

GOVERNMENT NOTICE NO. 35

AVIATION ACT

(CAP. 70:01)

AVIATION (AIR OPERATOR CERTIFICATION AND
ADMINISTRATION) REGULATIONS, 2013

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IN EXERCISE of the powers conferred by section 19 of the Aviation Act, I, MOHAMMED SIDIK MIA, Minister of Transport and Public Works, make the following Regulations—

PART I—AIR OPERATOR CERTIFICATION

Citation and Application

1.—(1) These Regulations may be cited as the Aviation (Air Operator Certification and Administration) Regulations, 2013

(2) These Regulations apply to the carriage of passengers, cargo or mail for remuneration or hire by persons whose principal place of business or permanent residence is located in Malawi.

(3) The Regulations prescribe requirements for the original certification and continued validity of air operator certificates (AOC) issued by Malawi.

(4) Except where specifically noted, These Regulations apply to all commercial air transport operations by AOC holders for which Malawi is the State of the Operator under the definitions provided in Annex 6 to the Convention on International Civil Aviation.

Definition

2. For the purpose of these Regulations, unless the context otherwise requires—

“accountable manager” means 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.

“acceptance checklist” means 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.

“aircraft operating manual” means 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 technical log” means 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.

“Air Operator Certificate (AOC)” means a certificate authorizing an operator to carry out specified commercial air transport operations.

“airworthiness release” means the air operator's aircraft are released for service following maintenance by a person specifically authorized by the air operator rather than by an individual or maintenance organization on their own behalf. An airworthiness release is not the same as a maintenance release or a maintenance return to service as described in the Airworthiness and Approved Maintenance Organization Regulations. Regarding the airworthiness release, in effect, the person signing the release acts in the capacity of an authorized agent for the operator and is certifying that the maintenance covered by the release was accomplished according to the air operator's continuous maintenance programme.

Normally, a release is required following inspections prescribed by the air operator's operations specifications and maintenance activities involving inspections, and any other significant maintenance. A copy of the airworthiness release must be given to the pilot in command before the aircraft commences operations. In addition, the air operator should designate when an airworthiness release is required. The air operator is obligated to designate, by name or occupational title, each licensed AMT or maintenance organization authorized to execute the airworthiness release. In addition, the air operator should designate when an airworthiness release is required;

“cabin crewmember” means crewmember 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 crewmember;

“cargo aircraft” means any aircraft carrying goods or property but not passengers. In this context the following are not considered to be passengers—

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

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

“Configuration Deviation List (CDL)” means a list established by the organization 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;

“consignment” means 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;

“crewmember” means a person assigned by an operator to duty on an aircraft during a flight duty period;

“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 or which are classified according to those Instructions;

“dangerous goods accident” means an occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage;

“dangerous goods incident” means an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property 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” means 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, see definition of Technical Instructions herein;

“directly in charge” means a person assigned to a position in which he or she is responsible for the work of a shop or station that performed maintenance, preventive maintenance, or modifications, or other functions affecting aircraft airworthiness;

“Enhanced Vision System (EVS)” means a system to display electronic real-time images of the external scene achieved through the use of image sensors;

“equivalent system of maintenance” means an AOC holder may conduct its own maintenance, preventive maintenance, or modification, so long as the AOC holder’s maintenance system is approved by the Authority and is equivalent to that of an AMO;

“exception” means a provision in ICAO Annex 18 which excludes a specific item of dangerous goods from the requirements normally applicable to that item;

“flight crewmember” means a licensed crewmember charged with duties essential to the operation of an aircraft on the flight deck during a flight duty period;

“flight operations officer/flight dispatcher” means a person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

“freight container” see unit load device.

“freight container in the case of radioactive material transport” means 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;

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

“handling agent” means 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;

“Head-Up Display (HUD)” means a display system that presents flight information into the pilot’s forward external field of view;

“holdover time” means the estimated time deicing/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 deicing or anti-icing fluid commences and expires when the deicing or anti-icing fluid applied to the aircraft loses its effectiveness;

“human factors principles” means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

“incompatible” means describing dangerous goods, which if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance;

“Instrument Meteorological Condition (IMC)” Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions;

“interchange agreement” means a leasing agreement which permits an air carrier to dry lease and take or relinquish operational control of an aircraft at an airport;

“maintenance control manual” means 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;

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

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

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

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

“operations manual” means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;

“operator” means a person, organization or enterprise engaged in or offering to engage in an aircraft operation;

“overpack” means 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” means the complete product of the packing operation consisting of the packaging and its contents prepared for transport;

“packaging” means receptacles and any other components or materials necessary for the receptacle to perform its containment function;

“passenger aircraft” means an aircraft that carries any person other than a crewmember, 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;

“proper shipping name” means the name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging;

“quality assurance” means 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” means 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” means the organizational structure, responsibilities, procedures, processes and resources for implementing quality management;

“Safety Management System (SMS)” means a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures;

“serious injury” means 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);

(iii) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage;

(iv) involves injury to any internal organ;

(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.

“state of origin” means the STATE in which dangerous goods were first loaded on an aircraft;

“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 term “Technical Instructions” is used in these Regulations;

“training to proficiency” means 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;

“UN number” means 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” means any type of freight container, aircraft container, aircraft pallet with a net or aircraft pallet with a net over an igloo;

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

3. The following abbreviations are used in these Regulations—

Abbreviations

- (1) AOC – Air Operator Certificate
- (2) AMO – Approved Maintenance Organization
- (3) ATP – Air Transport Pilot
- (4) CAT – Commercial Air Transport or Approach Category
- (5) CDL – Configuration Deviation List
- (6) FAA – Federal Aviation Administration (U.S.A.)

- (7) IFR – Instrument Flight Rules
- (8) IMC – Instrument Meteorological Conditions
- (9) JAA – Joint Aviation Authorities
- (10) MEL – Minimum Equipment List
- (11) PIC – Pilot-In-Command
- (12) SMS – Safety Management System
- (13) UN – United Nations
- (14) VFR – Visual Flight Rules
- (15) VMC – Visual Meteorological Conditions

Compliance
with an air
operator
certificate

4.—(1) No operator may operate an aircraft in commercial air transport unless that operator holds an AOC for the operations being conducted.

(2) No person may operate an aircraft in commercial air transport operations which are not authorized by the terms and conditions of its AOC.

(3) Each AOC holder shall carry a certified true copy of the air operator certificate and a copy of the operations specifications relevant to the aircraft type, issued in conjunction with the certificate on board its aircraft. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included.

(4) Each AOC holder shall, at all times, continue in compliance with the AOC terms, conditions of issuance, and maintenance requirements in order to hold that certificate.

(5) Failure to comply may result in the revocation or suspension of the AOC.

Application for
an air operator
certificate

5.—(1) An operator applying to the Authority for an AOC shall submit an application—

(a) in a form and manner prescribed by the Authority; and

(b) containing any information the Authority requires the applicant to submit.

(2) Each applicant shall make the application for an initial issue of an AOC at least 90 days before the date of intended operation.

(3) At the time of application, the applicant shall provide all information and manuals required under these Regulations.

Issuance or
denial of air
operator
certificate

6.—(1) The Authority may issue an AOC if, after investigation, the Authority finds that the applicant—

(a) is a citizen of the Malawi;

(b) has its principle place of business and its registered office, if any, located in Malawi;

(c) meets the applicable regulations and standards for the holder of an AOC;

(d) is properly and adequately equipped for safe operations in commercial air transport and maintenance of the aircraft; and

(e) holds the economic authority issued by Malawi under the provisions of the (Air Transport Licensing) Regulations

(2) The Authority may deny application for an AOC if the Authority finds that—

(a) the applicant is not properly or adequately equipped or is not able to conduct safe operations in commercial air transport;

(b) the applicant previously held an AOC which was revoked; or

(c) an individual that contributed to the circumstances causing the revocation process of an AOC obtains a substantial ownership or is employed in a position required by this regulation.

7.—(1) The AOC shall consist of two documents—

Contents of an air operator certificate

(a) a one-page certificate for public display signed by the Authority, and

(b) operations specifications containing the terms and conditions applicable to the AOC holder’s certificate.

(2) The Authority will issue an AOC which will contain—

(a) the State of the Operator and the issuing authority;

(b) the Air Operator Certificate number and its expiration date;

(c) the operator name, trading name (if different) and address of the principal place of business;

(d) the date of issue and the name, signature and title of the Authority representative, and

(e) the location, in a controlled document carried on board, where the contact details of operational management can be found.

(3) For detailed requirements on the layout and content of the Air Operator Certificate, see IS 9:7 (3) contained in the Schedule hereto.

(4) The operations specifications associated with the Air Operator Certificate shall contain the authorizations, conditions, limitations and approvals issued by the authority in accordance with the standards which are applicable to operations and maintenance conducted by the AOC holder.

(5) For the layout and content of the Operations Specifications, see IS 9:7 (5).

(6) Air operator certificates and their associated operations specifications first issued from November 2008 shall follow the layouts of IS 9:7 (3) and 9:7 (5).

Duration of an air operator certificate

8.—(1) An AOC, or any portion of the AOC, issued by the Authority is effective for twelve months unless—

(a) the Authority amends, suspends, revokes or otherwise terminates the certificate;

(b) the AOC holder surrenders it to the Authority; or

(c) the AOC holder suspends operations for more than 60 days.

(2) An AOC holder shall make application for renewal of an AOC at least 30 days before the end of the existing period of validity.

Amendment of an air operator certificate

9.—(1) The Authority may amend any AOC if—

(a) the Authority determines that safety in commercial air transport and the public interest require the amendment; or

(b) the AOC holder applies for an amendment, and the Authority determines that safety in commercial air transport and the public interest allows the amendment.

(2) If the Authority stipulates in writing that an emergency exists requiring immediate amendment in the public interest with respect to safety in commercial air transportation, such an amendment is effective without stay on the date the AOC holder receives notice.

(3) An AOC holder may appeal the amendment, but shall operate in accordance with it, unless it is subsequently withdrawn.

(4) Amendments proposed by the Authority, other than emergency amendments, become effective 30 days after notice to the AOC holder, unless the AOC holder appeals the proposal in writing prior to the effective date. The filing of an appeal stays the effective date until the appeal process is completed.

(5) Amendments proposed by the AOC holder shall be made at least 30 days prior to the intended date of any operation under that amendment.

(6) No person may perform a commercial air transport operation for which an AOC amendment is required, unless it has received notice of the approval from the Authority.

Access for inspection

10.—(1) To determine continued compliance with the applicable regulations, the AOC holder shall—

(a) grant the Authority access to and co-operation with any of its organizations, facilities and aircraft;

(b) ensure that the Authority is granted access to and co-operation with any organization or facilities that it has contracted for services associated with commercial air transport operations and maintenance for services; and

(c) grant the Authority free and uninterrupted access to the flight deck of the aircraft during flight operations.

(2) Each AOC holder shall provide to the Authority a forward observer’s seat on each of the AOC holder’s aircraft from which the flightcrew’s actions and conversations may be easily observed.

(3) The suitability of the seat location and the ability to monitor crewmember actions, conversations and radio communications is determined by the Authority.

11.—(1) The Authority will conduct on-going validation of the AOC holder’s continued eligibility to hold its AOC and associated approvals.

Conducting tests and inspections

(2) The AOC holder shall allow the Authority to conduct tests and inspections, at any time or place, to determine whether an AOC holder is complying with the applicable laws, regulations and AOC terms and conditions.

(3) The AOC holder shall make available at its principal base of operations—

(a) all portions of its current Air Operator Certificate;

(b) all portions of its Operations and Maintenance Manuals; and

(c) a current listing that includes the location and individual positions responsible for each record, document and report required to be kept by the AOC holder under the applicable aviation law, regulations or standards.

(4) Failure by any AOC holder to make available to the Authority upon request, all portions of the AOC, Operations and Maintenance Manuals and any required record, document or report is grounds for suspension of all or part of the AOC.

PART II—AIR OPERATOR CERTIFICATION AND CONTINUITY VALIDITY

Division I—Applicability

12. Part II of these Regulations provide requirements applicable to the certification and continued validity of all AOC holders.

Application

Division II—Administration

13.—(1) Each AOC holder that is not authorized to conduct maintenance under its AOC certificate shall maintain a principal base of operations.

Base of operations

(2) Each AOC holder that is authorized to conduct maintenance under its AOC certificate shall maintain a principal base of operations and maintenance.

(3) An AOC holder may establish a main operations base and a main maintenance base at the same location or at separate locations.

(4) Each AOC holder shall provide written notification of intent to the Authority at least 30 days before it proposes to establish or change the location of either base.

14.—(1) Each AOC holder shall have an accountable manager, acceptable to the Authority, who has corporate authority for ensuring that all flight operations and maintenance activities can be financed and carried out to the highest degree of safety standards required by the Authority.

Management personnel required for commercial air transport operations

(2) When conducting commercial air transport operations, the AOC holder shall have qualified personnel, with proven competency in civil aviation, available and serving full-time in the following positions or their equivalent—

- (a) Director of Operations;
- (b) Chief Pilot;
- (c) Director of Safety;
- (d) Director of Maintenance;
- (e) Chief Inspector.

(3) “Competency in civil aviation” means that an individual shall have a technical qualification and management experience acceptable to the Authority for the position served.

(4) The Chief Inspector is responsible for quality control, as opposed to quality assurance and is not to be confused with the quality manager under the quality system.

(5) The Authority may approve positions or numbers of positions, other than those listed, if the AOC holder is able to show that it can perform the operation with the highest degree of safety under the direction of fewer or different categories of management personnel due to the—

- (a) the kind of operations involved;
- (b) the number of aircraft used; and
- (c) the area of operation.

(6) For additional management personnel requirements, see IS 9:14 contained in the Schedule hereto.

(7) The individuals who serve in the positions required or approved under this section and anyone in a position to exercise control over operations conducted under the AOC must:

- (a) be qualified through training, experience, and expertise;
- (b) discharge their duties to meet applicable legal requirements and to maintain safe operations; and
- (c) to the extent of their responsibilities, have a full understanding of the following materials with respect of the AOC holder’s operation:
 - (i) aviation safety standards and safe operating practices;
 - (ii) these regulations;
 - (iii) the AOC holder’s operations specifications;
 - (iv) all appropriate maintenance and airworthiness requirements of these Regulations;
 - (v) the manuals requirements of these Regulations.

(8) Each AOC holder must—

(a) state in the general policy provisions of the operations manual the duties, responsibilities and authority of personnel required by this Regulation;

(b) list in the operations manual the names and business addresses of the individuals assigned to those positions; and

(c) notify the Authority within 10 days of any change in personnel or any vacancy in any position listed.

15. —(1) Each AOC holder shall establish a quality system and designate a quality manager to monitor compliance with, and adequacy of, procedures required to ensure safe operational practices and airworthy aircraft. Compliance monitoring shall include a feedback system to the accountable manager to ensure corrective action as necessary. Quality system

(2) Each AOC holder shall ensure that the quality system includes a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with all applicable requirements, standards and procedures.

(3) The quality system, and the quality manager, shall be acceptable to the Authority.

(4) Each AOC holder shall describe the quality system in relevant documentation as outlined in IS:9:15 contained in the Schedule hereto.

(5) Notwithstanding subregulation (1), of this Regulation the Authority may accept the nomination of two Quality Managers, one for operations and one for maintenance, provided that the operator has designated one Quality Management Unit to ensure that the Quality System is applied uniformly throughout the entire operation.

(6) Where the AOC holder is also an AMO, the AOC holder’s quality management system may be combined with the requirements of an AMO and submitted for acceptance to the Authority, and State of Registry for aircraft not registered in Malawi.

16.—(1) Each manual required by this part must—

(a) include instructions and information necessary to allow the personnel concerned to perform their duties and responsibilities with a high degree of safety; Submission and revision of policy and procedure manual

(b) be in a form that is easy to revise and contains a system which allows personnel to determine the current revision status of each manual;

(c) have a date of the last revision on each page concerned;

(d) not be contrary to any applicable Malawi regulation and the AOC holder’s operations specifications; and

(e) each manual will include a reference to appropriate civil aviation regulations.

(2) No person may cause the use of any policy and procedure for flight operations or airworthiness function prior to coordination with the Authority.

(3) Each AOC holder shall submit the proposed policy or procedure to the Authority at least 30 days prior to the date of intended implementation.

Retention of records

17.—(1) Each AOC holder shall retain the following records for the period specified in IS: 9:17 contained in the Schedule hereto—

- (a) flight and duty records;
- (b) flightcrew records;
- (c) other AOC holder personnel for which a training programme is required;
- (d) fuel and oil records;
- (e) maintenance records of the aircraft;
- (f) operational flight plan;
- (g) flight Preparation forms listed below—
 - (i) completed load manifests;
 - (ii) mass and balance records;
 - (iii) dispatch releases;
 - (iv) flight plans;
 - (v) passenger manifests;
 - (vi) weather reports.
- (h) aircraft technical logbook, including the following sections listed below—
 - (i) journey records section;
 - (ii) maintenance records section;
 - (iii) flight recorder records;
 - (iv) quality system records;
 - (v) dangerous goods transport document;
 - (vi) dangerous goods acceptance checklist;
 - (vii) records on cosmic and solar radiation dosage;
 - (viii) other records as may be required by the Authority.

