Authority determines that it is possible to achieve immediate and lasting compliance with the requirements and minimum standards of the regulations through the administrative handling, such handling is permissible provided that it—
 - (1) Is in accordance with procedures prescribed by the Authority;
 - (2) Involves a formal written record; and
 - (3) That record of the resolution is retained.
- (b) Variance of a previously issued formal authorization or approval is permissible through administrative handling. This variance may be issued as a formal record and effective—
 - (1) Immediately and without appeal if determined to be necessary in the interest of public safety, or
 - (2) Following a 20 business-day period to allow an appeal of the basis to the Authority.

1.150 REPORTS OF VIOLATIONS

- (a) Any person who knows of a violation of the Civil Aviation Act, Bahamas Civil Aviation Regulations or these Schedules shall report it to the Authority.
- (b) Each report made under this Section together with any other information the Authority may have that is relevant to the matter reported will be reviewed by the Authority to determine the nature and type of any additional investigation or enforcement action the Authority will take.
- (c) Complaints submitted to the Authority under paragraph (a) shall be in a form and manner prescribed by the Authority.

1.155 INVESTIGATIONS: GENERAL

- (a) If the Authority determines through inspection, incident, accident or any other method that a non-compliant situation described in Sections 1.135 and 1.140 may exist, they shall complete a formal investigation.
- (b) Under the Civil Aviation Act, the Director, or his authorised representative, may conduct investigations, hold hearings, issue subpoenas, require the production of relevant document, records, and property, and take evidence and depositions.
- (c) A formal investigation record, complete with the recommendations for resolution of the matter, shall be forwarded to the Director for subsequent action to resolve the non-compliant situation.
- (d) The process for the subsequent formal administrative, enforcement or criminal action, including any appeals, shall be subject to the Civil Aviation Act.

1.160 ADMINISTRATIVE ACTION FOLLOWING INVESTIGATION

- (a) If it is determined that a violation or an alleged violation of the Civil Aviation Act, Bahamas Aviation Safety Regulations or these Schedules, is appropriate for administrative handling, the Authority may take administrative action by one of the following—
- (1) A "Warning Notice" that shall recite available facts and information about the incident or condition and indicate that it may have been a violation; or
 - (2) A "Letter of Correction" which confirms the Authority's decision in the matter and states the necessary corrective action the alleged violator has taken or agreed to take. If the agreed corrective action is not fully completed, formal certificate action may be taken in accordance with Section 1.175.
- (b) An administrative action under this Section does not constitute a formal adjudication of the matter.

1.165 CIVIL PENALTIES

- (a) Any person, other than a person conducting an operation in commercial air transport or international commercial air transport, who violates any provision of the Civil Aviation Act, Bahamas Civil Aviation Regulations or these Schedules, is subject to a civil penalty imposed by the Authority in accordance with the provisions of the Civil Aviation Act and these Regulations.
- (b) Any person conducting an operation in commercial air transport or international commercial air transport, who violates any provision of the Civil Aviation Act, Bahamas Aviation Safety Regulations or these Schedules, is subject to a civil penalty imposed by the Authority in accordance with the provisions of the Civil Aviation Act.
- (c) Civil penalties may be assessed instead of or in addition to any licence or certificate action.

1.170 LICENCE OR CERTIFICATE ACTION

- (a) Suspension or revocation of a licence or certificate for violation of the regulations—
- (1) The holder of any licence or certificate issued under these regulations who violates any provision of the Civil Aviation Act, as amended, or Bahamas Aviation Safety Regulations or these Schedules, is subject to suspension or revocation of the licence or certificate, in accordance with the provisions of the Civil Aviation Act and the Regulations.
 - (2) Any licence or certificate issued under the Bahamas Aviation Safety Regulations ceases to be effective, if it is surrendered, suspended, or revoked.
 - (3) The holder of any licence or certificate issued under the regulations that has been suspended or revoked shall return that licence to the Authority when requested to do so by the Authority.
- (b) Re-examination or re-inspection of a certificate or licence for lack of qualification—
- (1) Under the Civil Aviation Act Bahamas Aviation Safety Regulations or these Schedules, the Authority may re-inspect any civil aircraft, aircraft engine, propeller, appliance, air operator, school, or approved maintenance organisation, or any civil airman holding a certificate or licence issued by the Authority.
 - (2) If, as a result of that re-inspection or re-examination, or any other investigation made by the Authority, the Authority determines that a lack of qualification exists, and that safety in air transport and the public interest requires it, the Authority may issue an order to amend, modify, suspend, or revoke the licence or certificate in whole or in part.
- (c) Notice and opportunity to be heard. Unless safety in air transport requires immediate action, prior to a final determination under this Section, the Authority shall provide the person with an opportunity to be heard as to why such certificate or licence should not be amended, modified, suspended, or revoked.
- (d) Reapplication after revocation. Unless otherwise authorised by the Authority, a person whose licence, certificate, rating, or authorisation has been revoked may not apply for any licence, certificate, rating, or authorisation for 1 year after the date of revocation.

- (e) Reapplication after suspension. Unless otherwise authorised by the Authority, a person whose licence has been suspended may not apply for any licence, rating, or authorisation during the period of suspension.

1.175 CRIMINAL PENALTIES

- (a) The Civil Aviation Act establishes criminal penalties for any person who knowingly and willfully violates specified provisions of the Act, or any regulation or order issued thereunder.
- (b) If the Authority becomes aware of a possible violation of any criminal provision of the Civil Aviation Act that is under the jurisdiction of another Bahamian government agency, the Authority shall immediately report it to the appropriate agency in a manner prescribed by both government agencies.

1.180 DETENTION OF AIRCRAFT

- (a) As provided by the Civil Aviation Act, an aircraft that is involved in a violation for which a civil penalty has been imposed or may be imposed on its owner or operator may be subject to detention by the Authority in accordance with enforcement procedures set forth by the Authority.

SUBPART E: EXEMPTIONS & DEVIATIONS

1.185 APPLICABILITY

- (a) This Subpart prescribes procedures for the issuance, modification and termination of exemptions or deviations from the requirements of the aviation regulations.

1.190 AUTHORITY TO APPROVE EXEMPTIONS & DEVIATIONS

- (a) The Authority may, in accordance with the procedures contained in this Subpart, approve an exemption or deviation or waiver from these aviation regulations.
- (b) No person may authorize an exemption, deviation or waiver from the requirements of any Schedule to the Civil Aviation Safety Regulations except in accordance with these procedures.

1.195 ACTING ON UNACCEPTABLE AUTHORISATIONS

- (a) No person may take, or cause to be taken, an action that contravenes the requirements of any Schedule to these Civil Aviation Safety Regulations unless in personal possession of an exemption or deviation that was issued in accordance with the procedures contained in this Subpart.

1.200 APPLICATION: GENERAL INFORMATION

- (a) Each application must be written in English and—
- (1) Be submitted in duplicate, and for timely consideration, at least 60 days before the requested effective date to the Director.
 - (2) That request must contain, for the applicant, the—
 - (i) Name
 - (ii) Street address,
 - (iii) Mailing address,
 - (iv) Telephone number,
 - (v) Fax number (optional)
 - (vi) Email address (optional), and
 - (vii) Person designated an agent of the applicant for all purposes related to the application.
- (b) If the applicant is not a citizen or legal resident of the Bahamas, a designation of a Bahamas agent for service.

1.205 APPLICATION: DESCRIPTION OF PROPOSAL

- (a) The application must include the following information this is relevant to the proposal—.

- (1) A citation of the specific requirement from which the applicant seeks relief;
- (2) Specification of the types of operations that are to be conducted with this relief;
- (3) A detailed description of the proposed alternate requirement to meet an equivalent level of safety in the public interest;
- (4) A specification of the proposed duration or schedule of events for which this relief will be needed;
- (5) A statement outlining the applicant's basis for seeking relief from compliance with the specified requirements and, if the relief is requested for a fixed period, a description of how compliance will be achieved at the end of this period;
- (6) If the applicant seeks emergency processing, as statement of the supporting facts and reasons that it is an emergency;

1.210 APPLICATION: JUSTIFICATION OF PROPOSAL

- (a) The application must demonstrate that the alternative proposal—
 - (1) Achieves a level of safety at least equal to that of the requirement of the cited Section of the BASR Schedules, or
 - (2) If a required safety level does not exist, that it is consistent to with public interest.
- (b) At a minimum the application must provide the following—
 - (1) Information describing relevant incidents or accident experience of which the applicant is aware that relates to the application;
 - (2) A statement identifying any increased risk to safety or property that may result if the alternative proposal is granted and a description of the measures to be taken to address that risk; and
 - (3) Substantiation that the argument for public safety and equivalent level of safety is valid.

1.215 PROCESSING THE APPLICATION

- (a) The Authority will—
 - (1) Process the application for completeness and accuracy of the information,
 - (2) Conduct a technical evaluation of the viability of the proposal; including a determination if a grant of exemption would result in a significant difference with—
 - (i) Current ICAO Standards and Recommended Practices; or
 - (ii) A published and relevant international safety practice;
 - (3) If the decision is favourable, publish the proposal, technical evaluation and recommended action to interested parties;
 - (4) Consider the comments of the interested parties;
 - (5) Make a final decision as to approval or disapproval of the proposal, and
 - (6) If the decision is for approval—
 - (i) Issue that decision and approval to the applicant, and
 - (ii) Publish that decision in final form to the interested parties.

1.220 TECHNICAL EVALUATION RESULTS

- (a) The Authority shall conduct a technical evaluation of the proposed alternative method of compliance.
- (b) The person conducting the technical evaluation will author an internal report outlining their findings regarding—
 - (1) The need for the relief from the requirement(s) is valid;
 - (2) Whether an equivalent level of safety is possible;
 - (3) Whether the grant of such an exemption would result in a difference with—
 - (i) Current ICAO Standards and Recommended Practises; or
 - (ii) A published and relevant international safety practices

- (4) Whether the approval of the alternative method will be in the public interest; and
- (5) Recommendations for the final form of a decision.

1.225 PUBLICATION OF PROPOSAL & TECHNICAL EVALUATION

- (a) The Authority shall publish any proposed favourable decision and disseminate this information to—
 - (1) Persons that have previously registered with the Authority as being interested in any exemption or deviation to the requirements of the Civil Aviation which may be approved; and
 - (2) Persons or organizations that have a similar licence, certificate, operations specifications or other form of approval or authorisation that might be affected by the decision.
- (a) These persons or organizations shall have a period of 30 days to respond favourably or unfavourably to the proposed decision in order for their comments to be considered.

1.230 APPLICATION FOR PARTY STATUS

- (a) Other persons or organizations may apply for party status to the specific proposal or approved exemption or deviation at any time during or following the processing of the original proposal.
- (b) That application shall be made in accordance with the procedures of this Subpart as if the application is an original application.

1.235 APPROVAL OF THE ALTERNATIVE METHOD OF COMPLIANCE

- (a) The approval of the exemption or deviation request shall be granted by the Authority by—
 - (1) Letter of decision, or
 - (2) Operations specifications,

1.240 DISAPPROVAL OF THE ALTERNATIVE METHOD OF COMPLIANCE

- (a) The disapproval of the exemption or deviation request shall be accomplished by a letter of decision issued by the Authority.