(2) For the records identified in subregulation (1) (a), (b) and (c) this Regulation, the AOC holder shall maintain—

- (a) current records which detail the qualifications and training of all its employees, and contract employees, involved in the operational control, flight operations, ground operations and maintenance of the air operator.
- (b) records for those employees performing crewmember or flight operations officer duties in sufficient detail to determine whether the employee meets the experience and qualification for duties in commercial air transport operations.

(3) Each AOC holder shall maintain records in a manner acceptable to the Authority.

18.—(1) Each AOC holder shall retain—

Cockpit voice
and flight data
recorder
records

(a) the most recent flight data recorder calibration, including the recording medium from which this calibration is derived; and

(b) the flight data recorder correlation for one aircraft of any group of aircraft operated by the AOC holder—

(i) that are of the same type;

(ii) on which the model flight recorder and its installation are the same; and

(iii) on which there is no difference in type design with respect to the original installation of instruments associated with the recorder.

(2) The flight data recorder calibration and the flight data recorder correlation will be kept as part of the maintenance records for aircraft and its components.

(3) In the event of an accident or incident requiring immediate notification of the Authority, the AOC holder shall remove and keep recorded information from the cockpit voice recorder and flight data recorder for at least 60 days or, if requested by the Authority, for a longer period.

19.—(1) The AOC holder shall list in its operations specifications the aircraft make, model and series with the following list of authorizations, conditions and limitations—

Aircraft
operated by
the AOC
holder

(a) issuing authority contact details;

(b) operator name and AOC number;

(c) date of issue and signature of the Authority representative;

(d) aircraft model;

(e) types and areas of operations, and

(f) special limitations and authorizations.

(2) Each AOC holder shall apply to the Authority for an amendment to its operations specification in advance of any intended change of aircraft.

(3) Aircraft of another certificate holder operated under an interchange agreement shall be incorporated to the operations specifications as required by subregulation (1) of this Regulation.

20. Each AOC holder shall have an aircraft technical log that is carried on the aircraft that contains a journey records section and an aircraft maintenance record section. The journey records section is further described in Regulation 36 under these Regulations and the aircraft maintenance record section is further described in regulation 64 under these Regulations.

Aircraft
technical log

Company
procedures
indoctrination

21.—(1) No person may serve nor may any AOC holder use a person in its employ unless that person has completed the company indoctrination curriculum approved by the Authority, appropriate to that person's duties and responsibilities.

(2) The indoctrination curriculum shall include training in knowledge and skills related to human performance, including co-ordination with other AOC personnel.

(3) Indoctrination, initial, recurrent, and other training required for crewmembers and flight operations officers/ dispatchers is contained in the Operations Regulations.

Safety
management
system and state
safety
programme

22.—(1) An AOC holder shall implement a safety management system acceptable to the Authority as outlined in regulation 34 of the General Policies Procedures and Definitions.

(2) The Authority shall establish a State safety programme in order to achieve an acceptable level safety in the operation of aircraft.

Flight safety
document
system

23.—(1) An AOC holder shall establish a flight safety document system, approved by the Authority, for the use and guidance of operational personnel.

(2) The development and organization of a flight safety document system shall contain the minimum elements of the outline provided in the IS: 9:23 contained in the Schedule hereto.

Division III—Aircraft

Authorized
aircraft

24.—(1) No person may operate an aircraft in commercial air transport unless that aircraft has an appropriate current airworthiness certificate, is in an airworthy condition, and meets the applicable airworthiness requirements for these operations, including those related to identification and equipment.

(2) No person may operate any specific type of aircraft in commercial air transport until it has completed satisfactory initial certification, which includes the issuance of an AOC listing that type of aircraft.

(3) No person may operate additional or replacement aircraft of a type for which it is currently authorized unless it can show that each aircraft has completed an evaluation process for inclusion in the AOC holder's fleet.

Dry leasing of
foreign
registered
aircraft

25.—(1) An AOC holder may dry-lease a foreign aircraft for commercial air transport as authorized by the Authority.

(2) No person may be authorized to operate a foreign registered aircraft unless—

(a) there is in existence a current agreement between the Authority and the State of Registry that, while the aircraft is operated by the Malawi AOC holder, the operations regulations of Malawi are applicable;

(b) there is in existence a current agreement between the Authority and the State of Registry that—

(i) while the aircraft is operated by the AOC holder, the airworthiness regulations of the State of Registry are applicable; or,

(ii) if the State of Registry agrees to transfer some or all of the responsibility for airworthiness to the Authority under Article 83 of the Chicago Convention, the airworthiness regulations of Malawi shall apply to the extent agreed upon by the Authority and the State of Registry.

(iii) the agreement acknowledges that the Authority shall have free and uninterrupted access to the aircraft at any place and any time.

(3) For additional requirements for dry-leasing of foreign-registered aircraft see IS 9:25 contained in the Schedule hereto.

(4) The Authority shall carry out an assessment of the capability of the State of Operators accepting the transfer of responsibility under the provisions of 83 bis.

26.—(1) No person may interchange aircraft with another AOC holder without the approval of the Authority.

Aircraft interchange

(2) See IS: 9:26 contained in the Schedule hereto for requirements pertaining to aircraft interchange agreements approved by the Authority.

27.—(1) No person may conduct wet-lease operations on behalf of another air operator except in accordance with the applicable laws and regulations of the country in which the operation occurs and the restrictions imposed by the Authority.

Wet-leasing

(2) No person may allow another entity or air operator to conduct wet-lease operations on its behalf unless—

(a) that air operator holds an AOC or its equivalent from a Contracting State that authorizes those operations; and

(b) the AOC holder advises the Authority of such operations and provides a copy of the AOC under which the operation was conducted.

(3) For additional requirements when wet leasing aircraft, see IS 9:27 contained in the Schedule hereto.

28.—(1) No person may use an aircraft type and model in commercial air transport passenger-carrying operations unless it has first conducted, for the Authority, an actual full capacity emergency evacuation demonstration for the configuration in 90 seconds or less.

Emergency evacuation demonstration

(2) The full capacity actual demonstration may not be required, if the AOC holder provides a written petition for deviation with evidence that—

(a) a satisfactory full capacity emergency evacuation for the aircraft to be operated was demonstrated during the aircraft type certification or during the certification of another air operator; and

(b) there is an engineering analysis, which shows that an evacuation is still possible within the 90-second standard, if the AOC holder's aircraft configuration differs with regard to number of exits or exit type or number of cabin crewmembers or location of the cabin crewmembers.

(3) If a full capacity demonstration is not required, no person may use an aircraft type and model in commercial air transport passenger-carrying operations unless it has first demonstrated to the Authority that its available personnel, procedures and equipment could provide sufficient open exits for evacuation in 15 seconds or less.

(4) No person may use a land plane in extended overwater operations unless it has first demonstrated to the Authority that it has the ability and equipment to efficiently carry out its ditching procedures.

(5) For additional requirements concerning emergency evacuation demonstrations, see IS 9:28 contained in the Schedule hereto.

Demonstration
flights

29.—(1) No person may operate an aircraft type in commercial air transport unless it first conducts satisfactory demonstration flights for the Authority in that aircraft type.

(2) No person may operate an aircraft in a designated special area, or using a specialized navigation system, unless it conducts a satisfactory demonstration flight for the Authority.

(3) Demonstration flights required by subregulation (1) shall be conducted in accordance with the regulations applicable to the type of operation and aircraft type used.

(4) The Authority may authorize deviations from this section if the Authority finds that special circumstances make full compliance with this Regulation unnecessary.

(5) For additional requirements concerning demonstration flights, see IS 9:29 contained in the Schedule hereto.

Division IV—Facilities and Operations Schedules

Facilities

30.—(1) Each AOC holder shall maintain operational and airworthiness support facilities at the main operating base, appropriate for the area and type of operation.

(2) Each AOC holder shall arrange appropriate ground handling facilities at each airport used to ensure the safe servicing and loading of its flights.

Operations
schedules

31. In establishing flight operations schedules, each AOC holder conducting scheduled operations shall allow enough time for the proper servicing of aircraft at intermediate stops, and shall consider the prevailing winds en route and cruising speed for the type of aircraft. This cruising speed may not be more than that resulting from the specified cruising output of the engines.

PART III—AOC FLIGHT OPERATIONS MANAGEMENT

Application

32. Part III of these Regulations provide those certification requirements that apply to management of flight operations personnel and their functions.

Operations
manual

33.—(1) Each AOC holder shall issue to the crewmembers and persons assigned operational control functions, an Operations Manual acceptable to the Authority.

(2) The Operations Manual shall contain the overall (general) company policies and procedures regarding the flight operations it conducts.

(3) Each AOC holder shall prepare and keep current an Operations Manual which contains the AOC procedures and policies for the use and guidance of its personnel.

(4) Each AOC holder shall issue the Operations Manual, or pertinent portions, together with all amendments and revisions to all personnel that are required to use it.

(5) No person may provide for use of its personnel in commercial air transport any Operations Manual or portion of this manual which has not been reviewed and approved for the AOC holder by the Authority.

(6) Each AOC holder shall ensure that the contents of the Operations Manual includes at least those subjects designated by the Authority that are applicable to the AOC holder's operations.

(7) Unless otherwise acceptable to the Authority, each AOC holder shall provide an Operations Manual containing information on operations administration and supervision, accident prevention and flight safety programmes, personnel training, flightcrew and cabin crewmember fatigue and flight and duty time limitations, flight operations including operational flight planning, aeroplane performance, routes, guides and charts, minimum flight altitudes, aerodrome operating minima, search and rescue, dangerous goods, navigation, communications, security, and human factors. The operations manual shall encompass the matters set forth above. The operations manual may be published in parts, as a single document, or as a series of volumes. Specific subjects are listed below. Subjects presented with reference to a specific section shall be addressed in accordance with the requirements of the referenced section—

- (a) Aircraft Operating Manual. (regulation 35);
- (b) Minimum Equipment List and Configuration Deviation List. (regulation 42);
- (c) Training Programme. (regulation 34);
- (d) Aircraft Performance Planning Manual. (regulation 43);
- (e) Route Guide. (regulation 50);
- (f) Dangerous Goods Procedures;
- (g) Accident Reporting Procedures;
- (h) Security Procedures;
- (i) Aircraft Loading and Handling Manual. (regulation 45); and
- (j) Cabin Crewmember Manual (if required). (regulation 47).

(8) The Operations Manual shall conform to the outline contained in IS: 9:33 contained in the Schedule hereto.

Training
programme

34.—(1) Each AOC holder shall ensure that all operations personnel are properly instructed in their duties and responsibilities and the relationship of such duties to the operation as a whole.

(2) Each AOC holder shall have a training programme manual approved by the Authority containing the general training, checking, and record keeping policies.

(3) Each AOC holder shall have approval of the Authority prior to using a training curriculum for the purpose of qualifying a crewmember, or person performing operational control functions, for duties in commercial air transport.

(4) Each AOC holder shall submit to the Authority any revision to an approved training programme, and shall receive written approval from the Authority before that revision can be used.

(5) The training programme manual shall conform to the outline in IS: 9:34 contained in the Schedule hereto.

Aircraft
operating
manual

35.—(1) Each AOC holder or applicant shall submit proposed aircraft operating manuals for each type and variant of aircraft operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft for approval by the Authority.

(2) Each Aircraft Operating Manual shall be based upon the aircraft manufacturer's data for the specific aircraft type and variant operated by the AOC holder and shall include specific operating parameters, details of the aircraft systems, and of the check lists to be used applicable to the operations of the AOC that are approved by the Authority. The design of the manual shall observe human factors principles.

(3) The Aircraft Operating Manual shall be issued to the flight crewmembers and persons assigned operational control functions to each aircraft operated by the AOC.

(4) The Aircraft Operating Manual may conform to the outline contained in IS: 9:35 contained in the Schedule hereto.

Aircraft
technical log
entries -journey
records section

36.—(1) Each AOC holder shall use an aircraft technical log containing a journey records section which includes the following information for each flight: (see regulation 44 under these Regulations for maintenance records section of the aircraft technical log)—

- (a) aircraft nationality and registration;
- (b) date;
- (c) names of crewmembers;
- (d) duty assignments of crewmembers;
- (e) place of departure;
- (f) place of arrival;
- (g) time of departure;
- (h) time of arrival;

- (i) hours of flight;
- (j) nature of flight (private, aerial work, scheduled, non-scheduled);
- (k) incidents, observations, if any; and
- (l) signature of person in charge.

(2) Entries in the journey logbook shall be made currently and in ink or indelible pencil.

(3) Completed journey log books shall be retained to provide a continuous record of the last 2 years operations.

37. The AOC holder shall, for each commercial air transport operation, designate in writing one pilot as the PIC.

Designation of PIC for commercial operations

38.—(1) The AOC holder shall schedule, and the PIC shall ensure, that the number of required cabin crewmembers are on board passenger-carrying flights.

Required cabin crewmembers

(2) The number of cabin crewmembers may not be less than the minimum prescribed by the Authority in the AOC holder’s operations specifications or the following, whichever is greater—

(3) For a seating capacity of 20 to 50 passengers: 1 cabin crewmember; and

(4) One additional cabin crewmember for each unit, or part of a unit, of 50 passenger seat capacity.

(5) When passengers are on board a parked aircraft, the minimum number of flight attendants shall be one-half that required for the flight operation, but never less than one cabin crewmember (or another person qualified in the emergency evacuation procedures for the aircraft).

(6) Where one-half would result in a fractional number, it is permissible to round down to the next whole number.

39.—(1) No AOC holder may allow the transportation of special situation passengers except—

Carriage of special situation passengers

(2) As provided in the AOC holder’s Operations Manual procedures; and

(3) With the knowledge and concurrence of the PIC.

40.—(1) Each AOC holder shall have a programme of checking and standardization of crewmembers approved by the Authority.

Crewmember checking and standardization programme

(2) An AOC holder shall check pilots’ proficiency on those manoeuvres and procedures that are prescribed by the Authority for pilot proficiency checks, which shall include emergency procedures and, where applicable, instrument flight rules.

(3) A standardized process is defined to address the operator unique fleet differences and compliance methods.

Cockpit check
procedure

41.—(1) Each AOC holder shall issue to the flightcrews and make available on each aircraft, the checklist procedures approved by the Authority appropriate for the type and variant of aircraft.

(2) Each AOC holder shall ensure that approved procedures include each item necessary for flight crewmembers to check for safety before starting engines, taking-off, or landing, and for engine and systems abnormalities and emergencies.

(3) Each AOC holder shall ensure that the checklist procedures are designed so that a flight crewmember will not need to rely upon his memory for items to be checked.

(4) Each AOC holder shall make the approved procedures readily useable in the cockpit of each aircraft and the flightcrew shall be required to follow them when operating the aircraft.

(5) Checklists are part of the Aircraft Operating Manual, which is a part of the Operations Manual of the AOC and is approved by the Authority.

Minimum
equipment list
and
configuration
deviation list

42.—(1) Each AOC holder shall provide for the use of the flight crewmembers, maintenance personnel and persons assigned operational control functions during the performance of their duties, an MEL approved by the Authority.

(2) The MEL shall be specific to the aircraft type and variant which contains the circumstances, limitations and procedures for release or continuance of flight of the aircraft with inoperative components, equipment or instruments.

(3) Each AOC holder may provide for the use of flight crewmembers, maintenance personnel and persons assigned operational control functions during the performance of their duties a Configuration Deviation List (CDL) specific to the aircraft type if one is provided and approved by the State of Design. An AOC Holder operations manual shall contain those procedures acceptable to the Authority for operations in accordance with the CDL requirements.

(4) The MEL shall be developed on the basis of the current MMEL.

Performance
planning
manual

43.—(1) Each AOC holder shall provide for the use of the flight crewmembers and persons assigned operational control functions during the performance of their duties, a performance planning manual acceptable to the Authority.

(2) The performance planning manual shall be specific to the aircraft type and variant and shall contain adequate performance information to accurately calculate the performance in all normal phases of flight operation.

Performance
data control
system

44.—(1) Each AOC holder shall have a system approved by the Authority for obtaining, maintaining and distributing to appropriate personnel current performance data for each aircraft, route and airport that it uses.

(2) The system approved by the Authority shall provide current obstacle data for departure and arrival performance calculations.

45.—(1) Each AOC holder shall provide for the use of the flight crewmembers, ground handling personnel and persons assigned operational control functions during the performance of their duties, an aircraft handling and loading manual acceptable to the Authority.

Aircraft loading and handling manual

(2) This manual shall be specific to the aircraft type and variant and shall contain the procedures and limitations for servicing and loading of the aircraft.

46. Each AOC holder shall have a system approved by the Authority control obtaining, maintaining and distributing to appropriate personnel current information regarding the mass and balance of each aircraft operated.

Mass and balance data system

47.—(1) The AOC holder shall issue to the cabin crewmembers and provide to passenger agents during the performance of their duties, a cabin crewmember manual acceptable to the Authority.

Cabin crewmember manual

(2) The cabin crewmember manual shall contain those operational policies and procedures applicable to cabin crewmembers and the carriage of passengers.

(3) The AOC holder shall issue to the cabin crewmembers, a manual specific to the aircraft type and variant which contains the details of their normal, abnormal and emergency procedures and the location and operation of emergency equipment.

(4) These manuals may be combined into one manual for use by the cabin crewmembers.

48.—(1) Each AOC holder shall carry on each passenger carrying aircraft, in convenient locations for the use of each passenger, printed cards supplementing the oral briefing and containing—

Passenger briefing cards

(a) diagrams and methods of operating the emergency exits;

(b) other instructions necessary for use of the emergency equipment; and

(c) information regarding the restrictions and requirements associated with sitting in an exit seat row.

(2) Each AOC holder shall ensure that each card contains information that is pertinent only to the type and variant of aircraft used for that flight.

(3) For specific information to be included on passenger information cards regarding exit row seating, see IS 9:48 contained in the Schedule hereto.

49.—(1) Each AOC holder shall have a system approved by the Authority for obtaining, maintaining and distributing to appropriate personnel current aeronautical data for each route and aerodrome that it uses.

Aeronautical data control system

(2) For the specific aerodrome information to be contained in the aeronautical data control system, see IS9:49 contained in the Schedule hereto.

50.—(1) Each AOC holder shall provide for the use of the flight crewmembers and persons assigned operational control functions during the performance of their duties, a route guide and aeronautical charts approved by the Authority.

Route guide

(2) The AOC holder shall keep the route guide and aeronautical charts current and appropriate for the proposed types and areas of operations to be conducted by the AOC holder. The route guide is issued as part of the operations manual or maybe separate.

(3) Each route guide shall contain at least the information outlined in IS: 9:50 contained in the Schedule hereto.

Weather reporting sources

51.—(1) Each AOC holder shall use sources approved the Authority for the weather reports and forecasts used for decisions regarding flight preparation, routing and terminal operations.

(2) For passenger carrying operations, the AOC holder shall have an approved system for obtaining forecasts and reports of adverse weather phenomena that may affect safety of flight on each route to be flown and airport to be used.

(3) For sources of weather reports satisfactory for flight planning or controlling flight movement, see IS 9:51 contained in the Schedule hereto.

De-icing and anti-icing programme

52.—(1) Each AOC holder planning to operate an aircraft in conditions where frost, ice, or snow may reasonably be expected to adhere to the aircraft shall—

- (a) use only aircraft adequately equipped for such conditions;
- (b) ensure flightcrew is adequately trained for such conditions; and
- (c) have an approved ground deicing and anti-icing programme.

(2) For detailed requirements pertaining to the AOC holder's deicing programme, see IS 9:52 contained in the Schedule.

Flight supervision and monitoring system

53.—(1) Each AOC holder shall have an adequate system approved by the Authority for proper dispatch and monitoring of the progress of the flights.

(2) The dispatch and monitoring system shall have enough dispatch centres, adequate for the operations to be conducted, located at points necessary to ensure adequate flight preparation, dispatch and in-flight contact with the flight operations.

(3) Each AOC holder shall provide enough qualified flight operations officers at each dispatch centre to ensure proper operational control of each flight.

(4) For detailed requirements pertaining to the AOC holder's flight monitoring system, see IS 9:53 contained in the Schedule hereto.

Managing fatigue related safety risks

54.—(1) For the purpose of managing fatigue-related safety risks, an AOC holder shall establish either—

- (a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations in Part XII of the Operations Regulations; or

(b) a Fatigue Risk Management System (FRMS) in compliance regulation 253(5) of the Operations Regulations; or

(c) an FRMS in compliance with regulation 253(5) of the Operations Regulations for part of its operations and the requirements of Part XII of these Regulations for the remainder of its operations.

(2) Where the operator adopts prescriptive fatigue management regulations for part or all of its operations, the Authority may approve, in exceptional circumstances, variations to these regulations on the basis of a risk assessment provided by the operator. Approved variations shall provide a level of safety equivalent to, or better than that achieved through the prescriptive fatigue management regulations.

(3) The Authority shall approve an operator's FRMS before it may take the place of any or all of the prescriptive fatigue management regulations. An approved FRMS shall provide a level of safety equivalent to, or better than, the prescriptive fatigue management regulations.

(4) Operators using an FRMS must adhere to the following provisions of the FRMS approval process that allows the Authority to ensure that the approved FRMS meets the requirements of regulation 253 (3) of the Operations Regulations.

(a) establish maximum values for flight times and/or flight duty period(s) and duty period(s), and minimum values for rest periods that shall be based upon scientific principles and knowledge, subject to safety assurance processes.

(b) adhere to Authority mandates to decrease maximum values and increase in minimum values in the event that the operator's data indicates these values are too high or too low, respectively; and

(c) provide justification to the Authority for any increase in maximum values or decrease in minimum values based on accumulated FRMS experience and fatigue-related data before such changes will be approved by the Authority.

(5) Operators implementing an FRMS to manage fatigue-related safety risks shall, as a minimum—

(a) incorporate scientific principles and knowledge within the FRMS;

(b) identify fatigue-related safety hazards and the resulting risks on an ongoing basis;

(c) ensure that the remedial actions, necessary to effectively mitigate the risks associated with the hazards, are implemented promptly;

(d) provide for continuous monitoring and regular assessment of the mitigation of fatigue risks achieved by such actions; and

(e) provide for continuous improvement to the overall performance of the FRMS.

(6) For detailed requirements pertaining to FRMS, see IS 9:54 contained in the Schedule hereto.

Communication facilities

55.—(1) Each AOC holder's flights shall be able to have two-way radio communications with all ATC facilities along the routes and alternate routes to be used.

(2) For passenger carrying operations, each AOC holder shall be able to have rapid and reliable radio communications with all flights over the AOC's entire route structure under normal operating conditions. This radio communication system shall be independent from the ATC system.

(3) Each AOC holder engaged in international air navigation shall at all times have available for immediate communication to rescue coordination centres, information on the emergency and survival equipment carried on board any of their aeroplanes including, as applicable —

(a) the number, colour and types of life rafts and pyrotechnics;

(b) details of emergency water and medical supplies; and

(c) the type and frequencies of the emergency portable radio equipment.

Routes and areas of operation

56.—(1) An AOC holder may conduct operations only along such routes and within such areas for which—

(a) ground facilities and services, including meteorological services, are provided which are adequate for the planned operation;

(b) the performance of the aircraft intended to be used is adequate to comply with minimum flight altitude requirements;

(c) the equipment of the aircraft intended to be used meets the minimum requirements for the planned operation;

(d) appropriate and current maps and charts are available;

(e) if two-engine aircraft are used, adequate airports are available within the time/distance limitations; and

(f) if single-engine aircraft are used, surfaces are available which permit a safe forced landing to be executed.

(2) No person may conduct commercial air transport operations on any route or area of operation unless those operations are in accordance with any restrictions imposed by the Authority.

Navigational accuracy

57.—(1) Each AOC holder shall ensure, for each proposed route or area, that the navigational systems and facilities it uses are capable of navigating the aircraft.

(2) Within the degree of accuracy required for ATC;

(3) To the airports in the operational flight plan within the degree of accuracy necessary for the operation involved.

(4) In situations without adequate navigation systems reference, the Authority may authorize day VFR operations that can be conducted safely by pilotage because of the characteristics of the terrain.

(5) Except for those navigational aids required for routes to alternate airports, the Authority will list in the AOC holder's operations specifications non-visual ground aids required for approval of routes outside of controlled airspace.

(6) Non-visual ground aids are not required for night VFR operations on routes that the certificate holder shows have reliably lighted landmarks adequate for safe operation.

(7) Operations on route segments where the use of celestial or other specialized means of navigation is required shall be approved by the Authority.

PART IV—AOC MAINTENANCE REQUIREMENTS

58. This Part provides those certification and maintenance requirements that apply to an AOC holder utilizing an AMO or an equivalent system. Application

59.—(1) Each AOC holder shall ensure the airworthiness of the aircraft and the serviceability of both operational and emergency equipment by— Maintenance responsibility

(a) assuring the accomplishment of preflight inspections;

(b) assuring the correction of any defect and/or damage affecting safe operation of an aircraft to an approved standard, taking into account the MEL and CDL if available for the aircraft type;

(c) assuring the accomplishment of all maintenance in accordance with the approved operator's aircraft maintenance programme;

(d) the analysis of the effectiveness of the AOC holder's approved aircraft maintenance programme;

(e) assuring the accomplishment of any operational directive, airworthiness directive and any other continued airworthiness requirement made mandatory by the Authority; and

(f) assuring the accomplishment of modifications in accordance with an approved standard and, for non-mandatory modifications, the establishment of an embodiment policy.

(2) Each AOC holder shall ensure that the Certificate of Airworthiness for each aircraft operated remains valid in respect to—

(a) the requirements in subregulation (1) of this Regulation;

(b) the expiration date of the Certificate; and

(c) any other maintenance condition specified in the Certificate.

(3) Each AOC holder shall ensure that the requirements specified in subregulation (1) are performed in accordance with procedures approved by or acceptable to the Authority.

(4) Each AOC holder shall ensure that the maintenance, preventive maintenance, and modification of its aircraft/aeronautical products are performed in accordance with its maintenance control manual and/or current instructions for continued airworthiness, and applicable aviation regulations.

(5) Each AOC holder may make an arrangement with another person or entity for the performance of any maintenance, preventive maintenance, or modifications; but shall remain responsible of all work performed under such arrangement.

(6) Each AOC holder shall have its aircraft maintained and released to service by either an AMO certificated under the Approved Maintenance or by an equivalent system. If an equivalent system to an AMO is used, the AOC holder shall ensure that the person signing the maintenance release is licensed in accordance with Personnel Licensing Regulations.

Approval and acceptance of AOC maintenance systems and programmes

60.—(1) An AOC holder shall not operate an aircraft, except for pre-flight inspections, unless it is maintained and released to service by an AMO or equivalent system of maintenance that is approved by the State of Registry and is acceptable to the Authority.

(2) For aircraft registered in Malawi, an AMO or an equivalent system of maintenance shall be approved by the Authority.

(3) For aircraft not registered in Malawi, an AMO or an equivalent system of maintenance will be approved by the State of Registry of the aircraft, and such approval will be accepted by the Authority.

(4) When the Authority or the State of Registry accepts an equivalent system of maintenance, the persons designated to sign a maintenance release or airworthiness release shall be licensed in accordance with the Personnel Licensing Regulations, as appropriate.

(5) Under JAR-OPS an AOC holder performing its own maintenance is certified as an AMO, while under 14 CFR the current practice is that an AOC holder is authorized to perform its own maintenance under the AOC certificate without being designated separately as an AMO.

Maintenance control manual

61.—(1) Each Malawi AOC holder shall provide to the Authority, and to the State of Registry of the aircraft, if different from the Authority, an AOC holder's maintenance control manual and subsequent amendments, for the use and guidance of maintenance and operational personnel concerned, containing details of the organization's structure including—

(a) the accountable manager and designated person(s) responsible for the maintenance system as required by regulation 14 under these Regulations.

(b) procedures to be followed to satisfy the maintenance responsibility of regulation 59, except where the AOC holder is an AMO, and has the quality functions of regulation 15. Such procedures may be included in the AMO procedures manual.

(c) procedures for the reporting of failures, malfunctions, and defects in accordance with regulation 25 of the Airworthiness Regulations, to the Authority, State of Registry and the State of Design within 72 hours of discovery; in addition, items that warrant immediate notification to the Authority by telephone/telex/fax, with a written follow-on report as soon as possible but no later than within 72 hours of discovery, are—

- (i) primary structural failure;
- (ii) control system failure;
- (iii) fire in the aircraft;
- (iv) engine structure failure; or
- (v) any other condition considered an imminent hazard to safety.

(2) The AOC holder's maintenance control manual shall contain the following information which may be issued in separate parts—

(a) a description of the administrative agreements between the AOC holder and the AMO, or a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an AMO;

(b) a description of the procedures to ensure each aircraft they operate is in an airworthy condition;

(c) a description of the procedures to ensure the emergency equipment for each flight is serviceable;

(d) the names and duties of the person or persons required to ensure that all maintenance is carried out in accordance with the maintenance control manual;

(e) a reference to the maintenance programme required in regulation 67;

(f) a description of the methods for completion and retention of the operator's maintenance records required by regulation 63;

(g) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience for all aircraft over 5,700 kg maximum certificated take-off mass;

(h) a description of the procedures for obtaining and assessing continued airworthiness information and implementing any resulting actions considered necessary by the State of Registry for all aircraft over 5,700 kg maximum certificated take-off mass, from the organization responsible for the type design, ;

(i) a description of the procedures for implementing mandatory continuing airworthiness as required in regulation 59 (1) (e) of these Regulations;

(j) a description of the procedures establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme in order to correct any deficiency in that programme;

(k) a description of aircraft types and models to which the manual applies;

(l) a description of the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and

(m) a description of the procedures for advising the State of Registry of significant in-service occurrences.

(3) No person may provide for use of its personnel in commercial air transport any Maintenance Control Manual or portion of this manual which has not been reviewed and approved for the AOC holder by the Authority.

(4) For an outline of specific subjects to be contained as appropriate in the AOC holder's maintenance control manual, see IS 9:61 contained in the Schedule hereto.

Maintenance
management

62.—(1) The AOC holder, approved as an AMO, may carry out the requirements specified in subregulation 59 (1) (b), (c), (e) and (f).

(2) If the AOC holder is not an AMO, the AOC holder shall meet its responsibilities under in subregulation 59 (1) (b), (c), (e) and (f)—

(a) an equivalent system of maintenance approved or accepted by the Authority; or

(b) through an arrangement with an AMO with a written maintenance contract agreed between the AOC holder and the contracting AMO detailing the required maintenance functions and defining the support of the quality functions approved or accepted by the Authority.

(3) Each AOC holder shall employ a person or group of persons, acceptable to the Authority, to ensure that all maintenance is carried out to an approved standard such that the maintenance requirements of regulation 59 and requirements of the AOC holder's maintenance control manual are satisfied, and to ensure the functioning of the quality system.

(4) Each AOC holder shall provide suitable office accommodation at appropriate locations for the personnel specified in subregulation (3) of this Regulation.

(5) Each AOC holder shall establish a safety management system for the maintenance of aircraft that is accordance with the provisions of regulation 23 and that is acceptable to the authority.

Maintenance
records

63.—(1) Each AOC holder shall ensure that a system has been established to keep, in a form acceptable to the Authority, the following records—

(a) the total time in service (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components;

(b) the current status of compliance with all mandatory continuing airworthiness information;

(c) appropriate details of modifications and repairs to the aircraft and its major components;

(d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the aircraft or its components subject to mandatory overhaul life;

(e) the current aircraft status of compliance with the maintenance programme; and

(f) the detailed maintenance records to show that all requirements for signing of a maintenance release and airworthiness release have been met.

(2) Each AOC holder shall ensure that items in subregulation 63 (1) (a to f) shall be kept for a minimum of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in subregulation (1) shall be kept for a minimum of 1 year after the signing of the maintenance release and/or airworthiness release.

(3) Each AOC holder shall ensure that in the event of temporary change of operator, the records specified in subregulation (1) shall be made available to the new operator.

(4) Each AOC holder shall ensure that when an aircraft is permanently transferred from one operator to another operator, the records specified in subregulation (1) are also transferred.

64.—(1) Each AOC holder shall use an aircraft technical log which includes an aircraft maintenance record section containing the following information for each aircraft—

Aircraft
technical log
entries:
maintenance
record section

(a) information about each previous flight necessary to ensure continued flight safety;

(b) the current aircraft maintenance release and/or an airworthiness release;

(c) the current inspection status of the aircraft, to include inspections due to be performed on an established schedule and inspections that are due to be performed that are not on an established schedule, except that the Authority may agree to the maintenance statement being kept elsewhere;

(d) the current maintenance status of the aircraft, to include maintenance due to be performed on an established schedule and maintenance that is due to be performed that is not on an established schedule except that the Authority may agree to the maintenance statement being kept elsewhere;

(e) all deferred defects that affect the operation of the aircraft;

(f) defects which are not airworthiness items may be deferred to a later date for rectification. When this is done, there must be a method of recording such a deferral, and normally the aircraft technical log has a section solely for this purpose. Some operators have a system of classifying deferred defects so as to allow different lengths of time, either in hours flown, number of sectors, or on return to a maintenance base, until a defect must be rectified before further flight.

(2) The aircraft technical log and any subsequent amendment shall be approved by the Authority.

(3) Each person who takes action in the case of a reported or observed failure or malfunction of an aircraft/ aeronautical product, that is critical to the safety of flight shall make, or have made, a record of that action in the maintenance section of the aircraft technical log.

(4) Each AOC holder shall have a procedure for keeping adequate copies of required records to be carried aboard, in a place readily accessible to each flight crewmember and shall put that procedure in the AOC holder's operations manual.

(5) For journey records section of the aircraft technical log, see IS 9:64 contained in the Schedule.

Release to
service

65. No AOC holder shall operate an aircraft unless it has both a maintenance release, if maintenance has been performed prior to the flight, and a valid airworthiness release, as follows—

(a) Maintenance Release—

(i) an AOC holder shall not operate an aircraft unless it is maintained and released to service by an organization approved in accordance with the Approved Maintenance Organization Regulations, or under an equivalent system, either of which shall be acceptable to the State of Registry.