1.245 PUBLICATION & AVAILABILITY OF DECISION

- (a) The Authority shall publish any exemption or deviation granted through the updating and re-issuance of the Advisory Circular for Exemptions and Deviations to—
 - (1) Persons that have previously registered with the Authority as being interested in any exemption or deviation to the requirements of the Civil Aviation which has been granted,
 - (2) Persons or organizations that have a similar licence, certificate, operations specifications or other form of approval or authorisation; and
 - (3) New applicants for a licence, certificate, operations specifications or related form of approval or authorisation.
- (b) The Authority shall publish any exemption or deviation granted that relates to general requirements for the aviation community through the method of the Aeronautical Information Publication of the Bahamas.
- (c) The Authority shall provide notification to ICAO of any exemption or deviation granted that results in a difference to ICAO Standards and Recommended Practices.

SUBPART F: ADDITION OR REVISION TO THESE REQUIREMENTS

1.250 APPLICABILITY

- (a) This Subpart prescribes procedures for the addition, amendment or deletion of requirements to these Schedules to—
 - (1) Maintain conformance to the applicable ICAO Annex Standards;
 - (2) Incorporate the applicable ICAO Annex Recommended Practices;

- (3) Incorporate published and relevant international safety practices critical to aviation safety;
 - (4) Incorporate requirements specific to the Bahamas aviation environment identified as necessary to the public interest and safety; and
 - (5) Replace or delete requirements that are no longer applicable.
- (b) Interested parties of the Bahamas aviation community are invited to submit proposed regulatory requirements for inclusion in the rule making process.

1.255 AUTHORITY TO DEVELOP & APPROVE RULE MAKING

- (a) The Authority may, in accordance with the procedures contained in this Subpart, develop the technical text and supporting documentation necessary to the proposed addition, revision or deletion of requirements.
- (b) The Director shall publish a Notice of Proposed Rule Making (NPRM) to the aviation community and the general public and process the public comments .
- (c) The Director may, as an interim measure and in the interest of public safety or to meet the Bahamas international aviation obligations, publish a Special Regulation to place a requirement in force pending completion of the NPRM process.
- (d) The Minister with the portfolio for aviation safety oversight may, upon determination that the proposed requirement conforms to one or more of the objectives of Section 1.250, sign the measure into force.

1.260 ISSUANCE OF A SPECIAL REGULATION

- (a) A special regulation may be issued by the Director when—
 - (1) An emergency in the public interest has been identified; or
 - (2) A new ICAO Standard has become effective and the time period for notification of any possible differences has been initiated.
- (b) The text of the special regulation shall contain—
 - (1) The Special Regulation number and title;
 - (2) A descriptive paragraph summarizing the requirements;
 - (3) Identification of the objective(s) of Section 1.250 that are the basis for initiation of the NPRM;
 - (4) The background resulting in the issuance ;
 - (5) The text of the requirements;
 - (6) The effective date of the requirements; and
 - (7) The transition period for conformance with the requirements.
- (c) The requirements of a special regulation shall cease to be effective—
 - (1) When the requirements have been incorporated into Bahamas law through the rule making process described in this Subpart;
 - (2) Upon repeal by the Authority; or
 - (3) After 12 months, whichever occurs first.

1.265 RESPONSIBILITY FOR CURRENCY OF THESE REQUIREMENTS

- (a) The Authority is responsible for the assessing the need for an addition, revision or deletion of the aviation regulatory requirements to meet the objectives of Section 1.250 through continuing review of the—
 - (1) ICAO Annexes;
 - (2) Relevant requirements of mature safety oversight organizations; and
 - (3) Published and relevant international aviation safety practices.
- (b) The Authority shall ensure that the Bahamas aviation requirements continue to be in conformance with the applicable ICAO Annex Standards and Recommended Practices and that all notification requirements that

are associated with the content and differences of the Bahamas requirements are completed within the prescribed time periods.

- (c) The Authority shall ensure that, with regard to international aviation safety practices, the Bahamas aviation requirements are maintained in a status that will allow the holder of a Bahamas license, certificate or authorization to be accepted in other States.
- (d) The Authority shall develop and publish an NPRM for all rule making projects that add or upgrade requirements to the aviation regulations and Schedules.
- (e) The Authority may, when the criteria for issuance exist, issue a Special Regulation that is effective before or during the issuance of an NPRM and the rule making comment period.

1.270 PUBLIC SUBMISSION OF PROPOSED REQUIREMENT

- (a) A regulated entity may submit a proposed requirement for inclusion in the NPRM process.
- (b) The submission must be written in English and submitted in duplicate to the Director detailing—
 - (1) The proposed text of the requirement;
 - (2) The supporting background and basis for the request; and
 - (3) Why the requirement would be in the public interest.
- (c) That request must contain, for the applicant, their—
 - (1) Name
 - (2) Street address,
 - (3) Mailing address,
 - (4) Telephone number,
 - (5) Fax number (optional); and
 - (6) Email address (optional);
- (d) The sponsor of this proposed requirement must be a citizen or legal resident of the Bahamas.
- (e) The Authority shall conduct an evaluation of the proposed requirement and take the following action(s)—
 - (1) Notify the sponsor of the results of the evaluation; and
 - (2) If the proposal meets one or more of the objectives of Section 1.250, publish an NPRM.

1.275 DESCRIPTION OF RULE MAKING PROPOSAL

- (a) The NPRM must include the following information this is relevant to the proposed rule making—
 - (1) The Control Number issued by the Authority for tracking of NPRM and comments;
 - (2) A descriptive paragraph summarizing the proposed requirements;
 - (3) Identification of the objective(s) of Section 1.250 that are the basis for initiation of the NPRM;
 - (4) The background for initiating development of the proposed text;
 - (5) The proposed number and header of the requirement(s);
 - (6) The proposed text of the requirement;
 - (7) The address to which comments may be submitted;
 - (8) The time periods and deadlines for submission of comments; and
 - (9) How the comments will be summarized and provided to the public.

1.280 DISTRIBUTION OF THE NPRM

- (a) The Authority shall distribute a copy of the NPRM to all interested parties.
- (b) License and certificate holders regulated by the Authority shall be provided a copy of the the NPRM and invited to provide formal written comments regarding the proposed regulatory requirements.

1.285 CONSIDERATION OF COMMENTS OF REGULATED ENTITIES

- (a) After the comment period has expired, the Authority shall conduct a technical evaluation of the comments that considers, with regard to the objectives of Section 1.250, if—
 - (1) The original basis for issuance met one or more of those objectives;
 - (2) The original text of the proposed requirement exceeds those objectives;
 - (3) Any other recommended alternative course of action would also meet those objectives; or
 - (4) The recommendations would fail to meet one or more of those objectives..
- (b) If the commentors provide alternative recommendations that would also meet the objectives of Section 1.250, each of these recommendations will be compared to the NPRM requirement proposed by the Authority.
- (c) Each comment that meets the objectives of Section 1.250 shall be assessed separately to determine if that recommended revision to the original text would—
 - (1) Improve or clarify the requirement; and
 - (2) Result in a similar level of safety and cost effectiveness;
 - (3) Result in a significant difference with ICAO Standards and Recommended Practices;
 - (4) Be in conflict with a published and relevant international safety practice; or
 - (5) Exceed the original NPRM requirements in complexity or costs;
- (d) Before completing this evaluation process, the Authority may also elect to—
 - (1) Hold public meetings of regulated entities to discuss and obtain more comments;
 - (2) Publish a revised NPRM to include revisions resulting from consideration of the comments and recommendations; or
 - (3) Withdraw the NPRM.
- (e) Before the proposed regulatory requirement becomes effective, the Authority shall publish a report of this evaluation and provided to the each commentor to the original NPRM.

1.290 PUBLICATION OF PROPOSAL & TECHNICAL EVALUATION

- (a) The new or revised regulation shall contain—
 - (1) The regulation number and title;
 - (2) The text of the requirements;
 - (3) The effective date of the requirements; and
 - (4) The transition period for conformance with the requirements.
- (b) Where possible, these requirements shall also be incorporated into the regulations and associated schedules in their proper numerical location and the revisions shall be identified by change bars on the left margin of the text.
- (c) The proposed new or revised regulation shall be provided to the Attorney-General for processing and publication through the Government Printing Office.

1.295 PUBLICATION & AVAILABILITY OF REQUIREMENTS

- (a) The Authority shall ensure that any regulatory requirement that becomes legally effective is provided in digital or hard copy form to—
 - (1) Persons that have previously registered with the Authority as being interested in being advised when aviation requirements have been promulgated, amended or repealed;
 - (2) Persons or organizations that have a similar licence, certificate, operations specifications or other form of approval or authorisation; and
 - (3) New applicants for a licence, certificate, operations specifications or related form of approval or authorisation.

- (b) The Authority shall publish any regulation amendment that that relates to general requirements for the aviation community through the method of the Aeronautical Information Publication of the Bahamas.
- (c) The Authority shall provide notification to ICAO of any regulation amendment that contains a significant difference to an ICAO Standard or Recommended Practice.

SUBPART G: AUTHORISED PERSONS

1.300 APPLICABILITY

- (a) This subpart outlines the delegation of responsibility and authority to the Authority to ensure compliance with the aviation safety regulations of the Bahamas.

1.305 AUTHORISED PERSONS

- (a) The Authority may designate “authorised persons” to conduct functions on their behalf.
- (b) The aviation safety inspectors assigned to the flight safety oversight organization of Authority shall have the status of authorised persons under these regulations and shall be issued a unique credential for the performance of their functions.
- (c) No person may possess or use these aviation safety inspector credentials unless he is—
 - (1) Employed by the Government of the Bahamas to perform the functions of the flight safety oversight; and
 - (2) Using the credential in the performance of a specific function of the flight safety oversight organization.
- (d) For the purpose of exercising his responsibilities under these Regulations, the authorized person shall carry at all times the means of identification specified in paragraph (b).

1.310 POWERS OF AUTHORISED PERSONS

- (a) An authorised person has the power as delegated by the Authority to—
 - (1) Carry out audits or surveillance activities;
 - (2) Enter and inspect any aerodrome, hanger or other place (at which an aircraft is located or stored), aircraft or any organization performing tasks and services related to aviation safety;
 - (3) Inspect any aircraft, aircraft equipment, components, materials, facilities, personnel or crew members for the purpose of ensuring compliance with the aviation safety regulations;
 - (4) Require any person to produce documents or any other article subject to the aviation safety regulations;
 - (5) Inspect and copy any certificate, licence, logbook, document or record which he has the power pursuant to these Regulations and any directions issued thereunder to require to be produced to him;
 - (6) Detain the flying of an aircraft in the interest of public safety when an imminent safety of flight situation exists regarding the airworthiness of the aircraft and operational capability of its crew; and
 - (7) Cause such re-examinations, evaluations, inspections, investigations, tests, experiments, and flight trials to be made as deemed necessary to ensure compliance with the aviation safety regulations.
- (b) No person may intentionally obstruct or impede any authorized person acting in the exercise of his powers or the performance of his duties under these aviation safety regulations.
- (c) No person shall intentionally obstruct or impede any authorized person from accessing, inspecting or copying documents subject to the aviation safety regulations.

1.315 RIGHT OF ACCESS FOR INSPECTION

- (a) The Authority (or any authorized person) may conduct inspections, investigations and observations at any time and place that aircraft operations, maintenance, training and other activities subject to these aviation regulations are in progress.