(ii) an AOC holder using an AMO shall not operate an aircraft after release under subregulation (1) (a) (i) unless a Certificate of Release to Service has been prepared in accordance with the AOC maintenance control manual procedures and a logbook entry in the maintenance records section of the aircraft technical log has been made.

(iii) an AOC holder using an equivalent system shall not operate an aircraft after release under subregulation (1) (a) (i) unless a logbook entry in the maintenance records section of the aircraft technical log is prepared or caused to be prepared by an appropriately licensed and rated individual in accordance with the Personnel Licensing Regulations, as appropriate. This maintenance release shall be made in accordance with the AOC maintenance control manual procedures.

(iv) the AOC holder shall ensure that the PIC of the aircraft has reviewed the maintenance section of the aircraft technical log and determined that any maintenance performed has been appropriately documented.

(b) Airworthiness Release: An AOC holder shall not operate an aircraft unless the PIC is in possession of a valid airworthiness release to indicate that any maintenance, preventative maintenance or inspections performed on the aircraft have been satisfactorily performed and appropriately documented.

Modifications
and repairs

66.—(1) All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained. However, in the case of a major repair or major modification, the work must have been done in accordance with technical data approved by the Authority.

(2) An AOC holder may be authorized to perform maintenance, preventive maintenance, and modifications of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, under the AOC provided—

(a) it is performed under a maintenance system, acceptable to the State of Registry, that is equivalent to that of an Approved Maintenance Organisation (AMO) established in accordance with the AMO Regulations, and

(b) it is performed in accordance with the approved AOC's operations specifications.

(3) An AOC holder using a maintenance system acceptable to the State of Registry and equivalent to that of an AMO that wishes to approve for return to service major repairs or major modifications to an aircraft registered in Malawi shall use a current and valid licensed AME with an airframe and powerplant rating and shall be qualified in accordance with the Personnel Licensing Regulations.

(4) Each AOC holder shall, promptly upon its completion, prepare a report of each major modification or major repair of an airframe, aircraft engine, propeller, or appliance of an aircraft that it operates.

(5) The AOC holder shall submit a copy of each report of a major modification to the Authority, and shall keep a copy of each report of a major repair available for inspection.

(6) The Authority issuing an approval for the design of a modification, of a repair or of a replacement part shall do so on the basis of satisfactory evidence that the aircraft is in compliance with airworthiness requirements used for the issuance of the Type Certificate, its amendments or later requirements when determined by the State.

67.—(1) Each AOC holder's aircraft maintenance programme and any subsequent amendment shall be submitted to the State of Registry for approval; acceptance by the Authority will be conditioned upon prior approval by the State of Registry, or where appropriate, upon the AOC holder complying with recommendations provided by the State of Registry.

Aircraft
maintenance
programme

(2) The Authority will require an operator to include a reliability programme when the Authority determines that such a reliability programme is necessary. When such a determination is made by the Authority the AOC holder shall provide such procedures and information in the AOC holder's maintenance control manual.

(3) Each AOC holder shall ensure that each aircraft is maintained in accordance with the AOC holder's approved maintenance programme as required by regulation 60 which shall include—

(a) maintenance tasks and the intervals in which these are to be performed, taking into account the anticipated utilization of the aircraft;

(b) when applicable, a continuing structural integrity programme;

(c) procedures for changing or deviating from subregulation (3) (a) and (3) (b); and

(d) when applicable, condition monitoring and reliability programme for aircraft systems, components, and powerplants.

(4) Repetitive maintenance tasks that are specified in mandatory intervals as a condition of approval of the type design shall be identified as such. The maintenance programme should be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design, and any additional applicable experience.

(5) No person may provide for use of its personnel in commercial air transport a Maintenance Programme or portion thereof which has not been reviewed and approved for the AOC holder by the Authority.

(6) Approval by the Authority of an AOC holder's maintenance programme and any subsequent amendments shall be noted in the AOC certificate pursuant to subregulation 7 (b) (6) under this Regulation.

(7) Each AOC holder shall have an inspection programme and a programme covering other maintenance, preventive maintenance, and modifications to ensure that—

(a) maintenance, preventive maintenance, and modifications performed by it, or by other persons, are performed in accordance with the AOC holder's maintenance control manual; and

(b) each aircraft released to service is airworthy and has been properly maintained for operation.

(8) The Authority may amend any specifications issued to an AOC holder to permit deviation from those provisions of this Part that would prevent the return to service and use of airframe components, powerplants, appliances, and spare parts thereof because those items have been maintained, altered, or inspected by persons employed outside Malawi who do not hold a Malawi maintenance engineers licence. Each AOC holder who is granted authority under this deviation shall provide for surveillance of facilities and practices to assure that all work performed on these parts is accomplished in accordance with the AOC holder's maintenance control manual.

(9) Each AOC holder shall observe human factors principles in the design and application of maintenance programmes.

Reliability
Programme

68.—(1) A maintenance programme for each aeroplane shall contain when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and powerplants.

(2) Reliability programmes should be developed for aircraft maintenance programmes based upon Maintenance Steering Groups (MSG) logic or those that include condition monitored components or that does not contain overhaul time periods for all significant system components.

(3) Reliability programmes need not be developed for aircraft not considered as large aircraft or that contain overhaul time periods for all significant aircraft system components.

(4) The purpose of a reliability programme is to ensure that the aircraft maintenance programme tasks are effective and their periodicity is adequate.

(5) The reliability programme may result in the escalation or deletion of maintenance tasks, as well as de-escalation or addition of maintenance tasks.

(6) A reliability programme provides an appropriate means of monitoring the effectiveness of the maintenance programme.

69.—(1) An AOC holder which is not approved as an AMO may perform and approve maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or a part thereof and modifications for return to service, if approved in the operations specifications, as provided in its maintenance programme and maintenance control manual.

Authority to perform and approve maintenance, preventive maintenance and modifications

(2) An AOC holder may make arrangements with an AMO (appropriately rated) for the performance of maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or part thereof as provided in its maintenance programme and maintenance control manual.

(3) An AOC holder which is not approved as an AMO shall use a appropriately licensed and rated individual in accordance with the Personnel Licensing Regulations, as appropriate, to approve maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after performing or supervising in accordance with technical data approved by the Authority.

70.—(1) Each person who is directly in charge of maintenance, preventive maintenance, or modification, of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or part thereof and each person performing required inspections and approving for return to service the maintenance performed shall be an appropriately licensed and rated technician or repair specialist in accordance with the Personnel Licensing Regulations, as appropriate, and acceptable to the Authority.

Licence requirements for an engineer—AOC holder using equivalent system

(2) A person who is directly in charge shall be on site but need not physically observe and direct each worker constantly, but shall be available for consultation and decision on matters requiring instruction or decision from higher authority than that of the persons performing the work.

(3) In this regulation a person "directly in charge" is each person assigned to a position in which he is responsible for the work of a shop or station that performs maintenance, preventive maintenance, modifications, or other functions affecting aircraft airworthiness.

71.—(1) No person may assign, nor shall any person perform maintenance functions for aircraft certified for commercial air transport, unless that person has had a minimum rest period of 8 hours prior to the beginning of duty.

Rest and duty limitations for persons performing maintenance functions on AOC holder aircraft

(2) No person may schedule a person performing maintenance functions for aircraft certified for commercial air transport for more than 12 consecutive hours of duty.

(3) In situations involving unscheduled aircraft unavailability, persons performing maintenance functions for aircraft certified for commercial air transport may be continued on duty for—

- (a) up to 16 consecutive hours; or
- (b) 20 hours in 24 consecutive hours.

(4) Following unscheduled duty periods, the person performing maintenance functions for aircraft shall have a mandatory rest period of 10 hours.

(5) The AOC holder shall relieve the person performing maintenance functions from all duties for 24 consecutive hours during any 7 consecutive day period.

PART V—AOC SECURITY MANAGEMENT

Application

72. Part V provides those certification requirements that apply to the AOC holder's protection of aircraft, facilities and personnel from unlawful interference.

Security requirements

73. Each AOC holder shall ensure that all appropriate personnel are familiar, and comply with, the relevant requirements of the national security programmes of the State of the operator.

Security training programmes

74.—(1) Each AOC holder shall establish, maintain and conduct approved training programmes which enable the operator's personnel to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aircraft and to minimize the consequences of such events should they occur.

(2) As a minimum, the security training programme shall include—

- (a) determination of the seriousness of any occurrence;
- (b) crew communication and coordination;
- (c) appropriate self-defence responses;
- (d) use of non-lethal protective devices assigned to crewmembers whose use of is authorized by Malawi;
- (e) live situational training exercises regarding various threat conditions;
- (f) flight deck procedures to protect the aircraft;
- (g) aircraft search procedures and guidance on least-risk bomb locations where practicable;
- (h) understanding of behaviour of terrorists so as to facilitate the ability of crewmembers to cope with hijacker behaviour and passenger responses, and
- (i) crew preventative measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft.

75. Following an act of unlawful interference on board an aircraft the PIC or, in his absence, the AOC holder shall submit, without delay, a report of such an act to the designated local authority and the Authority in the State of the operator.

Reporting acts of unlawful interference

76.—(1) Each AOC holder shall ensure that all aircraft carry a checklist of the procedures to be followed for that type aircraft in searching for concealed weapons, explosives, or other dangerous devices.

Aircraft search procedure checklist

(2) The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane.

77.—(1) The flightcrew compartment door on aircraft operated for the purpose of carrying passengers shall be capable of being locked from within the procedures order to prevent unauthorized access.

Flight crew compartment door, if installed—security procedures

(2) Each AOC holder shall have an approved means by which the cabin crew can discreetly notify the flightcrew in the event of suspicious activity or security breaches in the cabin.

(3) All passenger carrying aeroplanes should be equipped with an approved flightcrew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door should be capable of being locked and unlocked from either pilot’s station—

(a) the door should be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorised persons; and

(b) means should be provided for monitoring from either pilot’s station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.

78.—(1) All aeroplanes certificated with a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door should be capable of being locked and unlocked from either pilot’s station—

Flightcrew compartment doors, large aeroplanes—security producers

(a) the door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorised persons; and

(b) means shall be provided for monitoring from either pilot’s station the entire door area outside the flightcrew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.

Carriage of
weapons

79. Where an operator accepts the carriage of weapons removed from passengers, the aeroplane should have provision for stowing such weapons in a place so that they are not accessible to any person during flight time.

PART VI—AOC DANGEROUS GOODS MANAGEMENT

Application

80. This part provides those certification requirements that apply to management and transport of dangerous goods.

Approval to
transport
dangerous
goods

81. No AOC holder may transport dangerous goods unless approved to do so by the Authority.

Scope

82.—(1) Each AOC holder shall comply with the provisions contained in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods By Air, ICAO Doc. 9284 (Technical Instructions) on all occasions when dangerous goods are carried, irrespective of whether the flight is wholly or partly within or wholly outside the territory of Malawi. Where dangerous goods are to be transported outside the territory of Malawi, the AOC holder shall review and comply with the appropriate variations noted by Contracting States contained in Attachment 3 to the Technical Instructions.

(2) Articles and substances which would otherwise be classified as dangerous goods are excluded from the provisions of this part, to the extent specified in the Technical Instructions, provided they are—

(a) required to be aboard the aircraft for operating reasons;

(b) carried as catering or cabin service supplies;

(c) carried for use in flight as veterinary aid or as a humane killer for an animal; or

(d) carried for use in flight for medical aid for a patient, provided that—

(i) gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;

(ii) drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft;

(iii) equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and

(iv) proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety; or

(v) they are carried by passengers or crewmembers.

(3) Articles and substances intended as replacements for those in subregulation (2) may be transported on an aircraft as specified in the Technical Instructions.

83. Each AOC holder shall take all reasonable measures to ensure that articles and substances that are specifically identified by name or generic description in the Technical Instructions as being forbidden for transport under any circumstances are not carried on any aircraft. Limitation on the transport of dangerous goods

(2) Each AOC holder shall take all reasonable measures to ensure that articles and substances or other goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances or infected live animals are transported only when—

(a) they are exempted by the States concerned under the provisions of the Technical Instructions; or

(b) the Technical Instructions indicate they may be transported under an approval issued by the State of Origin.

84.—(1) Each AOC holder shall ensure that articles and substances are classified as dangerous goods as specified in the Technical Instructions. Classification

85.—(1) Each AOC holder shall ensure that dangerous goods are packed as specified in the Technical Instructions. Packing

(2) Packing used for the transport of dangerous goods shall—

(a) be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration;

(b) be suitable for the contents. Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods;

(c) meet the material and construction specifications in the Technical Instructions;

(d) be tested in accordance with the provisions of the Technical Instructions;

(e) for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions;

(f) for inner packaging, shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packaging;

(g) not be reused until it has been inspected and found free from corrosion or other damage. Where packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.

(3) If because of the nature of their former contents, uncleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.

(4) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

Labelling and marking

86.—(1) Each AOC holder shall ensure that packages, overpacks and freight containers are labeled as specified in the Technical Instructions.

(2) Each AOC holder shall ensure that packages, overpacks and freight containers are marked with—

(a) the proper shipping name of its contents;

(b) the UN number, when assigned, and

(c) other such markings as may be specified in the Technical Instructions.

(3) Each AOC holder shall ensure that packaging manufactured to a specification contained in the Technical Instructions shall be so marked in accordance with the Technical Instructions.

(4) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of Malawi, the AOC holder shall ensure that labeling and marking are in the English language in addition to any other language requirements.

Dangerous goods transport document

87.—(1) Each AOC holder shall ensure that, except when otherwise specified in the Technical Instructions, dangerous goods are accompanied by a dangerous goods transport document.

(2) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of Malawi, the AOC holder shall ensure that the English language is used for the dangerous goods transport document in addition to any other language requirements.

Acceptance of dangerous goods

88. —(1) No AOC holder may accept dangerous goods for transport until the package, over pack or freight container has been inspected in accordance with the acceptance procedures in the Technical Instructions.

(2) Each AOC holder, or its handling agent, shall use an acceptance check list which—

(a) shall allow for all relevant details to be checked; and

(b) shall be in such form as will allow for the recording of the results of the acceptance check by manual, mechanical or computerized means.

Inspection for damage, leakage or contamination

89.—(1) Each AOC holder shall ensure that—

(a) packages, overpacks and freight containers are inspected for evidence of leakage or damage immediately prior to loading on an aircraft or into a unit load device, as specified in the Technical Instructions;

(b) a unit load device is not loaded on an aircraft unless it has been inspected as required by the Technical Instructions and found free from any evidence of leakage from, or damage to, the dangerous goods contained therein;

(c) leaking or damaged packages, overpacks or freight containers are not loaded on an aircraft;

(d) any package of dangerous goods found on an aircraft and which appears to be damaged or leaking is removed or arrangements made for its removal by an appropriate authority or organization;

(e) after removal of any leaking or damaged goods, the remainder of the consignment is inspected to ensure it is in a proper condition for transport and that no damage or contamination has occurred to the aircraft or its load;

(f) packages, overpacks and freight containers are inspected for signs of damage or leakage upon unloading from an aircraft or from a unit load device and, if there is evidence of damage or leakage, the area where the dangerous goods were stowed is inspected for damage or contamination.

90. Each AOC holder shall ensure that—

Removal of contamination

(a) any contamination found as a result of the leakage or damage of dangerous goods is removed without delay; and

(b) an aircraft which has been contaminated by radioactive materials is immediately taken out of service and not returned until the radiation level at any accessible surface and the non- fixed contamination are not more than the values specified in the Technical Instructions.

91.—(1) Each AOC holder shall ensure that packages and overpacks containing dangerous goods and freight containers containing radioactive materials are loaded and stowed in accordance with the Technical Instructions—

Loading restrictions and stowage of dangerous goods

(a) Passenger Cabin and Flight Deck. Each AOC holder shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck, unless otherwise specified in the Technical Instructions;

(b) Cargo Compartments. Each AOC holder shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aircraft as specified in the Technical Instructions;

(c) Dangerous Goods Designated for Carriage Only on Cargo Aircraft. Each AOC holder shall ensure that packages of dangerous goods bearing the “Cargo Aircraft Only” label are carried on a cargo aircraft and loaded as specified in the Technical Instructions, and in a manner that a crewmember or other authorised person can see, handle and, where size and weight permit, separate such packages from other cargo in flight.

(2) Packages containing dangerous goods shall be separated when stowing as follows—

(a) those packages that might react dangerously with other packages shall not be stowed next to each other or in a position that might allow interaction between them in the event of a leakage;

(b) those packages containing toxic and infectious substances shall be stowed in accordance with the Technical Instructions;

(c) those packages containing radioactive materials shall be stowed so that they are separated from persons, live animals and undeveloped film, and secured in flight in accordance with the Technical Instructions.

(3) The AOC holder shall protect and secure any dangerous goods in such a manner that will prevent any movement in flight that might change the orientation of the packages.

Provision of
information

92.—(1) Information to Ground Staff. Each AOC holder shall ensure that—

(a) information is provided to enable ground staff to carry out their duties with regard to the transport of dangerous goods, including the actions to be taken in the event of incidents and accidents involving dangerous goods; and

(b) where applicable, the information referred to in subregulation (1) (a) is also provided to the handling agent.

(2) Information to Passengers: Each AOC holder shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting aboard an aircraft.

(3) Information to Shippers: Each AOC holder shall ensure that information is promulgated as required by the Technical Instructions so that shippers of dangerous goods are provided with the information as required by the Technical Instructions to enable them to carry out their responsibilities with regard to the transport of dangerous goods and the action to be taken in the event of emergencies arising involving dangerous goods.

(4) Information to Acceptance Points Personnel: Each AOC holder and, where applicable, the handling agent shall ensure that notices are provided at acceptance points for cargo giving information about the transport of dangerous goods, including the actions to be taken in the event of emergencies arising involving dangerous goods.

(5) Information to Crewmembers: Each AOC holder shall ensure that information is provided in the Operations Manual to enable crewmembers to carry out their responsibilities in regard to the transport of dangerous goods, including the actions to be taken in the event of emergencies arising involving dangerous goods.

(6) Information to the PIC: Each AOC holder shall ensure that the PIC is provided, as early as practicable before the departure of the flight, with written information, as specified in the Technical Instructions.

(7) Information in the Event of an In-Flight Emergency: If an in-flight emergency occurs, the PIC shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of the aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.

(8) Information in the Event of an Aircraft Incident or Accident: Each AOC holder which is involved in an aircraft accident or incident shall—

(a) as soon as possible, inform the appropriate authority of the State in which the aircraft accident or incident occurred of any dangerous goods carried; and

(b) on request, provide any information required to minimise the hazards created by any dangerous goods carried.

(9) Each AOC holder shall establish a procedure to ensure that a copy of the written notification to the PIC referred to in (6) subregulation is retained on the ground and easily accessible to the aerodromes of east departure and next schedule arrival for each of its flights on which dangerous goods are carried.

93.—(1) Crewmembers, passenger handling staff, and security staff employed by the AOC holder who deal with the screening of a passengers and their baggage and cargo shall have received training which covers as a minimum, the areas identified in Part 8 to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods, how to identify them and what requirements apply to the carriage of such goods by passengers.

Dangerous goods training programme and manual

(2) An AOC holder shall provide dangerous goods training manuals which contain adequate procedures and information to assist personnel in identifying packages marked or labelled as containing hazardous materials including—

(a) instructions on the acceptance, handling, and carriage of hazardous materials;

(b) instructions governing the determination of proper shipping names and hazard classes;

(c) packaging, labelling, and marking requirements;

(d) requirements for shipping papers, compatibility requirements, loading, storage, and handling requirements;

(e) restrictions.

94.—(1) Each AOC holder shall report dangerous goods incidents and accidents to the Authority within 72 hours of the event, unless exceptional circumstances prevent this.

Dangerous goods incident and accident reports

(2) Each AOC holder shall report undeclared or misdeclared dangerous goods discovered in cargo or passenger’s baggage to the Authority within 72 hours of the discovery, unless exceptional circumstances prevent this.

95.—(1) No person shall offer a package, overpack or freight container containing dangerous goods for shipment by air unless that person has, in accordance with the Technical Instructions, ensured that the dangerous goods are properly—

Shipper’s responsibilities

(a) classified;

(b) packed;

(c) labelled; and

(d) accompanied by a properly executed dangerous goods transport document.

(2) In completing the dangerous goods transport document for the AOC holder, the shipper shall, in accordance with the Technical Instructions and any other regulations of Malawi—

(a) declare that the dangerous goods are fully and accurately described by their proper shipping names;

(b) declare that the dangerous goods are classified, packed, marked and labelled and in the proper condition for transport;

(c) complete the form in English language when the dangerous goods are to be carried either wholly or partly outside Malawi; and

(d) sign the form.

Dangerous goods security provisions

96.—(1) Each shipper, operator and other individuals engaged in the transport of dangerous goods by air shall establish security measures, consistent with these regulations, to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment.

SCHEDULE

IMPLEMENTING STANDARDS FOR AIR OPERATOR CERTIFICATION AND ADMINISTRATION

IS 9: 7(3) CONTENTS OF AIR OPERATOR CERTIFICATE

- (a) the AOC and its associated operations specifications shall contain the minimum information required in paragraphs (c) and (d) respectively, in a standardized format;
- (b) the air operator certificate and its associated operations specifications shall define the operations for which an operator is authorized;
- (c) the AOC shall be based on the following template—

AIR OPERATOR CERTIFICATE

| | | |
|---------------------------|-------------------------------------|--|
| 1 | State of the Operator: ² | 1 Operational Points of Contact: ¹⁰ Contact details, at which operational management can be contacted without undue delay, are listed in _____. ¹¹ |
| | Issuing Authority: ³ | |
| AOC#: ⁴ | Operator Name: ⁶ | |
| Expiry Date: ⁵ | DBA Trading Name: ⁷ | |
| | Operator address: ⁸ | |
| | Telephone: ⁹ | |
| | Fax: | |
| | E-mail: | |

This certificate certifies that _____¹² is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the _____.¹³

Date of issue¹⁴: _____ Name and Signature¹⁵: _____
Title: _____

NOTES:

1. For use of the State of the Operator.
 2. Replace by the name of the State of the Operator.
 3. Replace by the identification of the issuing authority of the State of the Operator.
 4. Unique AOC number, as issued by the State of the Operator.
 5. Date after which the AOC ceases to be valid (dd-mm-yyyy).
 6. Replace by the operator's registered name.
 7. Operator's trading name, if different. Insert "DBA" before the trading name (for "doing business as").
 8. Operator's principal place of business address.
 9. Operator's principal place of business telephone and fax details, including the country code. E-mail to be provided if available.
 10. The contact details include the telephone and fax numbers, including the country code, and the e-mail address (if available) at which operational management can be contacted without undue delay for issues related to flight operations, airworthiness, flight and cabin crew competency, dangerous goods and other matters, as appropriate.
 11. Insert the controlled document, carried on board, in which the contact details are listed, with the appropriate paragraph or page reference, e.g.: "Contact details are listed in the operations manual. Gen/Basic, Chapter 1, 1.1" or "...are listed in the operations specifications, page 1" or "...are listed in an attachment to this document."
 12. Operator's registered name.
 13. Insertion of reference to the appropriate civil aviation regulations.
 14. Issuance date of the AOC (dd-mm-yyyy).
 15. Title, name and signature of the authority representative. In addition, an official stamp may be applied on the AOC (identification of the issuing Authority of the State of the Operator).
- (d) for each aircraft model in the operator's fleet, identified by aircraft make, model and series, the following list of authorizations, conditions and limitations shall be included: issuing authority contact details, operator name and AOC number, date of issue and signature of the Authority representative, aircraft model, types and area of operations, special limitations and authorizations.

NOTE: If authorizations and limitations are identical for two or more models, these models may be grouped in a single list.

IS 9: 7(5) CONTENTS OF OPERATIONS SPECIFICATIONS

- (a) the operations specifications layout shall be as follows—

NOTE: The Minimum Equipment List (MEL) constitutes an integral part of the Operations Manual

OPERATIONS SPECIFICATIONS

*(subject to the approved conditions in the Operations Manual)*Issuing Authority Contact Details¹

| | | | |
|------------------------------------|-------------------------------------|--------------------------------|---|
| Telephone: | Fax: | E-mail: | |
| AOC# ² : | Operator Name ³ : | Date ⁴ : | Signature: |
| DBA Trading Name: | | | |
| Aircraft Model ⁵ : | | | |
| Types of Operation: | <input type="checkbox"/> Passengers | <input type="checkbox"/> Cargo | <input type="checkbox"/> Other ⁶ : |
| Area of operation ⁷ : | | | |
| Special Limitations ⁸ : | | | |

| Special Authorizations: | Yes | No | Specific Approvals ⁹ | Remarks |
|--|--------------------------|--------------------------|---|---------------|
| Dangerous Goods | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Low Visibility Operations | | | | |
| Approach and Landing | <input type="checkbox"/> | <input type="checkbox"/> | CAT ¹⁰ : _____ RVR: _____ m DH: _____ ft | |
| Take-off | <input type="checkbox"/> | <input type="checkbox"/> | RVR ¹¹ : _____ m | |
| RVSM ¹² <input type="checkbox"/> N/A | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ETOPS ¹³ <input type="checkbox"/> N/A | <input type="checkbox"/> | <input type="checkbox"/> | Maximum Diversion Time ¹⁴ : _____ Minutes | |
| Navigation Specifications for PBN Operations ¹⁵ | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Continuing Airworthiness ¹⁶ | X | X | ¹⁷ | ¹⁶ |
| Other ¹⁸ | <input type="checkbox"/> | <input type="checkbox"/> | | |

NOTES:

1. Telephone and fax contact details of the Authority, including the country code. E-mail to be provided if available.
2. Insertion of associated AOC number.
3. Insertion of the operator registered name and the operator trading name, if different. Insert “DBA” before the trading name (for “Doing business as”).
4. Issuance date of the operations specifications (dd-mm-yyyy) and signature of the Authority representative.
5. Insertion of the Commercial Aviation Safety Team (CAST) ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>.
6. Other type of transportation to be specified (e.g. emergency medical service).

7. Listing of geographical area(s) of authorized operation (by geographical coordinates or specific routes, flight information region or national or regional boundaries).
8. Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
9. List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
10. Insertion of applicable precision approach category: CAT I, II, IIIA, IIIB, IIIC. Insertion of minimum RVR in meters and Decision Height in feet. One line is used per listed approach category.
11. Insertion of approved minimum take-off RVR in meters. One line per approval may be used if different approvals are granted.
12. Not Applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.
13. Extended range operations (ETOPS) currently applies only to twin-engined aircraft. Therefore the Not Applicable (N/A) box may be checked if the aircraft model has more than 2 engines. Should the concept be extended to 3 or 4-engine aircraft in the future, the Yes or No checkbox will be required to be checked.
14. The threshold distance may also be listed (in nm), as well as the engine type.
15. Performance-based Navigation (PBN): one line is used for each PBN specifications authorization (e.g. RNAV 1, RNP 4), with appropriate limitations or conditions listed in the “Specific Approvals” and/or “Remarks” columns.
16. Limitations, conditions and regulatory basis for operational approval associated with the Performance-based Navigation specifications (e.g. GNSS, DME/DME/IRU). Information on performance-based navigation, and guidance concerning the implementation and operational approval process, are contained in the Performance-based Navigation Manual (Doc9613).
17. Insert the name of the person/organisation, responsible for ensuring that the continuing airworthiness of the aircraft is maintained and the regulations which require the work, i.e. within the AOC regulation or a specific approval (e.g. EC2042/2003, Part M, Subpart G).
18. Other authorizations or data can be entered here, using one line (or one multi-line block) per authorization (e.g. special approach authorizations, NMPS, approved navigation performance, etc.)—
 - (b) in addition to the items in (d) and (e) operations specifications may include other specific authorisation, such as—
 - (i) special aerodrome operations (e.g. short take-off and landing operations or land and hold short operations);
 - (ii) special approach procedures (e.g. steep gradient approach, instrument landing system precision runway monitor approach, localizer-type directional aid precision runway monitor approach, RNP approach, etc.);
 - (iii) single-engine passenger transport at night or in instrument meteorological (IMC) conditions;

- (iv) operations in areas with special procedures (e.g. operations in areas using different altimetry units or altimeter setting procedures).

IS 9: 14 MANAGEMENT PERSONNEL REQUIRED FOR COMMERCIAL AIR TRANSPORT OPERATIONS

- (1) Each AOC holder shall make arrangements to ensure continuity of supervision if operations are conducted in the absence of any required management personnel.
- (2) Required management personnel shall be contracted to work sufficient hours such that the management functions are fulfilled.
- (3) A person serving in a required management position for an AOC holder may not serve in a similar position for any other AOC holder, unless an exemption is issued by the Authority.
- (4) The minimum initial qualifications for a Director of Operations are—
 - (a) an ATP licence; and
 - (b) 3 years experience as PIC in commercial air transport operations—
 - (i) of large aircraft if the AOC holder operates large aircraft, or
 - (ii) of either large or small aircraft if the AOC holder operates only small aircraft.
- (5) The minimum qualifications for a Chief Pilot are—
 - (a) an ATP licence with the appropriate ratings for at least one of the aircraft used in the AOC holder's operations; and
 - (b) 3 years experience as PIC in commercial air transport operations—
 - (i) in large aircraft if the AOC holder operates large aircraft; or
 - (ii) in either large or small aircraft if the AOC holder operates only small aircraft.

NOTE: The Authority may accept a commercial pilot licence with instrument rating in lieu of the ATP licence if the PIC requirements for the operations conducted require only a commercial certificate.

- (6) The minimum entry qualifications for a Director of Maintenance are—
 - (a) an Aircraft Maintenance Engineer (AME) licence with airframe and powerplant ratings;
 - (b) 3 years experience in maintaining the same category and class of aircraft used by the AOC holder including 1 year in the capacity of returning aircraft to service; and
 - (c) 1 year supervisory experience maintaining the same category and class of aircraft used by the AOC holder.
- (7) The minimum entry qualifications for a Chief Inspector are—
 - (a) an Aircraft Maintenance Engineer (AME) licence with airframe and powerplant ratings;
 - (b) 3 years experience in maintaining the same category and class of aircraft used by the AOC holder including 1 year in the capacity of returning aircraft to service.

- (8) An AOC holder may employ a person who does not meet the appropriate airman qualification or experience if the Authority issues an exemption finding that that person has comparable experience and can effectively perform the required management functions.

IS 9: 15 QUALITY SYSTEM

- (a) in order to show compliance with regulation 15 of these Regulations, an AOC holder should establish its quality system in accordance with the instruction and information contained in the following paragraphs.

1.0. General.

1.1 Terminology.

- (a) the terms used in the context of the requirement for an AOC's quality system have the following meaning—

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

1.2 Quality Policy.

1.2.1 An operator shall establish a formal, written quality policy statement that is a commitment by the accountable manager as to what the quality system is intended to achieve. The quality policy should reflect the achievement and continued compliance with the Aviation Regulations together with any additional standards specified by the operator.

1.2.2 The accountable manager is an essential part of the operator's management organisation. With regard to the text in in regulation 14 (1) of of these Regulations the term "accountable manager" is intended to mean the Chief Executive/President/Managing Director/ General Manager, etc. of the operator's organization, who by virtue of his or her position has overall responsibility (including financial) for managing the organization.

1.2.3 The accountable manager will have overall responsibility for the operator's quality system, including the frequency, format and structure of the internal management evaluation activities as prescribed in paragraph 3.9 below.

1.3 Purpose of the Quality System.

1.3.1 The quality system should enable the operator to monitor compliance with these Aviation Regulations, the operator's manual system, and any other standards specified by the operator, or the Authority, to ensure safe operations and airworthy aircraft.

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- 1.4 Quality Manager.
- 1.4.1 The function of the quality manager to monitor compliance with, and the adequacy of, procedures required to ensure safe operational practices and airworthy aircraft as required by these Aviation Regulations may be carried out by more than one person by means of different, but complementary, quality assurance programmes.
- 1.4.2 The primary role of the quality manager is to verify, by monitoring activity in the fields of flight operations, maintenance, crew training and ground operations, that the standards required by the Authority, and any additional requirements defined by the operator, are being carried out under the supervision of the relevant required management personnel.
- 1.4.3 The quality manager should be responsible for ensuring that the quality assurance programme is properly established, implemented and maintained.
- 1.4.4 The quality manager should—
- (a) report to the accountable manager;
 - (b) not be one of the required management personnel; and
 - (c) have access to all parts of the operator's, and as necessary, any sub-contractor's organization.
- 1.4.5 In the case of small/very small operators, the posts of the Accountable Manager and quality manager may be combined.
- 2.0 Quality System.
- 2.1 Introduction.
- 2.1.1 The operator's quality system should ensure compliance with and adequacy of operational and maintenance activities requirements, standards, and operational procedures.
- 2.1.2 The operator should specify the basic structure of the quality system applicable to the operation.
- 2.1.3 The quality system should be structured according to the size and complexity of the operation to be monitored.
- 2.2 Scope.
- 2.1.4 As a minimum, the quality system should address the following—
- (a) the provisions of these Aviation Regulations;
 - (b) the operator's additional standards and operating practices;
 - (c) the operator's quality policy;
 - (d) the operator's organizational structure;
 - (e) responsibility for the development, establishment and management of the quality system;
 - (f) documentation, including manuals, reports and records;

- (g) quality procedures;
 - (h) quality assurance programme;
 - (i) the required financial, material and human resources;
 - (j) training requirements.
- 2.2.2 The quality system should include a feedback system to the accountable manager to ensure that corrective actions are both identified and promptly addressed. The feedback system should also specify who is required to rectify discrepancies and non-compliance in each particular case, and the procedure to be followed if corrective action is not completed within an appropriate timescale.
- 2.3 Relevant Documentation.
- 2.3.1 Relevant documentation includes the relevant part of the operator's manual system.
- 2.3.2 In addition, relevant document should include the following—
 - (a) quality policy;
 - (b) terminology;
 - (c) specified operational standards;
 - (d) a description of the organization;
 - (e) the allocation of duties and responsibilities;
 - (f) operational procedures to ensure regulatory compliance;
 - (g) accident prevention and flight safety programme;
 - (h) the quality assurance programme, reflecting:
 - (i) schedule of the monitoring process;
 - (j) audit procedures;
 - (k) reporting procedures;
 - (l) follow-up and corrective action procedures;
 - (m) recording system;
 - (n) the training syllabus; and
 - (o) document control
- 3.0 Quality Assurance Programme.
- 3.1 Introduction.
- 3.1.1 The quality assurance programme should include all planned and systematic actions necessary to provide confidence that all operations and maintenance are conducted in accordance with all applicable requirements, standards and operational procedures.
- 3.1.2 When establishing a quality assurance programme, consideration should be given to at least the following—

- (a) quality inspection;
- (b) audit;
- (c) auditors;
- (d) auditor's independence
- (e) audit scope;
- (f) audit scheduling;
- (g) monitoring and corrective action;
- (h) management evaluation.