- (b) The Authority (or any authorized person) shall be given free and uninterrupted right of access—
 - (1) To any place, whether public or private, where an aircraft is located for the purpose of inspecting the aircraft or any document subject to the aviation safety regulations;
 - (1) To any aerodrome for the purpose of inspecting the aerodrome or any aircraft on the aerodrome or any document subject to the aviation safety regulations;
 - (2) To any aircraft and flight deck compartment, for the purpose of checking while in flight the—
 - (i) Performance of the aircraft or any of its equipment; and
 - (i) The efficiency of flight crew members in the performance of their duties:
- (c) No person may intentionally obstruct or impede any authorized person from access to the locations specified in paragraph (b).

1.320 PROVISION OF DOCUMENTS FOR INSPECTIONS

- (a) Any documents and reports specified by relevant regulations and associated Schedules shall be provided to an authorised person upon his request for such information.
- (b) Each person involved or participating in an aviation activity shall, within a reasonable time after being requested to do so by an authorized person, provide the licences, certificates and documents which he is required to have, carry, complete or preserve during the course of his activities.
- (c) For the purpose of this subsection, a reasonable time is considered to be—
 - (1) At the time of the request, for documents required to be—
 - (i) Carried on the person; or
 - (ii) On board the aircraft during flight.;
 - (2) During normal business hours, for documents required to be—
 - (i) Completed and retained at an aerodrome;
 - (ii) Completed and retained at the administrative facilities; or
 - (iii) Preserved.

1.325 PRESERVATION OF REPORTS, DOCUMENTS & RECORDS

- (a) Any reports or documents generated during activities subject to the aviation safety regulation shall be made within times, comply with the methods and shall contain such information as is specified by relevant Schedules of the Aviation Safety Regulation.
- (b) A person assigned under this regulation and these Schedules to preserve any document or record shall continue to preserve that document or record until such time as the responsibility may be transferred to another assigned person.

SUBPART H: DESIGNATED REPRESENTATIVES

1.330 APPLICABILITY

- (a) This Subpart prescribes the general requirements and administrative rules for designating private persons to act as representatives of the Authority in evaluating, examining, inspecting, and testing persons, aircraft and organisations for the purpose of issuing licences, certificates or authorisations.

1.335 FORMAL PROCESS

- (a) All actions in the nomination, selection, designation, supervision and termination of designated representatives of the Authority shall conform to a formal process of policies and procedures.

1.340 SELECTION

- (a) The Authority may select designated representatives from persons with appropriate technical qualifications to perform in the required function(s).

- (b) The selected person must submit an application in a form and manner prescribed by the Authority.
- (c) The Authority will assess the experience, training and commitment of these persons before issuing a designation to perform on behalf of the Authority. This assessment shall determine if the nominated designee—
 - (1) Has sufficient facilities, resources, and personnel, to perform the functions for which authorisation is requested;
 - (2) Has sufficient experience with the requirements, processes, and procedures of the Authority to perform the functions for which authorisation is requested; and
 - (3) Has sufficient, relevant experience to perform the functions for which authorisation is requested.

1.345 CERTIFICATION

- (a) A "Certificate of Authority" shall be issued to each designee specifying the kinds of designation for which the person concerned is qualified and stating an expiration date.
- (b) Each designee shall also be provided a "Certificate of Designation" for display purposes, designating the holder as an authorised person and specifying the kind of designation for which he is qualified.

1.350 DURATION OF CERTIFICATES

- (a) Unless sooner terminated, the designation is effective until the expiration date listed on the designation document.
- (b) No designation will give an expiration date exceeding 24 calendar months after the date it is issued.
- (c) The designation may be renewed for additional periods at the Authority's discretion. A renewal is effected by a letter and issuance of a new document specifying the renewal period.
- (d) A designation made under this Subpart terminates—
 - (1) Upon the written request of the representative;
 - (2) Upon the written request of the employer in any case in which the recommendation of the employer is required for the designation;
 - (3) Upon the representative being separated from the employment of the employer who recommended him for certification;
 - (4) Upon a finding by the Authority that the representative has not properly performed his duties under the designation;
 - (5) Upon the assistance of the representative being no longer needed by the Authority; or
 - (6) For any other reason the Authority considers appropriate.

1.355 REPORTS

- (a) The designated representative shall make such reports as are prescribed by the Authority.
- (b) The designated representative shall retain a copy of all documentation issued in the performance of his designation in a location suitable to the Authority.

1.360 PRIVILEGES

- (a) A designated representative may, within limits prescribed by, and under the general supervision of the Authority as appropriate to and within the limits of his designation—
 - (1) Perform authorised functions at any authorised location;
 - (2) Accept applications;
 - (3) Conduct evaluations, examinations, tests and/or inspections;
 - (4) Issue or deny licences or authorisations;
 - (5) Approve technical documents.
 - (6) Charge a fee for his or her services;

1.365 INSPECTION

- (a) The Authority, at any time and for any reason, may inspect a designated representative in the performance of his authorised functions and his records.
- (b) The designated representative shall allow the Authority unrestricted access to his location, personnel, records and function in support of the requirement of paragraph (a).
- (c) To facilitate inspections, the designated representative shall provide the Authority with timely prior notification of the time and location where the performance of an authorised function is planned.

SUBPART I: SERVICE PROVIDER SAFETY MANAGEMENT SYSTEMS**1.370 APPLICABILITY**

- (a) This Subpart is applicable to organizations which are certificated by the Authority or otherwise under the safety oversight of the Authority.

1.375 SAFETY MANAGEMENT SYSTEM IMPLEMENTATION REQUIRED

- (a) The following organizations shall implement a Safety Management System (SMS) in support of the State Safety Program of The Bahamas—
 - (1) Approved training organizations certificated in accordance with Schedule 9 of these regulations that are exposed to safety risks related to aircraft operations during the provision of their services;
 - (2) Operators of aeroplanes or helicopters certificated in accordance with Schedule 12 of these regulations, to conduct international commercial air transport, including any maintenance activities not conducted by an approved maintenance organization;
 - (3) Approved maintenance organizations certificated in accordance with Schedule 6 of these regulations and providing services to operators of aeroplanes or helicopters engaged in international commercial air transport;
 - (4) Air traffic services providers, including the related services that come under the authority of the ATS provider or those aspects of the services with direct operational implications;
 - (5) International general aviation operators of large or turbojet aeroplanes based in The Bahamas;
 - (6) Operators of aerodromes certificated in accordance with Schedule 21;
 - (7) Any other organization identified by the Authority as having sufficient complexity and risk to warrant an SMS.

1.380 SAFETY MANAGEMENT SYSTEM FRAMEWORK

- (a) The SMS of a service provider shall—
 - (1) Be established in accordance with the framework elements outlined in Appendix 1 through 5 of 1.380; and
 - (2) Be commensurate with the size of the service provider and the complexity of its aviation products or services.
- (b) The Authority may approve a waiver of some requirements of this framework appropriate to the size and complexity of the organization, but all SMS shall, as a minimum, include—
 - (1) A process to identify actual and potential safety hazards and assess the associated risks;
 - (2) A process to develop and implement remedial action necessary to maintain an acceptable level of safety; and
 - (3) Provision for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities

APPENDICES

APPENDIX 1 TO 1.015: DEFINITIONS

(a) In addition to the definitions of Section 1.015 and for the purpose of the Civil Aviation Safety Regulations and its Schedules, the following definitions shall apply—

Accelerate-stop distance available (ASDA). The length of the take-off run available plus the length of stopway, if provided.

Acceptance checklist. A document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.

Accident. An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which—

- (i) A person is fatally or seriously injured as a result of—
 - (A) Being in the aircraft;
 - (B) Direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or
 - (C) Direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.
- (ii) The aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- (iii) The aircraft is missing or is completely inaccessible.

Accountable manager. The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator.

Accredited medical conclusion. The conclusion reached by one or more medical experts acceptable to the Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

Accredited representative. As relating to an aircraft accident, a person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another party. Where the State has established an accident investigation authority, the designated accredited representative would normally be from that authority.

Acrobatic flight. Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

Acts of unlawful interference. These are acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.—

- (i) Unlawful seizure of aircraft in flight,
- (ii) Unlawful seizure of aircraft on the ground,
- (iii) Hostage-taking on board an aircraft or on aerodromes,

- (iv) Forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- (v) Introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- (vi) Communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

ADS-C agreement. A reporting plan that establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services or control unit and frequency of ADS-C reports that have to be agreed prior to the provision of the ADS-C services).

ADS contract. A means by which the terms of an ADS agreement will be exchanged between the ground system and the aircraft, specifying under what conditions ADS reports would be initiated, and what data would be contained in the reports.

Advisor. As relating to an aircraft accident, a person appointed by a State on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

Advisory airspace. An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.

Advisory route. A designated route along which air traffic advisory service is available.

Aerial work. An aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

Aerodrome. A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome control service. Air traffic control service for aerodrome traffic.

Aerodrome control tower. A unit established to provide air traffic control service to aerodrome traffic.

Aerodrome/Heliport operating minima. The limits of usability of an aerodrome for—

- (i) Takeoff, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
- (ii) Landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation;
- (iii) Landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and
- (iv) Landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.

Aerodrome traffic. All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome

Aerodrome traffic zone. An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Aeronautical experience. Pilot time obtained in an aircraft, approved flight simulation training device for meeting the training and flight time requirements of these regulations.

Aeronautical Information Publication (AIP). A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Aeronautical product. Any aircraft, aircraft engine, propeller, or subassembly, appliance, material, part, or component to be installed thereon.

- Aeronautical station (RR S1.81).** A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.
- Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
- Aeroplane flight manual.** A manual, associated with the certificate of airworthiness, containing limitations within which the aeroplane is to be considered airworthy, and instructions and information necessary to the flight crew members of the safe operation of the aeroplane.
- Agricultural aircraft operation.** The operation of an aircraft for the purpose of—
- (i) Dispensing any economic poison;
 - (ii) Dispensing any other substance intended for plant nourishment, soil treatment, propagation of plant life, or pest control; or
 - (iii) Engaging in dispensing activities directly affecting agriculture, horticulture, or forest preservation, but not including the dispensing of live insects.
- Airborne collision avoidance system (ACAS).** An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.
- Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.
- Aircraft avionics.** A term designating any electronic device – including its electrical part – for use in an aircraft, including radio, automatic flight control and instrument systems.
- Aircraft – category.** Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon, airship, powered-lift.
- Aircraft certificated for single-pilot operation.** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.
- Aircraft certificated for multi-pilot operation.** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of two pilots.
- Aircraft required to be operated with a co-pilot.** A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.
- Aircraft component.** Any component part of an aircraft up to and including a complete powerplant and/or any operational/emergency equipment.
- Aircraft engine.** Any engine used, or intended to be used, for propulsion of aircraft and includes all parts, appurtenances, and accessories thereof other than propellers.
- Aircraft operating manual.** A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems, and other material relevant to the operation of the aircraft.
- Aircraft piracy.** Any actual or attempted seizure or exercise of control, by force or violence, or by any other form of intimidation, with wrongful intent, of an aircraft within the jurisdiction of the Bahamas.
- Aircraft required to be operated with a co-pilot.** A type of aircraft that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.
- Aircraft technical log.** Documentation for an aircraft that includes the maintenance record for the aircraft and a record for each flight made by the aircraft. The aircraft technical log is comprised of a journey records section and a maintenance section.
- Aircraft – type of.** All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

Airframe. The fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of a powerplant), and landing gear of an aircraft and their accessories and controls.

Air-ground control radio station. An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area.

Airman. This term refers to—

- (i) Any individual who engages, as the person in command or as pilot, mechanic, or member of the crew, or who navigates an aircraft while the aircraft is underway;
- (ii) Any individual in charge of the inspection, maintenance, overhauling, or repair of aircraft, and any individual in charge of the inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances; or
- (iii) Any individual who serves in the capacity of flight dispatcher.

Airmanship. The consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.

Air navigation facility. Any facility used in, available for use in, or designed for use in aid of air navigation, including airports, landing areas, lights, any apparatus or equipment for disseminating weather information, for signalling, for radio directional finding, or for radio or other electromagnetic communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft.

Air operator. Any organisation which undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement.

Air operator certificate (AOC). A certificate authorising an operator to carry out specified commercial air transport operations.

Airship. A power-driven lighter than air aircraft.

Air-taxiing. Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt).

Air traffic. All aircraft in flight or operating on the manoeuvring area of an aerodrome.

Air traffic advisory service. A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.

Air traffic control clearance. Authorisation for an aircraft to proceed under conditions specified by an air traffic control unit.

Air traffic control (ATC) facility. A building holding the persons and equipment responsible for providing ATC services (e.g., airport tower, approach control, centre). May also be called air traffic control unit.

Air traffic control service. A service provided for the purpose of—

- (i) Preventing collisions—
 - (A) Between aircraft; and
 - (B) On the manoeuvring area between aircraft and obstructions; and
- (ii) Expediting and maintaining an orderly flow of air traffic.

Air traffic control unit. A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.

Air traffic service. A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

Air traffic services airspaces. Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.

Air traffic services reporting office. A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

Air traffic services unit. A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

Airway. A control area or portion thereof established in the form of a corridor.

Airworthiness approval tag. A tag that may be attached to a part. The tag must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, a new tag must be created or the existing tag must be updated with the current life status. The airworthiness approval tag has two distinct purposes—

- (i) As a certification of release to service of a part, component or assembly after maintenance, preventive maintenance, overhaul or rebuilding, and
- (ii) For shipping of a newly manufactured part.

Airworthiness data. Any information necessary to ensure that an aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment, as appropriate, is assured.

Airworthiness directive. Continuing airworthiness information that applies to the following products: aircraft, aircraft engines, propellers, and appliances. An airworthiness directive is mandatory if issued by the State of Design.

Airworthy. The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

Alerting service. A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.

Alternate aerodrome/airport/heliport. An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following—

- (i) *Takeoff alternate.* An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after takeoff and it is not possible to use the aerodrome of departure.
- (ii) *En-route alternate.* An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary en route.
- (iii) *Destination alternate.* An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Note: The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.

Altimetry system error (ASE). The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.

Altitude. The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

Annexes to the Chicago Convention. The documents issued by the International Civil Aviation Organisation (ICAO) containing the Standards and Recommended Practices applicable to civil aviation. (Law)

Anticipated operating conditions. Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the

operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include—

- (i) Those extremes which can be effectively avoided by means of operating procedures; and
- (ii) Those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

Appliances. Instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, which are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight (including parachutes and including communication equipment and any other mechanism or mechanisms installed in or attached to aircraft during flight), and which are not part or parts of aircraft, aircraft engines, or propellers.

Approach and landing operations using instrument approach procedures. Instrument approach and landing operations are classified as follows—

- (i) *Non-precision approach and landing operations.* An instrument approach and landing which utilises lateral guidance but does not utilise vertical guidance.
 - (D) Approach and landing operations with vertical guidance
 - (E) An instrument approach and landing which uses lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.
- (ii) *Precision approach and landing operations.* An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.
- (iii) *Category I (CAT I) operation.* A precision instrument approach and landing with a decision height not lower than 60 m (200 feet), and with either a visibility not less than 800 m or a runway visual range not less than 550 m.
- (iv) *Category II (CAT II) operation.* A precision instrument approach and landing with a—
 - (A) Decision height lower than 60 m (200 feet) but not lower than 30 m (100 feet); and
 - (B) Runway visual range not less than 300 m.
- (v) *Category IIIA (CAT IIIA) operation.* A precision instrument approach and landing with a—
 - (A) Decision height lower than 30 m (100 feet) or no decision height; and
 - (B) Runway visual range not less than 175 m.
- (vi) *Category IIIB (CAT IIIB) operation.* A precision instrument approach and landing with a—
 - (A) Decision height lower than 15 m (50 feet) or no decision height; and
 - (B) Runway visual range less than 175 m but not less than 50 m.
- (vii) *Category IIIC (CAT IIIC) operation.* A precision instrument approach and landing with no decision height and no runway visual range limitations.

Approach and landing phase – helicopters. That part of the flight from 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point.

Approach control service. Air traffic control service for arriving or departing controlled flights.

Approach control unit. A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

Appropriate ATS or ATC authority. The relevant authority designated by the Bahamas responsible for providing air traffic services in the airspace concerned.

Appropriate airworthiness requirements. The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.

Appropriate authority.

- (i) *Regarding flight over the high seas*: The relevant authority of the State of Registry.
- (ii) *Regarding flight other than over the high seas*: The relevant authority of the State having sovereignty over the territory being overflown.
- (iii) *Regarding flight over the Bahamas*: The Bahamas Civil Aviation Department, which, under the Civil Aviation Act, is responsible for the oversight of civil aviation in the Bahamas.

Approval (as related to Dangerous goods). An authorization granted by an appropriate national authority for—:

- (i) The transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or
- (ii) Other purposes as provided for in the Technical Instructions.

Approval for return to service. See maintenance release.

Approved continuous maintenance programme. A maintenance programme approved by the State of Registry.

Approved data. Technical information approved by the Authority.

Approved maintenance organization. An organization approved by the Authority, in accordance with the Annex (and Schedule 6 of these regulations), to perform maintenance of aircraft or parts thereof and operating under supervision approved by that State.

Approved standard. A manufacturing, design, maintenance, or quality standard approved by the Authority.

Approved training. Training conducted under special curricula and supervision approved by the Authority.

Approved training organisation (ATO). An organisation approved by and operating under the supervision of the Authority and in accordance with Schedule 9, to perform to perform approved training.

Apron. A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Area control centre. A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

Area control service. Air traffic control service for controlled flights in control areas.

Area navigation (RNAV). A method of navigation that permits aircraft operations on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these. Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation

Article. Any item, including but not limited to, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or part.

ATS or ATC route. A specified route designed for channelling the flow of air traffic as necessary for the provision of air traffic services, defined by route specifications that include an ATS or ATC route designator, the track to or from significant points (way points), distance between significant points, reporting requirements, and as determined by the appropriate ATS or ATC authority, the lowest safe altitude.

ATS surveillance service. A term used to indicate a service provided directly by means of an ATS surveillance system.

ATS surveillance system. A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

Authorised instructor. A person who—

- (i) Holds a valid ground instructor certificate issued under Schedule 8 when conducting ground training;

- (ii) Holds a current flight instructor certificate issued under Schedule 8 when conducting ground training or flight training; or
- (iii) Is authorised by the Authority to provide ground training or flight training under any of these Schedules.

Automatic dependent surveillance – broadcast (ADS-B). A means by which aircraft aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

Automatic dependent surveillance — contract (ADS-C). A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

Balloon. A non-power-driven lighter-than-air aircraft.

Banner. An advertising medium supported by a temporary framework attached externally to the aircraft and towed behind the aircraft.

Cabin crew member. A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

Calendar day. The period of elapsed time, using Coordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight.

Calendar month. A period of a month beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered month (as January 1 through January 31 in the Gregorian calendar).

Calendar year. A period of a year beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through December 31 in the Gregorian calendar).

Calibration. A set of operations, performed in accordance with a definite documented procedure that compares the measurement performed by a measurement device or working standard with a recognised bureau of standards for the purpose of detecting and reporting or eliminating adjustment errors in the measurement device, working standard, or aeronautical product tested.

Cargo aircraft. Any aircraft carrying goods or property but not passengers. In this context the following are not considered to be passengers—

- (i) A crew member.
- (ii) An operator's employee permitted by, and carried in accordance with, the instructions contained in the Operations Manual.
- (iii) An authorised representative of an Authority.
- (iv) A person with duties in respect of a particular shipment on board.

Category A. With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IVB and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

Category B. With respect to helicopters, means a single-engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed.

Causes. As relating to an aircraft accident or incident, actions, omissions, events, conditions, or a combination thereof which led to the accident or incident.

Ceiling. The height above the ground or water of the base of the lowest layer of cloud below 6,000 metres (20,000 feet) covering more than half the sky.

- Certify as airworthy (to).** To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.
- Certifying staff.** Those personnel who are authorised by the Approved Maintenance Organisation in accordance with a procedure acceptable to the Authority to certify aircraft or aircraft components for release to service.
- Changeover point.** The point at which an aircraft navigating on an ATC route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational references from the facility behind the aircraft to the next facility ahead of the aircraft.
- Check airman (aeroplane).** A person who is qualified, and permitted, to conduct an evaluation in an aeroplane, in a flight simulation training device for a particular type aeroplane, for a particular AOC holder.
- Check airman (simulator).** A person who is qualified to conduct an evaluation, but only in a flight simulation training device for a particular type aircraft, for a particular AOC holder.
- Chicago Convention.** ("Convention") The Convention on International Civil Aviation concluded in Chicago, U.S.A., in 1944, entered into force in 1947. The Articles of the Chicago Convention govern the actions of the contracting States in matters of international civil aviation safety directly and through the Annexes to the Convention, which set forth ICAO Standards and Recommended Practices.
- Citizen of the Bahamas.** This term refers to one of the following—
- (i) An individual who is a citizen of the Bahamas;
 - (ii) A partnership of which each member is a citizen of the Bahamas; or
 - (iii) A corporation or association created or organised and authorised under the laws of the Bahamas.
- Civil aircraft.** Any aircraft other than a military aircraft.
- Civil aviation.** The operation of any civil aircraft for the purpose of general aviation operations, aerial work or commercial air transport operations.
- Clearance limit.** The point to which an aircraft is granted an air traffic control clearance.
- Command and control link (C2).** The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.
- Commercial air transport operation.** An aircraft operation involving the public transport of passengers, cargo or mail for remuneration or hire.
- Commercial air transport.** An aircraft operation involving the public transport of passengers, cargo, or mail for remuneration or hire.
- Common mark.** A mark assigned by the International Civil Aviation Organisation to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.
- Common mark registering authority.** The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.
- Competency.** A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.
- Competency element.** An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.
- Competency unit.** A discrete function consisting of a number of competency elements.
- Complex aeroplane.** An aeroplane that has retractable landing gear, flaps, and a controllable pitch propeller; or in the case of a seaplane, flaps and a controllable pitch propeller.
- Composite.** Structural materials made of substances, including, but not limited to, wood, metal, ceramic, plastic, fiber-reinforced materials, graphite, boron, or epoxy, with built-in strengthening agents that may be in the form of filaments, foils, powders, or flakes, of a different material

- Computer system.** Any electronic or automated system capable of receiving, storing, and processing external data, and transmitting and presenting such data in a usable form for the accomplishment of a specific function.
- Configuration (as applied to the aeroplane).** A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affect the aerodynamic characteristics of the aeroplane.
- Configuration deviation list (CDL).** A list established by the organisation responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.
- Congested area.** A city, town or settlement, or open air assembly of people.
- Congested hostile environment.** A hostile environment within a congested area.
- Consignment.** One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.
- Continuing airworthiness.** The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.
- Contracting States.** All States that are signatories to the Convention on International Civil Aviation (Chicago Convention). (Schedule 1)
- Control area.** A controlled airspace extending upwards from a specified limit above the earth.
- Controlled aerodrome.** An aerodrome at which air traffic control service is provided to aerodrome traffic.
- Controlled airspace.** An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.
- Controlled flight.** Any flight which is subject to an air traffic control clearance.
- Controlled flight into terrain.** Occurs when an airworthy aircraft is flown, under the control of a qualified pilot, into terrain (water or obstacles) with inadequate awareness on the part of the pilot of the impending collision.
- Controller-pilot data link communications (CPDLC).** A means of communication between controller and pilot, using data link for ATC communications.
- Control zone.** A controlled airspace extending upwards from the surface of the earth to a specified upper limit.
- Conversion.** Conversion is the action taken by the Authority in issuing its own licence on the basis of a licence issued by another Contracting State for use on aircraft registered in the Bahamas.
- Co-pilot.** A licenced pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction. A second in command (SIC) is a co-pilot."
- Corporate aviation operation.** The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.
- Course.** A programme of instruction to obtain an airman licence, rating, qualification, authorisation, or currency.
- Courseware.** Instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programmes, audio-visual programmes, workbooks, and handouts.
- Credit.** Recognition of alternative means or prior qualifications.
- Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period.