3.2 Quality Inspection.

3.2.1 The primary purpose of a quality inspection is to observe a particular event/action/document, etc. in order to verify whether established operational procedures and requirements are followed during the accomplishment of that event and whether the required standard is achieved.

3.2.2 Typical subject areas for quality inspections are—

- (a) actual flight operations;
- (b) ground deicing/anti-icing;
- (c) flight support services;
- (d) load control;
- (e) maintenance;
- (f) technical standards; and
- (g) training standards.

3.2.3 Typical methods for quality inspections for maintenance include:

- (a) product sampling—the part inspection of a representative sample of the aircraft fleet;
- (b) defect sampling—the monitoring of defect rectification performance;
- (c) concession sampling—the monitoring of any concession to not carry out maintenances of time;
- (d) on time maintenance sampling – the motoring of when (flying hours/calendar time/flight cycles, etc.) aircraft and their components are brought in for maintenance;
- (e) sample reports of airworthy conditions and maintenance errors on aircraft components.

3.3 Audit.

3.3.1 An audit is a systematic, and independent comparison of the way in which an operation is being conducted against the way in which the published operational procedures say it should be conducted.

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- 3.3.2 Audits should include at least the following quality procedures and processes—
- (a) a statement explaining the scope of the audit;
 - (b) planning and preparation;
 - (c) gathering and recording evidence; and
 - (d) analysis of the evidence.
- 3.3.3 Techniques that contribute to an effective audit are—
- (a) interviews or discussions with personnel;
 - (b) a review of published documents;
 - (c) the examination of an adequate sample of records;
 - (d) the witnessing of the activities that make up the operation; and
 - (e) the preservation of documents and the recording of observations.
- 3.4. Auditors.
- 3.4.1 An operator should decide, depending upon the complexity of the operations, whether to make use of a dedicated audit team or a single auditor. In any event, the auditor or audit team should have relevant operational and/or maintenance experience.
- 3.4.2 The responsibilities of the auditors should be clearly defined in the relevant documentation.
- 3.5 Auditor's Independence.
- 3.5.1 Auditors should not have any day-to-day involvement in the area of the operation and/or maintenance activity that is to be audited. An operator may, in addition to using the services of full-time dedicated personnel belonging to a separate quality department, undertake the monitoring of specific areas or activities by the use of part-time auditors. An operator whose structure and size does not justify the establishment of full-time auditors, may undertake the audit function by the use of part-time personnel from within its own organization or from an external source under the terms of an agreement acceptable to the Authority. In all cases the operator should develop suitable procedures to ensure that persons directly responsible for the activities to be audited are not selected as part of the auditing team. Where external auditors are used, it is essential that any external specialist is familiar with the type of operation and/or maintenance conducted by the operator.
- 3.5.2 The operator's quality assurance programme should identify the persons within the company who have the experience, responsibility and authority to—
- (a) perform quality inspections and audits as part of ongoing quality assurance;
 - (b) identify and record any concerns or findings, and the evidence necessary to substantiate such concerns or findings;

- (c) initiate or recommend solutions to concerns or findings through designated reporting channels;
- (d) verify the implementation of solutions within specific timescales;
- (e) report directly to the quality manager.

3.6 Audit Scope.

3.6.1 Operators are required to monitor compliance with the operational and maintenance procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor—

- (a) organization;
- (b) plans and company objectives;
- (c) operational procedures;
- (d) flight safety;
- (e) operator certification (AOC/Operations specifications)
- (f) supervision;
- (g) aircraft performance;
- (h) all weather operations;
- (i) communications and navigational equipment and practices;
- (j) mass, balance and aircraft loading;
- (k) instruments and safety equipment;
- (l) manuals, logs, and records;
- (m) flight and duty time limitations, rest requirements, and scheduling;
- (n) aircraft maintenance/operations interface;
- (o) use of the MEL;
- (p) maintenance programmes and continued airworthiness;
- (q) airworthiness directives management;
- (r) maintenance accomplishment;
- (s) defect deferral;
- (t) flight crew;
- (u) cabin crew;
- (v) dangerous goods;
- (w) security;
- (x) training.

-
- 3.7 Audit Scheduling.
- 3.7.1 A quality assurance programme should include a defined audit schedule and a periodic review cycle area by area. The schedule should be flexible, and allow unscheduled audits when trends are identified. Follow-up audits should be scheduled when necessary to verify that corrective action was carried out and that it was effective.
- 3.7.2 An operator should establish a schedule of audits to be completed during a specified calendar period. All aspects of the operation should be reviewed within every 12 month period in accordance with the programme unless an extension to the audit period is accepted as explained below. An operator may increase the frequency of audits at its discretion but should not decrease the frequency without the agreement of the Authority. Audit frequency should not be decreased beyond a 24 month period interval.
- 3.7.3 When an operator defines the audit schedule, significant changes to the management, organization, operation, or technologies should be considered as well as changes to the regulatory requirements.
- 3.8 Monitoring and Corrective Action.
- 3.8.1 The aim of monitoring within the quality system is primarily to investigate and judge its effectiveness and thereby to ensure that defined policy, operational, and maintenance standards are continuously complied with. Monitoring activity is based upon quality inspections, audits, corrective action and follow-up. The operator should establish and publish a quality procedure to monitor regulatory compliance on a continuing basis. This monitoring activity should be aimed at eliminating the causes of unsatisfactory performance.
- 3.8.2. Any non-compliance identified as a result of monitoring should be communicated to the manager responsible for taking corrective action or, if appropriate, the accountable manager. Such non-compliance should be recorded, for the purpose of further investigation, in order to determine the cause and to enable the recommendation of appropriate corrective action.
- 3.8.3 The quality assurance programme should include procedures to ensure that corrective actions are taken in response to findings. These quality procedures should monitor such actions to verify their effectiveness and that they have been completed. Organizational responsibility and accountability for the implementation of corrective action resides with the department cited in the report identifying the finding. The accountable manager will have the ultimate responsibility for resourcing the corrective active action and ensuring, through the quality manager, that the corrective action has re-established compliance with the standard required by the Authority, and any additional requirements defined by the operator.
- 3.8.4 Corrective action. Subsequent to the quality inspection/audit, the operator should establish—
- (a) the seriousness of any findings and any need for immediate corrective action;

- (b) the origin of the finding;
- (c) what corrective actions are required to ensure that the non-compliance does not recur;
- (d) a schedule for corrective action;
- (e) the identification of individuals or departments responsible for implementing corrective action;
- (f) allocation of resources by the accountable manager, where appropriate.

3.8.5 The quality manager should—

- (a) verify that corrective action is taken by the manager responsible in response to any finding of non-compliance;
- (b) verify the corrective action includes the elements outlined in paragraph 3.8.4 above;
- (c) monitor the implementation and completion of corrective action;
- (d) provide management with an independent assessment of corrective action; implementation and completion;
- (e) evaluate the effectiveness of corrective action through follow-up process.

3.9 Management Evaluation.

3.9.1 A management evaluation is a comprehensive, systematic, documented review by the management of the quality system, operational policies and procedures, and should consider:

- (a) the results of quality inspections, audits and any other indicators;
- (b) the overall effectiveness of the management organisation in achieving stated objectives.

3.9.2 A management should identify and correct trends, and prevent, where possible, future non-conformities. Conclusions and recommendations made as a result of an evaluation should be submitted in writing to the responsible manager for action. The responsible manager should be an individual who has the authority to resolve issues and take action.

3.9.3 The accountable manager should decide upon the frequency, format and structure of internal management evaluation activities.

3.10 Recording.

3.10.1 Accurate, complete and readily accessible records documenting the results of the quality assurance programme should be maintained by the operator. Records are essential data to enable an operator to analyse and determine the root causes of non-conformity, so that areas of non-compliance can be identified and addressed.

3.10.2 The following records should be retained for a period of 5 years—

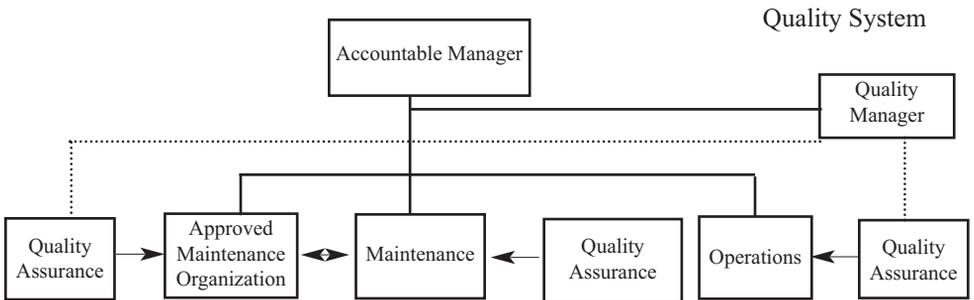
- (a) audit schedules;
 - (b) quality inspection and audit reports;
 - (c) responses to findings;
 - (d) corrective action reports;
 - (e) follow-up and closure reports; and
 - (f) management evaluation reports.
- 4.0 Quality Assurance Responsibility for Sub-Contractors.
- 4.1 Sub-Contractors.
- 4.1.1 Operators may decide to sub-contract out certain activities to external agencies for the provision of services related to areas such as:
- (a) ground deicing/anti-icing;
 - (b) maintenance;
 - (c) ground handling;
 - (d) flight support (including performance calculations, flight planning, navigation database and dispatch);
 - (e) training;
 - (f) manual preparation.
- 4.1.2 The ultimate responsibility for the product or service provided by the sub-contractor always remains with the operator. A written agreement should exist between the operator and the sub-contractor clearly defining the safety related services and quality to be provided. The sub-contractor's safety related activities relevant to the agreement should be included in the operator's quality assurance programme.
- 4.1.3 The operator should ensure that the sub-contractor has the necessary authorization/approval when required and commands the resources and competence to undertake the task.
- 5.0. Quality System Training.
- 5.1 General.
- 5.1.1 An operator should establish effective, well planned and resourced quality related briefing for all personnel.
- 5.1.2 Those responsible for managing the quality system should receive training covering:
- (a) an introduction to the concept of the quality system;
 - (b) quality management;
 - (c) the concept of quality assurance;
 - (d) quality manuals;

- (e) audit techniques;
 - (f) reporting and recording; and
 - (g) the way in which the quality system will function in the company.
- 5.1.3 Time should be provided to train every individual involved in quality management and for briefing the remainder of the employees. The allocation of time and resources should be governed by the size and complexity of the operation concerned.
- 5.2 Sources of Training.
- 5.2.1 Quality management courses are available from the various [National] or International Standards Institutions, and an operator should consider whether to offer such courses to those likely to be involved in the management of quality systems. Operators with sufficient appropriately qualified staff should consider whether to carry out in-house training.
- 6.0 Organizations with 20 or Less Full-Time Employees.
- 6.1 Introduction.
- 6.1.1 The requirement to establish and document a quality system, and to employ a quality manager applies to all operators. References to large and small operators elsewhere in these [Model Regulations] are governed by aircraft capacity (i.e. more or less than 20 seats) and by mass (i.e. greater or less than 10 tonnes maximum take-off mass). Such terminology is not relevant when considering the scale of an operation and the quality system required. In the context of quality systems therefore, operators should be categorized according to the number of full time staff employees.
- 6.2 Scale of Operation.
- 6.2.1 Operators who employ 5 or less full time staff are considered to be “very small” while those employing between 6 and 20 full time employees are regarded as “small” operators as far as quality systems are concerned. Full-time in this context means employed for not less than 35 hours per week excluding vacation periods.
- 6.2.2 Complex quality systems could be inappropriate for small or very small operators and the clerical effort required to draw up manuals and quality procedures for a complex system may stretch their resources. It is therefore accepted that such operators should tailor their quality systems to suit the size and complexity of their operation and allocate resources accordingly.
- 6.3 Quality System for Small/Very Small Operators.
- 6.3.1 For small and very small operators it may be appropriate to develop a quality assurance programme that employs a checklist. The checklist should have a supporting schedule that requires completion of all checklist items within a specified timescale, together with a statement acknowledging completion of a periodic review by top management. An occasional independent overview of the checklist content and achievement of the quality assurance should be undertaken.

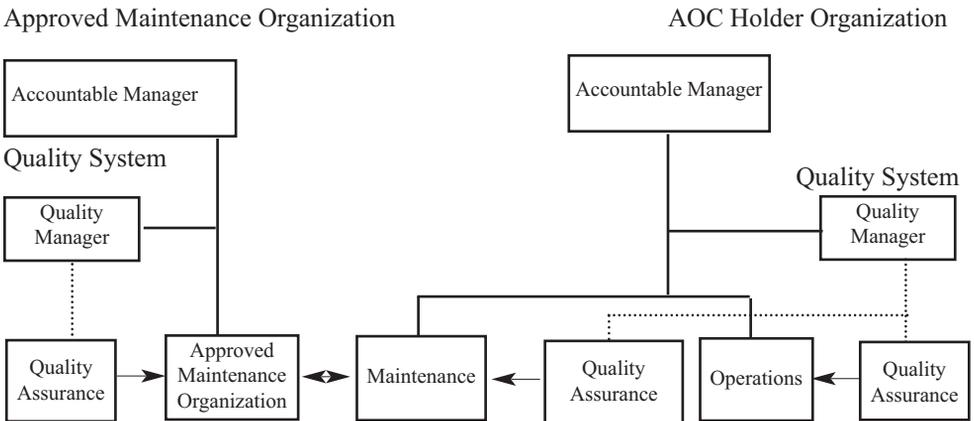
- 6.3.2 The “small” operator may decide to use internal or external auditors or a combination of the two. In these circumstances it would be acceptable for external specialists and or qualified organizations to perform the quality audits on behalf of the quality manager.
- 6.3.3 If the independent quality audit function is being conducted by external auditors, the audit schedule should be shown in the relevant documentation.
- 6.3.4 Whatever arrangements are made, the operator retains the ultimate responsibility for the quality system and especially the completion and follow-up of corrective actions.

QUALITY SYSTEM —ORGANIZATION EXAMPLES

- (1) The following diagrams illustrate two typical examples of Quality organisations.
 - (a) quality System within the AOC holder’s organization when the AOC holder also holds an approval for maintenance.



- (b) quality Systems related to an AOC holder’s organization where aircraft maintenance is contracted out to an approved organization which is not integrated with the AOC holder.



NOTE: The Quality System and Quality Audit Programme of the AOC holder should assure that the maintenance carried out by the approved organization is in accordance with requirements specified by the AOC holder.

IS 9: 17 RETENTION OF RECORDS

- (a) an operator shall ensure that the following information or documentation is retained for the periods shown in the table below.