- Crew Resource Management.** A programme designed to improve the safety of flight operations by optimizing the safe, efficient, and effective use of human resources, hardware, and information through improved crew communication and co-ordination.
- Critical engine.** The engine whose failure would most adversely affect the performance or handling qualities of an aircraft.
- Critical phases of flight.** Those portions of operations involving taxiing, takeoff and landing, and all flight operations below 10,000 feet, except cruise flight.
- Cross country.** A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.
- Cross-country time.** That time a pilot spends in flight in an aircraft which includes a landing at a point other than the point of departure and, for the purpose of meeting the cross-country time requirements for a private pilot licence (except with a rotorcraft rating), commercial pilot licence, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 nautical miles from the original point of departure.
- Cruise climb.** An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.
- Cruise relief pilot.** A flight crew member who is assigned to perform pilot tasks during cruise flight to allow the PIC or co-pilot to obtain planned rest.
- Cruising level.** A level maintained during a significant portion of a flight.
- Current flight plan.** The flight plan, including changes, if any, brought about by subsequent clearances.
- Danger area.** An airspace of defined dimensions within which activities dangerous to the flight of the aircraft may exist at specified times.
- Dangerous goods.** Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the ICAO Technical Instructions (see definition below) or which are classified according to those Instructions.
- Dangerous goods accident.** An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage or environmental damage.
- Dangerous goods incident.** An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants is deemed to constitute a dangerous goods incident.
- Dangerous goods transport document.** A document specified by the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air. It is completed by the person who offers dangerous goods for air transport and contains information about those dangerous goods. The document bears a signed declaration indicating that the dangerous goods are fully and accurately described by their proper shipping names and UN numbers (if assigned) and that they are correctly classified, packed, marked, labelled and in a proper condition for transport.
- Data link communications.** A form of communication intended for the exchange of messages via a data link.
- Deadhead transportation.** Time spent in transportation on aircraft (at the insistence of the AOC holder) to or from a crew member's home station.
- Decision altitude (DA) or decision height (DH).** A specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

Defined point after takeoff. The point, within the takeoff and initial climb phase, before which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

Defined point before landing. The point, within the approach and landing phase, after which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

Design landing mass. The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.

Design taxiing mass. The maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.

Detect and avoid. The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

Directly in Charge. As applied to an Approved Maintenance Organisation in Schedule 6 - Means an appropriately licensed person having the responsibility for the work of an approved maintenance organisation that performs maintenance, preventive maintenance, alterations, or other functions affecting aircraft airworthiness. A person directly in charge does not need to physically observe and direct each worker constantly but must be available for consultation on matters requiring Director instruction or decision from higher authority.

Discrete source damage. Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.

Dry lease. The lease of an aircraft without the crew.

Dual instruction time. Flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft.

Duty. Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.

Duty period. As related to an air operator, a period which starts when flight or cabin crew personnel are required by an operator to report for or to commence a duty and ends when that person is free from all duties.

Duty time. The total time from the moment a person identified in these regulations begins, immediately after a rest period, any work on behalf of the certificate holder until that person is free from all restraint associated with that work.

EDTO critical fuel. The fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure.

EDTO-significant system. An aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion.

Economic poison. Any substance or mixture of substances intended for—

- (i) Preventing, destroying, repelling, or mitigating any insects, rodents, nematodes, fungi, weeds, and other forms of plant or animal life or viruses, except viruses on or in living human beings or other animals, which the Bahamas may declare to be a pest, and
- (ii) Use as a plant regulator, defoliant or desiccant.

Effective length of the runway. The distance for landing from the point at which the obstruction clearance plane associated with the approach end of the runway intersects the centreline of the runway to the far end.

Emergency Locator Transmitter (ELT). A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following—

- (i) **Automatic fixed ELT.** An automatically activated ELT which is permanently attached to an aircraft.
- (ii) **Automatic portable ELT.** An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.
- (iii) **Automatically deployable ELT.** An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and in some cases, also be hydrostatic sensors. Manual deployment is also provided.
- (iv) **Survival ELT.** An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

Elevated heliport. A heliport located on a raised structure on land.

ELT battery expiration date. The date of battery manufacture or recharge plus one half of its useful life.

ELT battery useful life. The length of time after its date of manufacture or recharge that the battery or battery pack may be stored under normal environmental conditions without losing its ability to allow the ELT to meet the applicable performance standards.

Engine. A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

Enhanced ground proximity warning. A forward looking warning system that uses the terrain data base for terrain avoidance.

Enhanced vision system. A system to display electronic real-time images of the external scene achieved through the use of image sensors.

En-route phase. That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase.

Equivalent system of maintenance. An AOC holder may conduct maintenance activities through an arrangement with an AMO or may conduct its own maintenance, preventive maintenance, or alterations, so long as the AOC holder's maintenance system is approved by the Authority and is equivalent to that of an AMO, except that the approval for return to service of an aircraft/aeronautical product shall be made by an appropriately licenced aviation maintenance technician or aircraft repair specialists in accordance with Schedule 8, as appropriate.

Error. An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.

Error management. The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft state.

Estimated off-block time. The estimated time at which the aircraft will commence movement associated with departure.

Estimated time of arrival. For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that approach procedure will be commenced, or if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.

Evaluator. A person employed by a certified Approved Training Organisation who performs tests for licensing, added ratings, authorisations, and proficiency checks that are authorised by the certificate holder's training specification, and who is authorised by the Authority to administer such checks and tests.

Examiner. Any person authorised by the Authority to conduct a pilot proficiency test, a practical test for an airman licence or rating, or a knowledge test under these regulations.

Exception (as related to dangerous goods). a provision in ICAO Annex 18 which the Authority may exclude a specific item of dangerous goods from the requirements normally applicable to that item.

Exemption (as related to dangerous goods). An authorization, other than an approval, issued by an appropriate national authority providing relief from the provisions of ICAO Annex.18.

Expected approach time. The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing.

Extended diversion time operations (EDTO). Any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the State of the Operator.

Extended flight over-water.

- (i) *With respect to aircraft other than helicopters*, a flight over water at a horizontal distance of 93 km (100 nm) or 30 minutes at cruising speed, whichever is greater, away from land suitable for making an emergency landing; and
- (ii) *For helicopters*, an operation over water at a horizontal distance of more than 50 nm from the nearest shoreline and more than 50 nm from an offshore heliport structure.

Facility. As used in Schedule 6, Approved Maintenance Organisations - A physical plant, including land, buildings, and equipment, which provide the means for the performance of maintenance, preventive maintenance, or alterations of any article.

Factor of safety. A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.

Fatigue. A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness and/or physical activity that can impair a crew member's alertness and ability to safely operate an aircraft or perform safety related duties.

Fatigue Risk Management System (FRMS). A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.

Fatal injury. As relates to an aircraft accident, any injury which results in death within 30 days of the accident.

Filed flight plan. The flight plan as filed with an air traffic service unit by the pilot or a designated representative, without any subsequent changes.

Final Approach and Takeoff Area (FATO). A defined area over which the final phase of the approach maneuver to hover or landing is completed and from which the takeoff maneuver is commenced. Where the FATO is to be used by Performance Class 1 helicopters, the defined area includes the rejected takeoff area available.

Fire resistant. The capability to withstand the application of heat by a flame for a period of 5 minutes.

Fireproof material. The capability to withstand the application of heat by a flame for a period of 15 minutes. A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

Flight(s). The period from takeoff to landing.

Flight crew member. A licenced crew member charged with duties essential to the operation of an aircraft during flight time.

Flight data analysis. A process of analyzing recorded flight data in order to improve the safety of flight operations.

Flight Duty Period. A period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally

comes to rest and the engines are shut down at the end of the last flight on which he/she is a crew member

Flight information centre. A unit established to provide flight information service and alerting service.

Flight information region. An airspace of defined dimensions within which flight information service and alerting service are provided.

Flight information service. A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

Flight level. A surface of constant atmospheric pressure which is related to a specific pressure datum, 1,013.2 hectopascals (hPa), and is separated from other surfaces by specific pressure intervals.

Flight manual. A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft. The term "flight plan" is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.

Flight recorder. Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

Flight safety document system. A set of inter-related documentation established by the operator, compiling and organising information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance control manual.

Flight simulation training device. Any one of the following three types of apparatus in which flight conditions are simulated on the ground—

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

Flight status. An indication of whether a given aircraft requires special handling by air traffic services units or not.

Flight time. The period of time that the aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after it is parked, with engine(s) shut down if applicable. Note: Flight time as here defined is synonymous with the term "block-to-block" time or "chock-to-chock" time in general usage, which is measured from the time an aircraft moves from the loading point until it stops at the unloading point.

Flight time—airplanes. The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Flight time—helicopters. The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

Flight time—gliders. The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

- Flight training.** Training, other than ground training, received from an authorised instructor in flight in an aircraft.
- Flight visibility.** The visibility forward from the cockpit of an aircraft in flight.
- Foreign air operator.** Any operator, not being a Bahamas air operator, which undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in commercial air transport operations within borders or airspace of the Bahamas, whether on a scheduled or charter basis;
- Foreign Authority.** The civil aviation authority that issues and oversees the Air Operator Certificate of the foreign operator.
- Freight container.** See unit load device.
- Freight container in the case of radioactive material transport.** An article of transport equipment designed to facilitate the transport of packaged goods, by one or more modes of transport without intermediate reloading. It must be of a permanent enclosed character, rigid and strong enough for repeated use, and must be fitted with devices facilitating its handling, particularly in transfer between aircraft and from one mode of transport to another. A small freight container is that which has either an overall outer dimension less than 1.5 m, or an internal volume of not more than 3m³. Any other freight container is considered to be a large freight container.
- General aviation operation.** An aircraft operation of a civil aircraft for other than a commercial air transport operation or aerial work operation.
- Ground handling.** Services necessary for an aircraft's arrival at, and departure from, an airport, other than for air traffic services.
- Glider.** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain, fixed under given conditions of flight.
- Ground proximity warning system (GPWS).** A warning system that uses radar altimeters to alert the pilots of hazardous flight conditions.
- Ground visibility.** The visibility at an aerodrome, as reported by an accredited observer or by automatic systems.
- Gyroplane.** A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.
- Handling agent.** An agency which performs on behalf of the operator some or all of the latter's functions including receiving, loading, unloading, transferring or other processing of passengers or cargo.
- Heading.** The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).
- Head-up display (HUD).** A display system that presents flight information into the pilot's forward external field of view.
- Heavier-than-air aircraft.** Any aircraft deriving its lift in flight chiefly from aerodynamic forces.
- Height.** The vertical distance of a level, a point or an object considered a point, measured from a specified datum.
- Helicopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis.
- Helideck.** A heliport located on a floating or fixed offshore structure.
- Heliport.** An aerodrome or defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters.
- High speed aural warning.** A speed warning that is required for turbine-engined aeroplanes and aeroplanes with a V_{MO}/M_{MO} greater than $0.80 V_{DF}/M_{DF}$ or V_D/M_D .
- Holdover time.** The estimated time de-icing/anti-icing fluid will prevent the formation of frost or ice and the accumulation of snow on the protected surfaces of an aircraft. Holdover time begins when the final application of de-icing or anti-icing fluid commences and expires when the de-icing or anti-icing fluid applied to the aircraft loses its effectiveness.