Table of Record Retention

| Flight Crew Records | |
|--|---|
| Flight, duty and rest time | 2 years |
| Licence and medical certificate | Until 12 months after the flight crewmember has left the employ of the operator |
| Ground and flight training (all types) | Until 12 months after the flight crewmember has left the employ of the operator |
| Route and aerodrome/heliport qualification training | Until 12 months after the flight crewmember has left the employ of the operator |
| Dangerous good training | Until 12 months after the flight crewmember has left the employ of the operator |
| Security training | Until 12 months after the flight crewmember has left the employ of the operator |
| Proficiency and qualification checks (all types) | Until 12 months after the flight crewmember has left the employ of the operator |
| Cabin Crew Records | |
| Flight, duty and rest time | 2 years |
| Licence, if applicable | Until 12 months after the cabin crewmember has left the employ of the operator |
| Ground and flight training (all types) and qualification checks | Until 12 months after the cabin crewmember has left the employ of the operator |
| Dangerous good training | Until 12 months after the cabin crewmember has left the employ of the operator |
| Security training | Until 12 months after the cabin crewmember has left the employ of the operator |
| Competency checks | Until 12 months after the cabin crewmember has left the employ of the operator |
| Records for other AOC Personnel | |
| Training/qualification of other personnel for whom an approved training programme is required in these regulations | Until 12 months after the employee has left the employ of the operator |
| Licence, if required, and medical certificate if required | Until 12 months after the employee has left the employ of the operator |
| Proficiency or competency checks, if required | Until 12 months after the employee has left the employ of the operator |

 Flight Preparation Forms

| | |
|--------------------------|---|
| Completed load manifest | 3 months after the completion of the flight |
| Mass and balance reports | 3 months after the completion of the flight |
| Dispatch releases | 3 months after the completion of the flight |
| Flight plans | 3 months after the completion of the flight |
| Passenger manifests | 3 months after the completion of the flight |
| Weather reports | 3 months after the completion of the flight |

 Flight Recorder Records

| | |
|-----------------------------|---|
| Cockpit voice recordings | Preserved after an accident or incident for 60 days or longer if requested by the Authority |
| Flight data recordings | Preserved after an accident or incident for 60 days or longer if requested by the Authority |
| Aircraft Technical Logbook | |
| Journey records section | 2 years |
| Maintenance records section | 2 years |

 Maintenance Records of the Aircraft

| | |
|--|--|
| Total time in service (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components | 3 months after the unit to which they refer has been permanently withdrawn from service |
| Current status of compliance with all mandatory continuing airworthiness information | 3 months after the unit to which they refer has been permanently withdrawn from service |
| Appropriate details of modifications and repairs aircraft and its components | 3 months after the unit to which they refer has been to the permanently withdrawn from service |
| Total time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aircraft or its components subject to a mandatory overhaul life | 3 months after the unit to which they refer has been permanently withdrawn from service |
| The detailed maintenance records to show all requirements for a maintenance release have been met | 1 year after signing of the maintenance release |

 Other Records

| | |
|---|--|
| Operational flight plan | 3 months after the completion of the flight |
| Quality system records | 5 years |
| Dangerous goods transport document | 6 months after the completion of the flight |
| Dangerous goods acceptance checklist | 6 months after the completion of the flight |
| Records on cosmic and solar radiation dosage, if AOC holder operates aircraft that fly above 15 000 m (49 000 ft) | Until 12 months after the crewmember has left the employ of the AOC holder |

NOTE: See regulation 36 of these Regulation for details of the journey records section and regulation 64 of these Regulations for details of the maintenance records section of the aircraft technical log.

-
- 1 Operator's name and address pre-printed or filled in by hand.
 - 2 Must be filled for—
 - Each day; and
 - Each flight crew
 - 3 Sheet number (e.g. yy-nn) must be pre-printed or printed by hand. All sheets must be identifiable and numbered according to a continuous system that offers the same security when hand printed as when pre-printed.
 - 4 The commander's signature states that everything on this sheet is correct.
 - 5 For flights from A to A, a summary entry may be made. All other flights such as A to B etc., for each flight an entry must be made.
 - 6 Such as Private, Commercial, Technical, Training, Sailplane towing, etc.
 - 7 Number of landings if summary entry
 - 8 Flight Preparation according to the Operations Manual (commander's initials) state that"—
 - (a) Weight and Balance is within Limit;
 - (b) pre-flight check is done;
 - (c) technical status is checked and aeroplane accepted by the commander;
 - (d) passengers manifest/documentation performed.
 - 9 Total Fuel on board (state the units unless pre-printed)
 - 10 Incidents/Occurrences/Observations Report (Operation, Technical, Others)—
 - If no report needs to be made state “-NIL-“
 - If a report must be made state (mark) the type of report
 - 11 Number each observation sequentially for each log sheet
 - 12 If de- or anti-icing has been applied, state time and amount and kind of fluid applied or other action take, e.g. mechanical removal of snow or ice, if oil has been filled, state the time and amount
 - 13 Use the same number as the corresponding observation to link report and response.

IS 9: 23 FLIGHT SAFETY DOCUMENTS SYSTEM

- (a) the following outline addresses the major elements of an operator's flight safety documents system development process, with the aim of ensuring compliance with these Regulations.

1.0 Organization

1.1 A flight safety documents system shall be organized according to criteria, which ensure easy access to information, required for flight and ground operations contained in the various operational documents comprising the system and which facilitate management of the distribution and revision of operational documents.

1.2 Information contained in a flight safety documents system shall be grouped according to the importance and use of the information, as follows—

- (a) time critical information, e.g., information that can jeopardise the safety of the operation if not immediately available;
- (b) time sensitive information, e.g., information that can affect the level of safety or delay the operation if not available in a short time period;
- (c) frequently used information;
- (d) reference information, e.g., information that is required for the operation but does not fall under (b) or (c) above; and
- (e) information that can be grouped based on the phase of operation in which it is used.

1.3 Time critical information shall be placed early and prominently in the flight safety documents system.

1.4 Time critical information, time sensitive information, and frequently used information shall be placed in cards and quick-reference guides.

2.0 Validation. A flight safety documents system shall be validated before deployment, under realistic conditions. Validation shall involve the critical aspects of the information use, in order to verify its effectiveness. Interactions among all groups that can occur during operations shall also be included in the validation process.

3.0 Design

3.1 A flight safety documents system shall maintain consistency in terminology and in the use of standard terms for common items and actions.

3.2 Operational documents shall include a glossary of terms, acronyms and their standard definition, updated on a regular basis to ensure access to the most recent terminology. All significant terms, acronyms and abbreviations included in the flight documents system shall be defined.

3.3 A flight safety documents system shall ensure standardization across document types, including writing style, terminology, use of graphics and symbols, and formatting across documents. This includes a consistent location of specific types of information, consistent use of units of measurement and consistent use of codes.

3.4 A flight safety documents system shall include a master index to locate, in a timely manner, information included in more than one operational document.

NOTE.—The master index must be placed in the front of each document and consist of no more than three levels of indexing. Pages containing abnormal and emergency information must be tabbed for direct access.

3.5 A flight safety documents system shall comply with the requirements of the operator's quality system, if applicable.

4.0 Deployment. Operators shall monitor deployment of the flight safety documents system, to ensure appropriate and realistic use of the documents, based on the characteristics of the operational environment and in a way which is both operationally relevant and beneficial to operational personnel. This monitoring shall include a formal feedback system for obtaining input from operational personnel.

5.0 Amendment.

5.1 Operators shall develop an information gathering, review, distribution and revision control system to process information and data obtained from all sources relevant to the type of operation conducted, including, but not limited to, the State of the Operator, State of design, State of Registry, manufacturers and equipment vendors.

Note: Manufacturers provide information for the operation of specific aircraft that emphasises the aircraft systems and procedures under conditions that may not fully match the requirements of operators. Operators shall ensure that such information meets their specific needs and those of the local authority.

5.2 Operators shall develop an information gathering, review and distribution system to process information resulting from changes that originate within the operator, including—

- (a) changes resulting from the installation of new equipment;
- (b) changes in response to operating experience;
- (c) changes in an operator's policies and procedures;
- (d) changes in an operator certificate; and
- (e) changes for purposes of maintaining cross fleet standardization.

NOTE: Operators shall ensure that crew coordination philosophy, policies and procedures are specific to their operation.

5.3 A flight safety documents system shall be reviewed—

- (a) on a regular basis (at least once a year);
- (b) after major events (mergers, acquisitions, rapid growth, downsizing, etc.);
- (c) after technology changes (introduction of new equipment); and
- (d) after changes in safety regulations.

5.4 Operators shall develop methods of communicating new information. The specific methods shall be responsive to the degree of communication urgency.

NOTE: As frequent changes diminish the importance of new or modified procedures, it is desirable to minimise changes to the flight safety documents system.

5.5 New information shall be reviewed and validated considering its effects on the entire flight safety documents system.

5.6 The method of communicating new information shall be complemented by a tracking system to ensure currency by operational personnel. The tracking system shall include a procedure to verify that operational personnel have the most recent updates.

IS 9: 25 DRY LEASING OF FOREIGN REGISTERED AIRCRAFT

1. An AOC holder may dry lease an aircraft for the purpose of commercial air transportation from any AOC holder of a State which is signatory to the Chicago Convention provided that the following conditions are met—
 - (a) the aircraft carries an appropriate airworthiness certificate issued, in accordance with ICAO Annex 8, by the State of Registry and meets the registration and identification requirements of that country.
 - (b) the aircraft is of a type design which complies with all of the requirements that would be applicable to that aircraft were it registered in Malawi, including the requirements which shall be met for issuance of a Malawi standard airworthiness certificate (including type design conformity, condition for safe operation, and the noise, fuel venting, and engine emission requirements).
 - (c) the aircraft is maintained according to an approved maintenance programme.
 - (d) the aircraft is operated by Malawi-licensed airmen with additional licence authorisation by the State of Registry, employed by the AOC holder.
2. Each AOC holder shall provide the Authority with a copy of the dry lease to be executed.
3. Operational control of any dry leased aircraft rests with the AOC holder operating that aircraft.
4. The Authority will list the dry leased aircraft on the lessor AOC holder's operations specifications.
5. AOC holder engaged in dry leasing aircraft shall make the dry lease agreement explicit concerning the maintenance programme and MEL to be followed during the term of the dry lease.

IS 9: 26 AIRCRAFT INTERCHANGE

1. Before operating under an interchange agreement, each AOC holder shall show that—
 - (a) the procedures for the interchange operation conform with safe operating practices;
 - (b) required crewmembers and flight operations officers meet approved training requirements for the aircraft and equipment to be used and are familiar with the communications and dispatch procedures to be used;
 - (c) maintenance personnel meet training requirements for the aircraft and equipment, and are familiar with the maintenance procedures to be used;
 - (d) flight crewmembers and flight operations officers meet appropriate route and airport qualifications;

- (e) the aircraft to be operated are essentially similar to the aircraft of the AOC holder with whom the interchange is effected; and
 - (d) the arrangement of flight instruments and controls that are critical to safety are essentially similar, unless the Authority determines that the AOC holder has adequate training programmes to ensure that any potentially hazardous dissimilarities are safely overcome by flight crew familiarisation.
2. Each AOC holder conducting an interchange agreement shall include the pertinent provisions and procedures of the agreement in its manuals.
 3. The AOC holder shall amend their operations specifications to reflect an interchange agreement.
 4. The AOC holder shall comply with the applicable regulations of the State of Registry of an aircraft involved in an interchange agreement while it has operational control of that aircraft.

IS 9: 27 WET-LEASING

1. Each AOC holder shall provide the Authority with a copy of the wet-lease to be executed.
2. The Authority will determine which party to a wet-lease agreement has operational control considering the extent and control of certain operational functions such as—
 - (a) initiating and terminating flights;
 - (b) maintenance and servicing of aircraft;
 - (c) scheduling crewmembers;
 - (d) paying crewmembers; and
 - (e) training crewmembers.
3. Each AOC holder engaged in a wet leasing arrangement shall amend its operations specifications to contain the following information:
 - (a) the names of the parties to the agreement and the duration of the agreement;
 - (b) the make, model, and series of each aircraft involved in the agreement;
 - (c) the kind of operation;
 - (d) the expiration date of the lease agreement;
 - (e) a statement specifying the party deemed to have operational control;
 - (f) any other item, condition, or limitation the Authority determines necessary.

IS 9: 28 EMERGENCY EVACUATION DEMONSTRATION

1. Each AOC holder shall conduct a partial emergency evacuation and ditching evacuation, observed by the Authority that demonstrates the effectiveness of its crewmember emergency training and evacuation procedures.
2. Prior to conducting an emergency evacuation demonstration, the AOC holder shall apply for and obtain approval from the Authority.

3. Cabin crewmembers used in the emergency evacuation demonstrations shall—
 - (a) be selected at random by the Authority;
 - (b) have completed the AOC holder's Authority-approved training programme for the type and model of aircraft; and
 - (c) have passed the drills and competence check on the emergency equipment and procedures.
4. To conduct the partial emergency evacuation demonstration, the AOC holder's assigned cabin crewmembers shall, using the AOC holder's line operating procedures—
 - (a) demonstrate the opening of 50 percent of the required floor-level emergency exits and 50 percent of the required non-floor-level emergency exits (whose opening by a cabin crewmember is defined as an emergency evacuation duty) and deployment of 50 percent of the exit slides, selected by the Authority; and
 - (b) prepare for use those exits and slides within 15 seconds.
5. To conduct the ditching evacuation demonstration, the AOC holder's assigned cabin crewmembers shall—
 - (a) demonstrate their knowledge and use of each item of required emergency equipment;
 - (b) prepare the cabin for ditching within 6 minutes after the intention to ditch is announced;
 - (c) remove each life raft from storage (one life raft, selected by the Authority, shall be launched and properly inflated or one slide life raft properly inflated); and
 - (d) enter the raft (the raft shall include all required emergency equipment) and completely set it up for extended occupancy.

IS 9: 29 DEMONSTRATION FLIGHTS

1. Each AOC holder shall conduct demonstration flights for each type of aircraft, including those aircraft materially altered in design, and for each kind of operation the AOC holder intends to conduct.

Definition: "Materially altered aircraft" refers to aircraft having powerplants installed other than those for which it is certified; or alterations to the aircraft or its components that materially affect flight characteristics.

2. Each AOC holder shall conduct demonstration flights which contain at least—
 - (a) one hundred total hours of flight time, unless the Authority determines that a satisfactory level of proficiency has been demonstrated in fewer hours;
 - (b) five hours of night time, if night flights are to be authorized;
 - (c) five instrument approach procedures under simulated or actual instrument weather conditions, if IFR flights are to be authorised; and

(d) entry into a representative number of en route airports, as determined by the Authority

3. No person may carry passengers in an aircraft during demonstration flights, except for those needed to make the demonstration flight and those designated by the Authority.
4. For those AOC holders of aircraft of less than 5700 kg, the necessity and extent of demonstration shall be at the option of the Authority.

IS 9: 33 OPERATIONS MANUAL

1. Each AOC holder shall ensure that the contents and structure of the operations manual are in accordance with rules and regulations of the Authority, and are relevant to the area(s) and type(s) of operation.
2. An operations manual, which may be issued in separate parts corresponding to specific aspects of operations shall be organised in accordance with the following structure—
 - (a) general (IS 9: 33(e));
 - (b) aircraft operating information (IS 9: 35);
 - (c) areas, routes and aerodromes (IS 9: 50); and
 - (d) training (IS 9: 34).
3. An AOC holder may design a manual to be more restrictive than the Authority's requirements.
4. Each AOC holder shall ensure that the operations manual presents the items of information listed below, to meet the requirements of subregulation 332 (7)). The manual may consist of two or more parts containing together all such information in a format and manner based upon the outline presented in paragraph (d) herein. Each part of the operations manual must contain all information required by each group of personnel addressed in that part—
 - (a) general policies;
 - (b) duties and responsibilities of each crewmember, appropriate members of the ground organisation, and management personnel;
 - (c) reference to appropriate Civil Aviation Regulations;
 - (d) flight dispatching and operational control, including procedures for co-ordinated dispatch or flight control or flight following procedures and maintenance control procedures, as applicable;
 - (e) en route flight, navigation, and communication procedures, including procedures for the dispatch or release or continuance of flight if any item of equipment required for the particular type of operation becomes inoperative or unserviceable en route;
 - (f) appropriate information from the en route operations specifications, including for each approved route the types of aircraft authorised, the type of operation such as VFR, IFR, day, night, etc., and any other pertinent information.

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- (g) appropriate information from the airplane terminal instrument procedures and airport authorizations and limitations operations specifications, including for each airport—
 - (i) its location;
 - (ii) its designation;
 - (iii) the types of aircraft authorized;
 - (iv) instrument approach procedures;
 - (v) landing and take-off minima; and
 - (vi) any other pertinent information.
 - (h) procedures for familiarizing passengers with the use of emergency equipment, during flight;
 - (i) emergency equipment and procedures;
 - (j) the method of designating succession of command of flight crewmembers;
 - (k) procedures for determining the usability of landing and take-off areas, and for disseminating pertinent information thereon to operations personnel;
 - (l) procedures for operating in periods of ice, hail, thunderstorms, turbulence, or any potentially hazardous meteorological condition;
 - (m) airman training programmes, including appropriate ground, flight, and emergency phases;
 - (n) procedures for refueling aircraft, eliminating fuel contamination, protection from fire (including electrostatic protection), and supervising and protecting passengers during refueling;
 - (o) methods and procedures for maintaining the aircraft weight and centre of gravity within approved limits;
 - (p) where applicable, pilot and dispatcher route and airport qualification procedures;
 - (q) accident notification procedures;
 - (r) procedures and information to assist personnel to identify packages marked or labeled as containing hazardous materials and, if these materials are to be carried, stored, or handled, procedures and instructions relating to the carriage, storage, or handling of hazardous materials, including the following—
 - (i) procedures for determining the proper shipper certification and proper packaging, marking, labeling, shipping documents, compatibility of materials, and instructions on the loading, storage, and handling;
 - (ii) notification procedures for reporting hazardous material incidents;
 - (iii) instructions and procedures for the notification of the pilot in command when there are hazardous materials aboard.

- (s) producers for flight crews to record and report on—
 - i. routine meteorological observation during en-route and climb-out phases of the flight;
 - ii. special and other non – routine observations during any phase of the flight;
 - iii. volcanic activity
- (t) procedures for the preparation and dissemination to flight crew and operators personnel of the information contained in—
 - i. the Aeronautical information Publication (AIP);
 - ii. aeronautical Information Circular (AIC);
- (u) other information or instructions relating to safety.