Housing. As it related to Approved Maintenance Organisations in Schedule 6 - Buildings, hangers, and other structures to accommodate the necessary equipment and materials of a maintenance organisation that—

- (i) Provide working space for the performance of maintenance, preventive maintenance, or alterations for which the maintenance organisation is approved and rated; and
- (ii) Provide structures for the proper protection of aircraft, airframes, aircraft engines, propellers, appliances, components, parts, and subassemblies thereof during disassembly, cleaning, inspection, repair, alteration, assembly, and testing; and
- (iii) Provide for the proper storage, segregation, and protection of materials, parts, and supplies.

Human factors principles. Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

Human performance. Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations

ICAO. Where used in these Regulations, this is an abbreviation for the International Civil Aviation Organisation.

IFR. The symbol used to designate the instrument flight rules.

IFR flight. A flight conducted in accordance with the instrument flight rules.

IMC. The symbol used to designated instrument meteorological conditions.

Incident. An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Incompatible. Describing dangerous goods, which if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.

Industry codes of practice. Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.

Inspection. The examination of an aircraft or aeronautical product to establish conformity with a standard approved by the Authority.

Instrument approach procedure. A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

- (i) *Non-precision approach (NPA) procedure.* An instrument approach procedure which utilizes lateral guidance but does not utilize vertical guidance.
- (ii) *Approach procedure with vertical guidance (APV).* An instrument approach procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.
- (iii) *Precision approach (PA) procedure.* An instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation.

Instrument flight time. Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.

Instrument ground time. Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licencing Authority.

Instrument meteorological conditions. Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

- Instrument time.** Time in which cockpit instruments are used as the sole means for navigation and control, which may be instrument flight time or instrument ground time.
- Instrument training.** Training which is received from an authorised instructor under actual or simulated instrument meteorological conditions.
- Integrated survival suit.** A survival suit which meets the combined requirements of the survival suit and life jacket
- Interchange agreement.** A leasing agreement which permits an air carrier to dry lease and take or relinquish operational control of an aircraft at an airport.
- International commercial air transport.** The carriage by aircraft of persons or property for remuneration or hire or the carriage of mail between any two or more countries.
- International operating agency.** An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation.
- Investigation.** As relates to an aircraft accident or incident, a process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations.
- Investigator-in-charge.** As relates to an aircraft accident or incident, a person charged, on the basis of his or her qualifications, with the responsibility for the organisation, conduct and control of an investigation.
- Isolated aerodrome.** A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.
- Journey log.** A form signed by the PIC of each flight that records the aeroplane's registration, crew member names and duty assignments, the type of flight, and the date, place, and time of arrival and departure.
- Knowledge test.** A test on the aeronautical knowledge areas required for an airman licence or rating that can be administered in written form or by a computer.
- Landing area.** That part of a movement area intended for the landing or takeoff of an aircraft.
- Landing distance available (LDA).** The length of runway which is declared available and suitable for the ground run of an aeroplane landing.
- Landing decision point.** The point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated.
- Large aeroplane.** An aeroplane having a maximum certified takeoff mass of over 5,700 kg. (12,500 lbs)
- Licensing Authority.** The Authority designated by a Contracting State as responsible for the licensing of personnel.
- Level.** A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.
- Life-limited part.** Any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.
- Lighter-than-air aircraft.** Any aircraft supported chiefly by its buoyancy in the air.
- Likely.** In the context of the medical provisions in Schedule 8, *likely* means with a probability of occurring that is unacceptable to the medical assessor.
- Limit loads.** The maximum loads assumed to occur in the anticipated operating conditions.
- Line maintenance.** Any unscheduled maintenance resulting from unforeseen events, or scheduled checks that contain servicing and/or inspections that do not require specialised training, equipment or facilities.
- Line operating flight time.** Flight time recorded by the PIC or Co-Pilot while in revenue service for an AOC holder.

Load factor. The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions.

Long range overwater flights. Routes on which an aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 nm (400 NM), whichever is the lesser, away from land suitable for making an emergency landing.

Low altitude wind shear warning and guidance system. A system that will issue a warning of low altitude wind shear and in some cases provide the pilot with guidance information of the escape manoeuvre.

Mach number indicator. An indicator that shows airspeed as a function of the Mach number.

Maintenance. The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

Maintenance Organization's Procedures Manual. A document endorsed by the head of the maintenance organisation which details the maintenance organisation's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.

Maintenance program. A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.

Maintenance release. A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation's procedures manual or under an equivalent system.

Major modification. Major modification means a modification not listed in the aircraft, aircraft engine, or propeller specifications that—

- (i) Might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness; or
- (ii) Cannot be done by elementary operations.

Major repair. Major repair means a repair that—

- (i) If improperly done might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness; or
- (ii) Is not done according to accepted practices or cannot be done by elementary operations.

Manoeuvring area. That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, excluding aprons.

Master Minimum Equipment List (MMEL). A list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures. The MMEL provides the basis for development, review, and approval by the Authority of an individual operator's MEL.

Materially altered aircraft. Aircraft having powerplants installed other than those for which it is certified or alterations to the aircraft or its c

Maximum diversion time. Maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome.

Maximum mass. Maximum certificated take-off-mass.

Medical Assessment. The evidence issued a Contracting State that the licence holder meets specific requirements of medical fitness.

- Medical assessor.** A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluation and assessing medical conditions of flight safety significance.
- Medical examiner.** A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.
- Medical certificate.** The evidence issued by the Authority that the licence holder meets specific requirements of medical fitness. It is issued following an evaluation by the Licensing Authority of the report submitted by the designated medical examiner who conducted the examination of the applicant for the licence.
- Meteorological information.** Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.
- Minimum descent altitude (MDA) or minimum descent height (MDH).** A specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference.
- Minimum Equipment List (MEL).** A list approved by the Authority which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type.
- Minister.** This term means the Minister responsible for civil aviation.
- Modification.** The modification of an aircraft/aeronautical product in conformity with an approved standard.
- Movement area.** That part of an aerodrome to be used for takeoff, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).
- Navigable airspace.** The airspace above the minimum altitudes of flight prescribed in these Schedules (Schedule 10) and includes airspace needed to insure safety in the takeoff and landing of aircraft.
- Navigation of aircraft.** A function which includes the piloting of aircraft.
- Navigation specification.** A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications—
- (i) *RNP specification.* A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.
 - (ii) *RNAV specification.* A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.
- Night.** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise. Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.
- Non-congested hostile environment.** A hostile environment outside a congested area.
- Non-hostile environment.** An environment in which—
- (i) A safe forced landing can be accomplished because the surface and surrounding environment are adequate;
 - (ii) The helicopter occupants can be adequately protected from the elements;
 - (iii) Search and rescue response/capability is provided consistent with anticipated exposure; and
 - (iv) The assessed risk of endangering persons or property on the ground is acceptable.

Obstacle clearance altitude (OCA) or obstacle clearance height (OCH). The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

- (i) Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.
- (ii) For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/height" and abbreviated "OCA/H".

Occurrence. In relation to an aircraft, this means any incident which—

- (i) Endangers or which, if not corrected, would endanger an aircraft, its occupants or any other person; or
- (ii) Resulted in an accident.

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

Operating base. The location from which operational control is exercised.

Operation. An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards.

Operational flight plan. The operator's plan for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations, and relevant expected conditions on the route to be followed and at the aerodromes or heliports concerned.

Operational control. The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and regularity and efficiency of the flight.

Operational personnel. Personnel involved in aviation activities who are in a position to report safety information.

Operations specifications. The authorizations, conditions and limitations associated with an air operator (or other organization) and subject to the conditions in the operations (or other specified) manual.

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

Operations in performance Class 2. Operations with performance such that, in the event of critical power-unit failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.

Operations in performance Class 3. Operations with performance such that, in the event of a power-unit failure at any time during the flight, a forced landing will be required.

Operations manual. A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

Operator. A person, organisation or enterprise engaged in or offering to engage in an aircraft operation, including any person who causes or authorises the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

- Operator's Maintenance Control Manual.** A document that describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.
- Ornithopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.
- Overhaul.** The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorisation (PMA) or Technical Standard Order (TSO).
- Overpack.** An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.
- Package.** The complete product of the packing operation consisting of the packaging and its contents prepared for transport.
- Packaging.** Receptacles and any other components or materials necessary for the receptacle to perform its containment.
- Passenger aircraft.** An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorised representative of an appropriate national authority or a person accompanying a consignment or other cargo.
- Passenger exit seats.** Those seats having direct access to an exit, and those seats in a row of seats through which passengers would have to pass to gain access to an exit, from the first seat inboard of the exit to the first aisle inboard of the exit. A passenger seat having "direct access" means a seat from which a passenger can proceed directly to the exit without entering an aisle or passing around an obstruction.
- Performance-based navigation (PBN).** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace. Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.
- Performance criteria.** A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.
- Person.** Any individual, firm, partnership, corporation, company, association, joint-stock association, or body politic, and includes any trustee, receiver, assignee, or other similar representative of these entities.
- Pilot in command.** The pilot responsible for the operation and safety of the aircraft during flight time, including the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of the flight.
- Pilot-in-command under supervision.** Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Authority
- Pilot time.** That time a person—
- (i) Serves as a required pilot;
 - (ii) Receives training from an authorised instructor in an aircraft, or an approved flight simulation training device; or

- (iii) Gives training as an authorised instructor in an aircraft, or an approved flight simulation training device.

Pilot (to). To manipulate the flight controls of an aircraft during flight time.

Point of no return. The last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en route alternate aerodrome for a given flight.

Pressure altitude. An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere (as defined in Annex 8).

Primary Standard. A standard defined and maintained by a State Authority and used to calibrate secondary standards.

Powered-lift. A heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on non-rotating airfoil(s) for lift during horizontal flight.

Powerplant. An engine that is used or intended to be used for propelling aircraft. It includes turbo superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.

Practical test. See Skill test.

Pre-flight inspection. The inspection carried out before flight to insure that the aircraft is fit for the intended flight.

Preliminary Report. The communication used for the prompt dissemination of data obtained during the early stages of the investigation.

Pressurised aircraft. For airman-licensing purposes, means an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL.

Preventive maintenance. Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

Problematic use of substances. The use of one or more psychoactive substances by aviation personnel in a way that—

- (i) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
- (ii) Causes or worsens an occupational, social, mental or physical problem or disorder.

Prohibited area. An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Propeller. A device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants.

Proper shipping name. The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging.

Psychoactive substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Quality assurance. Quality assurance, as distinguished from quality control, involves activities in the business, systems, and technical audit areas. A set of predetermined, systematic actions which are required to provide adequate confidence that a product or service satisfies quality requirements.

Quality control. The regulatory inspection process through which actual performance is compared with standards, such as the maintenance of standards of manufactured aeronautical products, and any difference is acted upon.

Quality system. Documented organisational procedures and policies; internal audit of those policies procedures; management review and recommendation for quality improvements.

- Radiotelephony.** A form of radio communication primarily intended for the exchange of information in the form of speech.
- Rated air traffic controller.** An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.
- Rating.** An authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.
- RCP type.** A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.
- Rebuild.** The restoration of an aircraft/aeronautical product by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.
- Reference Standard.** A standard that is used to maintain working standards.
- Regulated entity.** An individual or organization An organization that is certificated, licensed or authorized by the Authority to conduct activities in aviation
- Re-issue of a licence, rating, authorisation or certificate.** The administrative action taken after a licence, rating, authorisation or certificate has lapsed that re-issues the privileges of the licence, rating, authorisation or certificate for a further specified period consequent upon the fulfilment of specified requirements.
- Remote pilot station.** The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.
- Remote pilot.** A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.
- Remotely piloted aircraft (RPA).** An unmanned aircraft which is piloted from a remote pilot station.
- Remotely piloted aircraft system (RPAS).** A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.
- Rendering (a licence) valid.** The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
- Renewal of licence, rating, authorisation or certificate.** The administrative action taken within the period of validity of a licence, rating, authorisation or certificate that allows the holder to continue to exercise the privileges of a licence, rating, authorisation or certificate for a further specified period consequent upon the fulfilment of specified requirements.
- Repair.** The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.
- Repetitive flight plan (RPL).** A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATC units.
- Reporting point.** A specified geographical location in relation to which the position of the aircraft can be reported.
- Required communication performance (RCP).** A statement of the performance requirements for operational communications in support of specific ATM functions.
- Required communication performance type (RCP type).** A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.

Required inspection items. As used in Schedule 5, maintenance items and/or modifications that must be inspected by a person other than the one performing the work, and include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not properly performed or if improper parts or materials are used.

Required Navigation Performance (RNP). A statement of the navigation performance necessary for operations with a defined airspace.

Rest period. A continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members, maintenance personnel and flight dispatchers are free of all duties.

Restricted area. An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

Rotorcraft flight manual. A manual, associated with the certificate of airworthiness, containing limitations within which the rotorcraft is to be considered airworthy, and instructions and information necessary to the flight crew members of the safe operation of the rotorcraft.

Rotorcraft load combinations. Configurations for external loads carried by rotorcraft—

- (i) *Class A*—external load fixed to the rotorcraft, cannot be jettisoned, and does not extend below the landing gear, used to transport cargo.
- (ii) *Class B*—external load suspended from the rotorcraft, which can be jettisoned, and is transported free of land or water during rotorcraft operations.
- (iii) *Class C*—external load suspended from the rotorcraft, which can be jettisoned, but remains in contact with land or water during rotorcraft operation.
- (iv) *Class D*—external load suspended from the rotorcraft for the carriage of persons.

Route sector. A flight comprising take off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

RPA observer. A trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight.

Runway. A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

Runway visual range (RVR). The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

Runway-holding position. A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorised by the aerodrome control tower.

Safe forced landing. Unavoidable landing or ditching with a reasonable expectation of no injuries to person in the aircraft or on the surface.

Safety. The state in which risks associated with aviation activities are reduced and controlled to an acceptable level.

Safety-sensitive personnel. Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.

Safety management system (SMS). An systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.

Safety programme. An integrated set of regulations and activities aimed at improving safety.

Safety performance. A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators

Safety performance indicator. A data-based safety parameter used for monitoring and assessing performance.

Safety performance target. The planned or intended objective for safety performance indicator(s) over a given period.

Safety recommendation. A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident. In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.

Safety risk. The predicted likelihood and severity of the consequences or outcomes of a hazard.

Satisfactory evidence. A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.

Secondary Standards. A standard maintained by comparison with a primary standard.

Series of flights. Series of flights are consecutive flights that—

- (i) Begin and end within a period of 24 hours; and
- (ii) Are all conducted by the same pilot-in-command.

Serious incident. An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down. An incident involving circumstances indicating that an accident nearly occurred, the difference being only in the outcome.

Serious injury. An injury which is sustained by a person in an accident and which—

- (i) Requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received;
- (ii) Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (iii) Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- (iv) Involves injury to any internal organ; or
- (v) Involves second or third degree burns, or any burns affecting more than 5% of the body surface; or
- (vi) Involves verified exposure to infectious substances or injurious radiation.

Signal area. An area on an aerodrome used for the display of ground signals.

Signature. An individual's unique identification used as a means of authenticating a record entry or record. A signature may be hand-written, electronic, or any other form acceptable to the Authority.

Sign a maintenance release (to). To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release required by Schedule 5.

Significant. In the context of the medical provisions in Schedule 8, *significant* means to a degree or of a nature that is likely to jeopardize flight safety.

Skill test. A competency test on the areas of operations for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, or in an approved flight simulation training device, or in a combination of these.

Small aeroplane. An aeroplane having a maximum certified takeoff mass of 5,700 kg. (12,500 lbs) or less.

Solo flight time. Flight time during which a student pilot is the sole occupant of the aircraft.

Spare parts. Any parts, appurtenances, and accessories of aircraft (other than aircraft engines and propellers), of aircraft engines (other than propellers), of propellers, and of appliances, maintained for installation or use in an aircraft, aircraft engine, propeller, or appliance, but which at the time are not installed therein or attached thereto.

Special aircraft jurisdiction of the Bahamas. This includes—

- (i) Civil aircraft of the Bahamas; and
- (ii) Any other aircraft within the jurisdiction of the Bahamas, while the aircraft is in flight, which is from the moment when all external doors are closed following embarkation until the moment when one such door is opened for disembarkation or, in case of a forced landing, until the competent authorities take over the responsibility of the aircraft and the persons and property aboard.

Special VFR flight. A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

Specialised maintenance. Any maintenance not normally performed by an AMO (e.g., tire retreating, plating, etc.)

Specific operating provisions. the Specific Operating Provisions describe the ratings (Class and/or Limited) in detail and will contain or reference material and process specifications used in performing repair work, along with any limitations applied to the maintenance organisation. The accountable manager and the Authority sign this document.

Standard. An object, artifact, tool, test equipment, system, or experiment that stores, embodies, or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity. It also includes a document describing the operations and process that must be performed in order for a particular end to be achieved.

State of Design. The State having jurisdiction over the organisation responsible for the type design.

State of Manufacture. The State having jurisdiction over the organisation responsible for the final assembly of the aircraft.

State of Occurrence. The State in the territory of which an accident or incident occurs.

State of the Operator. The State in which the operator's principal place of business is located, or, if there is no such place of business, the operator's permanent residence.

State of Origin (as related to dangerous goods). The State in which dangerous goods were first loaded on an aircraft. (ICAO Annex 18)

State of Registry. The State on whose register an aircraft is entered.

State Safety Program (SSP). An integrated set of regulations and activities established by a State aimed at improving safety.

Substantial damage. Damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this substantial damage relating to an aircraft accident.

Synthetic flight trainer. See Flight simulation training device.

Take-off and initial climb phase. That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.

Take-off surface. That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.

Target level of safety (TLS). A generic term representing the level of risk which is considered acceptable in particular circumstances

Taxiing. Movement of an aircraft on the surface of an aerodrome under its own power, excluding takeoff and landing.

- Taxiway.** A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including—
- (i) *Aircraft stand taxi lane.* A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
 - (ii) *Apron taxiway.* A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.
 - (iii) *Rapid exit taxiway.* A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimising runway occupancy times.
- Technical log.** A document carried on an aircraft that contains information to meet ICAO requirements; a technical log contains two independent sections: a journey record section and an aircraft maintenance record section.
- Takeoff decision point.** The point used in determining takeoff performance of a Class 1 helicopter from which, an engine failure occurring at this point, either a rejected takeoff may be made or a takeoff safely continued.
- Technical instructions.** The latest effective edition of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc. 9284-AN/905), including the supplement and any addendum, approved and published by decision of the Council of the ICAO. The abbreviated term "Technical Instructions" is used in these Schedules.
- Terminal control area.** A control area normally established at the confluence of ATC routes in the vicinity of one or more major aerodromes.
- Terrain Awareness Warning System.** A system that provides the flight crew with sufficient information and alerting to detect a potentially hazardous terrain situation and so the flight crew may take effective action to prevent a controlled flight into terrain (CFIT) event.
- Threat.** As relating to flight, events or errors that occur beyond the influence of an operational person, increase operational complexity and which must be managed to maintain the margin of safety. (ICAO Annex 1)
- Threat management.** The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft. (ICAO Annex 1)
- Threshold time.** The range, expressed in time, established by the State of the Operator to an en-route alternate aerodrome, whereby any time beyond requires an EDTO approval from the State of the Operator.
- Total estimated elapsed time.** For IFR flights, the estimated time required from takeoff to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from takeoff to arrive over the destination aerodrome.
- Total vertical error (TVE).** The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).
- Traceability.** A characteristic of a calibration, analogous to a pedigree. A traceable calibration is achieved when each Measurement Device and Working Standard, in a hierarchy stretching back to the National Standard, was itself properly calibrated, and the results properly documented. The documentation provides the information needed to show that all calibrations in the chain of calibrations were properly performed.
- Track.** The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

- Traffic avoidance advice.** Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.
- Traffic information.** Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.
- Training manual.** A manual containing the training goals, objectives, standards syllabi, and curriculum for each phase of the approved training course.
- Training procedures manual.** A manual containing procedures, instructions and guidance for use by personnel of an Approved Training Organisation in the execution of their duties in meeting the requirements of the certificate.
- Training specifications.** A document issued to an Aviation Training Organisation certificate holder by the Bahamas that specifies training programme requirements and authorises the conduct of training, checking, and testing with any limitations thereof.
- Training programme.** A programme that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a speciality curriculum.
- Transfer Standard.** Any standard that is used to compare a measurement process, system, or device at one location or level with another measurement process, system or device at another location or level.
- Transition altitude.** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
- Training time.** The time spent receiving from an authorised instructor flight training, ground training, or simulated flight training in an approved flight simulation training device.
- Training to proficiency.** The process of the check airman administering each prescribed manoeuvre and procedure to a pilot as necessary until it is performed successfully during the training period.
- Type Certificate.** A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State.
- Undesired aircraft state.** Occurs when the flight crew places the aircraft in a situation of unnecessary risk. (ICAO Annex 1).
- Ultimate load.** The limit load multiplied by the appropriate factor of safety.
- UN number.** The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.
- Unit load device.** Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.
- Unmanned free balloon.** A non-power-driven, unmanned, lighter-than-air aircraft in free flight.
- Validation.** The acceptance of a certificate, licence, approval, designation, or authorisation issued by another ICAO Contracting State as the primary basis for the Authority's issuance of a certificate, licence, approval, designation, or authorisation containing the same or more restrictive privileges.
- (i) **Rendering (a licence) valid.** The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
 - (ii) **Rendering (a Certificate of Airworthiness) valid.** The action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.
- VFR.** The symbol used to designate the visual flight rules.
- VFR flight.** A flight conducted in accordance with the visual flight rules.
- Visibility.** Visibility for aeronautical purposes is the greater of—

- (i) The greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background;
- (ii) The greatest distance at which lights in the vicinity of 1,000 candelas can be seen and identified against an unlit background.

Visual line-of-sight (VLOS) operation. An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft

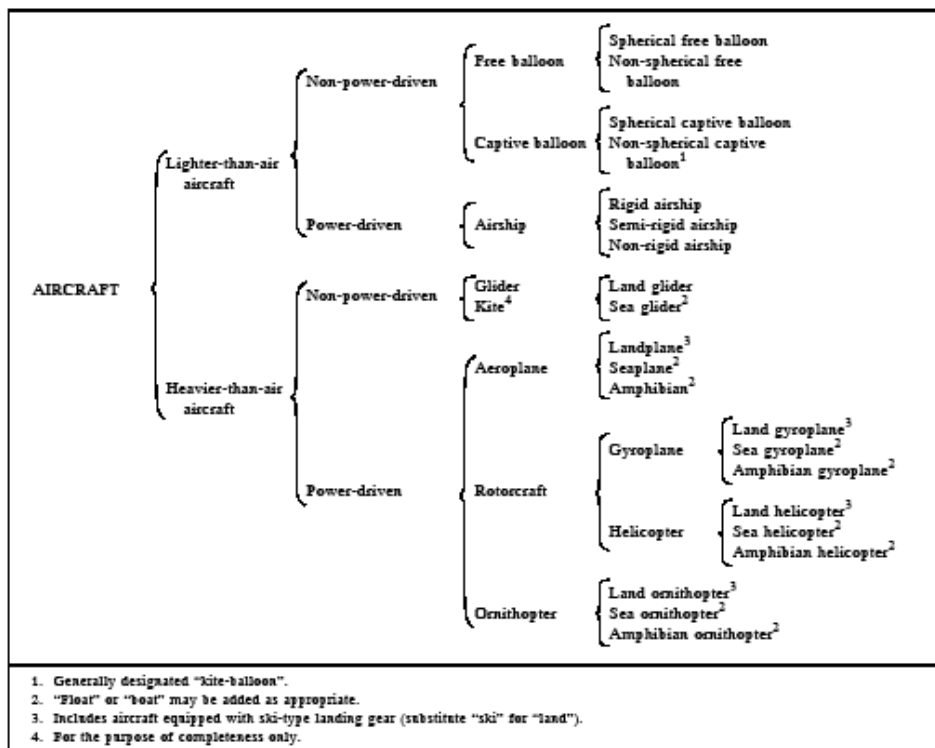
Visual meteorological conditions (VMC). Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

V_{TOSS} The minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits.

Wet Lease. The lease of an aircraft with crew and other back-up.

APPENDIX 2 TO 1.015: CLASSIFICATION OF AIRCRAFT

(a) The definitions involving specific classification of aircraft and sub-groupings of aircraft shall be in accordance with the following table—



APPENDIX 1 TO 1.020: GLOSSARY OF ACRONYMS & ABBREVIATIONS

(a) The acronyms provided in this appendix apply to all requirements included in the Civil Aviation Safety Regulations and its Schedules—.

- ACAS – Airborne collision avoidance system
- ADS – Automatic dependent surveillance
- AIP – Aeronautical Information Publication
- AMO – Approved Maintenance Organization
- AOC – Air operator certificate
- ASE – Altimetry system error

ATS – Air Traffic Services
CAT I – Category I operation
CAT II – Category II operation
CAT IIIA – Category IIIA operation
CAT IIIB – Category IIIB operation
CAT IIIC – Category IIIC operation
CDL – Configuration deviation list
C.G. – Center of Gravity
CPDLC – Controller-pilot data link communications
DA – Decision altitude
DH – Decision height
EGPWS – Enhanced ground proximity warning
ELT – Emergency locator transmitter
ELT(AD) – Automatic deployable ELT
ELT(AF) – Automatic fixed ELT
ELT(AP) – Automatic portable ELT
ELT(S) – Survival ELT
EVS – Enhanced vision system
FATO – Final approach and take-off area
FRMS – Fatigue Risk Management System
HUD – Head-up display
IFR – Instrument flight rules
IMC – Instrument meteorological conditions
JRCC – Joint rescue coordination centre
LDP – Landing decision point
MDA – Minimum descent altitude
MDH – Minimum descent height
MEL – Minimum equipment list
MMEL – Master minimum equipment list
NM – Nautical mile
NPRM – Notice of Proposed Rule Making
OCA – Obstacle clearance altitude
OCH – Obstacle clearance height
PBN – Performance-based navigation
RCC – Rescue coordination centre
RNP – Required navigation performance
RPA – Remotely piloted aircraft
RPAS – Remotely piloted aircraft system
RPL – Repetitive flight plan
RSC – Rescue sub centre
RVR – Runway visual range
SMS – Safety Management System
SRR – Search and rescue region
SSP – State Safety Program
TLS – Target level of safety
TVE – Total vertical error

VFR – Visual flight rules
VLOS – Visual line-of-sight (VLOS) operation
VMC - Visual meteorological conditions

(b) The abbreviations provided in this appendix apply to requirements included in the Civil Aviation Safety Regulations and its Schedules—

Ampere (A)
Becquerel (Bq)
Candela (cd)
Celsius temperature (t°C)
Coulomb (C)
Degree Celsius (°C)
Farad (F)
Foot (ft)
Gray (Gy)
Henry (H)
Hertz (Hz)
Joule (J)
Kelvin (K)
Kilogram (kg)
Knot (kt)
Litre (L)
Lumen (lm)
Lux (lx)
Metre (m)
Mole (mol)
Newton (N)
Ohm (Ω)
Pascal (Pa)
Radian (rad)
Second (s)
Siemens (S)
Sievert (Sv)
Steradian (sr)
Tonne (t)
Tonne (t)
Volt (V)
Watt (W)
Weber (Wb)

APPENDIX 1 TO 1.075: LIST OF PSYCHOACTIVE SUBSTANCES

(a) The following are deemed to be psychoactive substances—

- (1) Alcohol.
- (2) Opioids.
- (3) Cannabinoids.
- (4) Sedatives and hypnotics.
- (5) Cocaine and other stimulants (except caffeine).

- (6) Hallucinogens.
- (7) Volatile solvents.

APPENDIX 1 TO 1.380: FRAMEWORK OF SAFETY MANAGEMENT SYSTEM

- (a) This Implementing Standard specifies the framework for the implementation and maintenance of an SMS.
- (b) The framework comprises four components and twelve elements as the minimum requirements for SMS implementation:
 - (1) Safety policy and objectives
 - (i) Management commitment and responsibility
 - (ii) Safety accountabilities
 - (iii) Appointment of key safety personnel
 - (iv) Coordination of emergency response planning
 - (v) SMS documentation
 - (2) Safety risk management
 - (i) Hazard identification
 - (ii) Safety risk assessment and mitigation
 - (3) Safety assurance
 - (i) Safety performance monitoring and measurement
 - (ii) The management of change
 - (iii) Continuous improvement of the SMS
 - (4) Safety promotion
 - (i) Training and education
 - (ii) Safety communication

APPENDIX 2 TO 1.380: SAFETY POLICY & OBJECTIVES

- (a) **Management commitment and responsibility.** The service provider shall define its safety policy in accordance with international and national requirements. The safety policy shall—
 - (1) Reflect organisational commitment regarding safety;
 - (2) Include a clear statement about the provision of the necessary resources for the implementation of the safety policy;
 - (3) Include safety reporting procedures;
 - (4) Clearly indicate which types of behaviours are unacceptable related to the service provider's aviation activities and include the circumstances under which disciplinary action would not apply;
 - (5) Be signed by the accountable executive of the organization;
 - (6) Be communicated, with visible endorsement, throughout the organization; and
 - (7) Be periodically reviewed to ensure it remains relevant and appropriate to the service provider.
- (b) **Safety accountabilities.** The service provider shall—
 - (1) Identify the accountable executive who, irrespective of other functions, has ultimate responsibility and accountability, on behalf of the organization, for the implementation and maintenance of the SMS;
 - (2) Clearly define lines of safety accountability throughout the organization, including a direct accountability for safety on the part of senior management;
 - (3) Identify the accountabilities of all members of management, irrespective of other functions, as well as of employees, with respect to the safety performance of the SMS;
 - (4) Document and communicate safety responsibilities, accountabilities and authorities throughout the organization; and
 - (5) Define the levels of management with authority to make decisions regarding safety risk tolerability.

- (c) **Appointment of key safety personnel.** The service provider shall appoint a safety manager who is responsible for the implementation and maintenance of an effective SMS.
- (d) **Coordination of emergency response planning.** The service provider shall ensure that an emergency response plan is properly coordinated with the emergency response plans of those organizations it must interface with during the provision of its products and services
- (e) **SMS documentation—**
 - (1) The service provider shall develop an SMS implementation plan, formally endorsed by the organization that defines the organization's approach to the management of safety in a manner that meets the organization's safety objectives.
 - (2) The service provider shall develop and maintain SMS documentation that describes—
 - (i) Safety policy and objectives;
 - (ii) SMS requirements;
 - (iii) SMS processes and procedures;
 - (iv) Accountabilities, responsibilities and authorities for SMS processes and procedures; and e) SMS outputs.
 - (3) The service provider shall develop and maintain an SMS manual as part of its SMS documentation.

APPENDIX 3 TO 1.380: SAFETY RISK MANAGEMENT


- (a) **Hazard identification—**
 - (1) The service provider shall develop and maintain a process that ensures that hazards associated with its aviation products or services are identified.
 - (2) Hazard identification shall be based on a combination of reactive, proactive and predictive methods of safety data collection.
- (b) **Safety risk assessment and mitigation.** The service provider shall develop and maintain a process that ensures analysis, assessment, and control of the safety risks associated with identified hazards.

APPENDIX 4 TO 1.380: SAFETY ASSURANCE

- (a) **Safety performance monitoring and measurement—**
 - (1) The service provider shall develop and maintain the means to verify the safety performance of the organization and to validate the effectiveness of safety risk controls.
 - (2) The service provider's safety performance shall be verified in reference to the safety performance indicators and safety performance targets of the SMS
- (b) **The management of change.** The service provider shall develop and maintain a process to identify changes which may affect the level of safety risk associated with its aviation products or services and to identify and manage the safety risks that may arise from those changes
- (c) **Continuous improvement of the SMS.** The Service provider shall monitor and assess the effectiveness of their SMS processes to enable continuous improvement of the overall performance of the SMS

APPENDIX 5 TO 1.380: SAFETY PROMOTION

- (a) **Training and education—**
 - (1) The service provider shall develop and maintain a safety training programme that ensures that personnel are trained and competent to perform their SMS duties.
 - (2) The scope of the safety training programme shall be appropriate to each individual's involvement in the SMS
- (b) **Safety communication.** The service provider shall develop and maintain a formal means for safety communication that—

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- (1) Ensures personnel are aware of the SMS to a degree commensurate with their positions;
 - (2) Conveys safety-critical information,
 - (3) Explains why particular safety actions are taken; and
 - (4) Explains why safety procedures are introduced or changed

End of Schedule 1

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