5. The general part or section of the operations manual shall contain at least the following—

1.0 Administration and Control of Operations Manual.

1.1 Introduction—

- (a) a statement that the manual complies with all applicable Authority regulations and requirements and with the terms and conditions of the applicable Air Operator Certificate;
- (b) a statement that the manual contains operational instructions that are to be complied with by the relevant personnel in the performance of their duties;
- (c) a list and brief description of the various operations manual parts, their contents, applicability and use;
- (d) explanations and definitions of terms and words used in the manual.

1.2 System of Amendment and Revision—

- (a) an operations manual shall describe who is responsible for the issuance and insertion of amendments and revisions;
- (b) a record of amendments and revisions with insertion dates and effective dates is required;
- (c) a statement that hand-written amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety;
- (d) a description of the system for the annotation of pages and their effective dates;
- (e) a list of effective pages and their effective dates;
- (f) annotation of changes (on text pages and as practicable, on charts and diagrams);
- (g) a system for recording temporary revisions;
- (h) a description of the distribution system for the manuals, amendments and revisions;
- (i) a statement of who is responsible for notifying the Authority of proposed changes and working with the Authority on changes requiring Authority approval;

2.0 Organization and Responsibilities.

2.1 Organisational Structure: A description of the organizational structure including the general company organisation and operations department organization. The relationship between the operations department and the other departments of the company. In particular, the subordination and reporting lines of all divisions, departments etc., which pertain to the safety of flight operations shall be shown. Instructions outlining the responsibilities of operations personnel pertaining to the conduct of flight operations.

2.2 Responsible Manager: The name of each manager responsible for flight operations, the maintenance system, crew training and ground operations shall be listed. A description of their function and responsibilities shall be included.

2.3 Responsibilities and Duties of Operations Management Personnel: A description of the duties, responsibilities and authority of operations management personnel pertaining to the safety of flight operations and with compliance with applicable regulations shall be listed.

2.4 Authority, Duties and Responsibilities of a PIC: A statement defining the authority, duties and responsibilities of the PIC shall be listed.

2.5 Duties and Responsibilities of Crewmembers Other Than the PIC: A statement defining the authority, duties, and responsibilities of all required aircraft crew members shall be listed.

3.0 Operational Control And Supervision.

3.1 Supervision of the Operation by the AOC Holder: A description of the system for supervision of the operation by the AOC holder shall be listed. This description shall show how the safety of flight operations and the qualifications of personnel involved in all such operations are supervised and monitored. In particular, the procedures related to the following items shall be described—

- (a) specifications for the operational flight plan;
- (b) competence of operations personnel; and
- (c) control, analysis and storage of records, flight documents, additional information, and safety related data.

3.2 System of Promulgation of Additional Operational Instructions and Information: A description of any system for promulgating information which may be of an operational nature but is supplementary to that in the operations manual. The applicability of this information and the responsibilities for its promulgation shall be included.

3.3 Accident Prevention and Flight Safety Programme: A description of the main aspects of the flight safety programme including—

- (a) programmes to achieve and maintain risk awareness by all persons involved in flight operations; and
- (b) evaluation of accidents and incidents and the promulgation of related information.

3.4 Operational Control: A description of the objectives, procedures and responsibilities necessary to exercise operational control with respect to flight safety.

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- 4.0 Quality System: A description of the quality system adopted.
- 5.0 Crew.
- 5.1 Crew Composition: An explanation of the method for determining crew compositions taking into account of the following—
- (a) experience (total and on type), recency and qualification of the crewmembers; and
 - (b) the designation of the PIC and, if required by the duration of the flight, the procedures for the relief of the PIC or other members of the flightcrew.
 - (c) the flight crew for each type of operation including the designation of the succession of command.
- 5.2 Designation of the PIC: The rules applicable to the designation of a PIC.
- 5.3 Flightcrew Incapacitation: Instructions on the succession of command in the event of flightcrew incapacitation.
- 6.0 Flightcrew, Cabin crew, Flight Operations Officer, and Other Operations Personnel Qualifications
- 6.1 Qualifications: A description of the required licence rating(s), qualification/competency (e.g., for routes and airports) experience, training, checking and recency of experience for operations personnel to conduct their duties. Consideration shall be given to the aircraft type, kind of operation, and composition of the crew.
- 6.2 Flightcrew—
- (a) operation on more than one type or variant.
- 6.3 Cabin crew—
- (a) senior cabin crewmember;
 - (b) cabin crewmember—
 - (i) required cabin crewmember;
 - (ii) additional cabin crewmember; and
 - (iii) cabin crewmember during familiarization flights.
 - (c) operation on more than one type or variant.
- 6.4 Other Operations Personnel.
- 7.0 Flight and Duty Time.
- 7.1 Flight and Duty Time Limitations and Rest Schemes
- (a) flightcrew
 - (b) cabin crew
 - (c) flight operations officer/ flight dispatcher
- 8.0 Crew Health.
- 8.1 Crew Health Precautions: The relevant regulations and guidance for crewmembers concerning health including—

- (a) alcohol and other intoxicating liquor;
- (b) narcotics;
- (c) drugs;
- (d) sleeping tablets;
- (e) pharmaceutical preparations;
- (f) immunization;
- (g) SCUBA diving;
- (h) blood donation;
- (i) meal precautions prior to and during flight;
- (j) sleep and rest; and
- (k) surgical operations.

9.0 Operating Procedures.

9.1 Flight Preparation Instructions: As applicable to the operation.

9.1.1 Criteria for Determining the Usability of Airports.

9.1.2 The method for determining minimum flight altitudes.

9.1.3 The method for determining aerodrome operating minima.

9.1.4 En route Operating Minima for VFR Flights: A description of en route operating minima for VFR flights or VFR portions of a flight and, where single-engine aircraft are used, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing.

9.1.5 Presentation and Application of Airport and En route Operating Minima.

9.1.6 Interpretation of Meteorological Information: Explanatory material on the decoding of MET forecasts and MET reports relevant to the area of operations, including the interpretation of conditional expressions.

9.1.7 Determination of the Quantities of Fuel, Oil and Water Methanol Carried: The specific instructions and methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in flight. This section shall also include instructions on the measurement and distribution of the fluid carried on board. Such instructions shall take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight replanning and of failure of one or more of the aircraft's power plants, and possible loss of pressurization. The system for maintaining fuel and oil records shall also be described.

9.1.8 Mass and Centre of Gravity.

The general principles of mass and centre of gravity including—

- (a) the policy for using either standard and/or actual masses;
- (b) the method for determining the applicable passenger, baggage and cargo mass;

- (c) the applicable passenger and baggage masses for various types of operations and aircraft type;
- (d) general instruction and information necessary for verification of the various types of mass and balance documentation in use;
- (e) last minute changes procedures;
- (f) seating policy/procedures; and
- (g) list of documents, forms and additional information to be carried during a flight.

9.2 Ground Handling Arrangements and Procedures.

9.2.1 Fuelling Procedures.

A description of fuelling procedures, including—

- (a) safety precautions during refuelling and defueling including when an APU is in operation or when a turbine engine is running and, if applicable, the propeller brakes are on;
- (b) refuelling and defueling when passengers are embarking, on board or disembarking;
- (c) precautions to be taken to avoid mixing fuels; and
- (d) method to ensure the required amount of fuel is loaded.

9.2.2 Aircraft, Passengers And Cargo Handling Procedures Related To Safety.

A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, shall also be given. Handling procedures shall include—

- (a) sick passengers and persons with reduced mobility;
- (b) permissible size and weight of hand baggage;
- (c) loading and securing of items in the aircraft;
- (d) special loads and classification of load compartments (i.e., dangerous goods, live animals, etc.);
- (e) positioning of ground equipment;
- (f) operation of aircraft doors;
- (g) safety on the ramp, including fire prevention, blast and suction areas;
- (h) start-up, ramp departure and arrival procedures;
- (i) servicing of aircraft;
- (j) documents and forms;
- (k) multiple occupancy of aircraft seats.

9.2.3 Procedures for the Refusal of Embarkation.

Procedures to ensure that persons who appear to be intoxicated or who demonstrate by manner or physical indications that they are under the influence of alcohol or drugs, except medical patients under proper care, are refused embarkation.

9.2.4 Deicing and Anti-Icing on the Ground.

Instructions for the conduct and control of ground de-icing/anti-icing operations. A description of the deicing and anti-icing policy and procedures for aircraft on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aircraft while stationary, during ground movements and during take-off. In addition, a description of the fluid types used shall be given including—

- (a) proprietary or commercial names;
- (b) characteristics;
- (c) effects on aircraft performance;
- (d) precautions during usage.

9.3 Flight Procedures and Flight Navigation Equipment

A description of flight procedures, including—

- (a) Standard Operating Procedures (SOP) for each phase of flight and associated crew briefings;
- (b) instructions on the use of normal checklists and the timing of their use;
- (c) departure contingency procedures;
- (d) instructions on the maintenance of altitude awareness and the use of automated or flight crew altitude call-outs;
- (e) instructions on the use of autopilots and auto-throttles in IMC;
- (f) instructions on the clarification and acceptance of ATC clearances, particularly where terrain clearance is involved;
- (g) departure and approach briefings;
- (h) procedures for familiarisation with areas, routes, and aerodromes;
- (i) stabilized approach procedure;
- (j) limitation on high rates of descent near the surface;
- (k) conditions required to commence or to continue an instrument approach;
- (l) instructions for the conduct of precision and non-precision instrument approach procedures;
- (m) allocation of flight crew duties and procedures for the management of crew workload during night and IMC instrument approach and landing operations.
- (n) the circumstances in which a radio listening watch is to be maintained;
- (o) instructions and training requirements for the use of head-up-displays (HUD) and enhanced vision systems (EVS) equipment as applicable.

9.3.1 Navigation Equipment: A list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation is prescribed.

9.3.2 Navigation Procedures: A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration shall be given to—

- (a) standard navigational procedures including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the aircraft;
- (b) in-flight replanning;
- (c) procedures in the event of system degradation;
- (d) where relevant to the operations, the long range navigation procedures, engine failure procedure for ETOPS and the nomination and utilization of diversion aerodromes;
- (e) instructions and training requirements for the avoidance of controlled flight into terrain (CFIT) and policy for the use of the ground proximity warning system (GPWS);
- (f) policy, instructions, procedures and training requirements for the avoidance of collisions and the use of the airborne collision avoidance system (ACAS);
- (g) information and instructions relating to the interception of civil aircraft including—
 - (i) procedures, as prescribed in the Aviation Operations Regulations, IS 8: 132, for pilots-in-command of intercepted aircraft; and
 - (ii) visual signals for use by intercepting and intercepted aircraft, as contained in Aviation Operations Regulations, IS 8: 132.
- (h) For aeroplanes intended to be operated above 49, 000 ft. (15,000 m)—
 - (i) information which will enable the pilot to determine the best course of action to take in the event of exposure to solar cosmic radiation; and
 - (ii) procedures in the event that a decision to descend is taken, covering—
 - (A) the necessity of giving the appropriate ATS unit prior warning of the situation and of obtaining a provisional descent clearance; and
 - (B) the action to be taken in the event that communication with ATS unit cannot be established or is interrupted.

9.3.3 Policy and Procedures for In-flight Fuel Management.

9.3.4 Adverse and Potentially Hazardous Atmospheric Conditions.

Procedures for operating in, and/or avoiding, potentially hazardous atmospheric conditions including—

- (a) thunderstorms;
- (b) icing conditions;
- (c) turbulence,
- (d) wind shear;
- (e) jet stream;
- (f) volcanic ash clouds;
- (g) heavy precipitation;
- (h) sand storms;

- (i) mountain waves; and
- (j) significant temperature inversions.

9.3.5 Operating Restrictions—

- (a) cold weather operations;
- (b) take-off and landing in turbulence;
- (c) low-level wind shear operations;
- (d) cross-wind operations (including tail wind components);
- (e) high temperature operations;
- (f) high altitude operations.

9.3.6 Incapacitation of Crewmembers.

Procedures to be followed in the event of incapacitation of crewmembers in flight. Examples of the types of incapacitation and the means for recognizing them shall be included.

9.3.7 Cabin Safety Requirements. Procedures covering—

- (a) cabin preparation for flight, in-flight requirements and preparation for landing including procedures for securing cabin and galleys;
- (b) procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aircraft;
- (c) procedures to be followed during passenger embarkation and disembarkation;
- (d) procedures for fuelling with passengers on board, embarking, or disembarking;
- (e) smoking on board; and
- (f) use of portable electronic equipment and cellular telephones.

9.3.8 Passenger Briefing Procedures.

The contents, means and timing of passenger briefing.

9.3.9 Procedures for Use of Cosmic or Solar Radiation Detection Equipment - Aeroplanes.

Procedures for the use of cosmic or solar radiation detection equipment and for recording its readings including actions to be taken in the event that limit values specified in the operations manual are exceeded. In addition, the procedures, including ATC procedures, to be followed in the event that a decision to descend or re-route is taken.

9.4 All Weather Operations.

9.5 Use of the Minimum Equipment and Configuration Deviation List(s).

9.6 Non Revenue Flights.

Procedures and limitations for—

- (a) training flights;
- (b) test flights;
- (c) delivery flights,

- (d) ferry flights;
- (e) demonstration flights; and
- (f) positioning flights, including the kind of persons who may be carried on such flights.

9.7 Oxygen Requirements.

An explanation of the conditions under which oxygen shall be provided and used.

10.0 Dangerous Goods And Weapons.

10.1 Transport of Dangerous Goods.

Information, instructions and general guidance on the transport of dangerous goods including—

- (a) AOC holder's policy on the transport of dangerous goods;
- (b) guidance on the requirements for acceptance, labelling, handling, stowage and segregation of dangerous goods;
- (c) procedures and actions to be taken for responding to emergency situations involving dangerous goods;
- (d) duties of all personnel involved; and
- (e) instructions on the carriage of the AOC holder's employees.

10.2 Transport of Weapons.

The conditions under which weapons, munitions of war and sporting weapons may be carried.

11.0 Security.

11.1 Security Policies and Procedures.

A description of security policies and procedures for handling and reporting crime on board such as unlawful interference, sabotage, bomb threats, and hijacking.

11.2 Security Instructions and Guidance.

Security instructions and guidance of a non-confidential nature which shall include the authority and responsibilities of operations personnel.

11.3 Preventative Security Measures and Training.

A description of preventative security measures and training. (Note: Parts of the security instructions and guidance may be kept confidential).

12.0 Handling of Accidents and Occurrences.

- (a) procedures for the handling, notifying and reporting of accidents and occurrences. This section shall include:
- (b) definitions of accidents and occurrences and the relevant responsibilities of all persons involved;
- (c) the descriptions of which company departments, Authorities or other institutions have to be notified by which means and in which sequence in case of an accident;

- (d) special notification requirements in the event of an accident or occurrence when dangerous goods are being carried;
- (e) a description of the requirements to report specific occurrences and accidents;
- (f) the forms used for reporting and the procedure for submitting them to the Authority shall also be included; and
- (g) if the AOC holder develops additional safety related reporting procedures for its own internal use, a description of the applicability and related forms to be used.
- (h) procedures for pilots-in-command observing an accident.

13.0 Rules of the Air.

Rules of the Air including—

- (a) territorial application of the Rules of the Air;
- (b) the circumstances during which a radio listening watch shall be maintained;
- (c) ATC clearances, adherence to flight plan and position reports;
- (d) the ground/air visual codes for use by survivors, description and use of signal aids; and
- (e) distress and urgency signals.

14.0 Safety Management System (SMS).

Details of the Safety Management System.

IS 9: 34 TRAINING PROGRAMMES MANUAL

- (a) Each AOC holder and AOC applicant may submit and maintain training programme manuals based on the following outline—

1.0 Training Syllabi and Checking Programmes.

1.1 General Requirements: Training syllabi and checking programmes for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight shall be developed to meet the respective requirements of the Authority. An AOC holder may not use, nor may any person serve in a required crewmember capacity or operational capacity unless that person meets the training and currency requirements established by the Authority for that respective position.

1.2 Flightcrew.

The training syllabi and checking programmes for flight crewmembers shall include—

- (a) a written training programme acceptable to the Authority that provides for basic indoctrination, initial, transition, difference, and recurrent training, as appropriate, for flight deck crewmembers for each type of aircraft flown by that crew member. This written training programme shall include both normal and emergency procedures training applicable for each type of aircraft flown by the crewmember;
- (b) adequate ground and flight training facilities and properly qualified instructors required to meet training objectives and needs;
- (c) a current list of approved training materials, equipment, training devices, simulators, and other required training items needed to meet the training needs for each type and variation of aircraft flown by the AOC holder;

- (d) adequate number of ground check personnel and flight check pilots to ensure adequate training and checking of flight crewmembers;
- (e) a record system acceptable to the Authority to show compliance with appropriate training and currency requirements

1.3 Cabin crew

The training syllabi and checking programmes for cabin crewmembers shall include—

- (a) basic initial ground training covering duties and responsibilities;
- (b) appropriate Authority rules and regulations;
- (c) appropriate portions of the AOC holder's operating manual;
- (d) appropriate emergency training as required by the Authority and the AOC holder's operating manual;
- (e) appropriate flight training;
- (f) appropriate recurrent, upgrade, or difference training, as required, to maintain currency in any type and variance of aircraft the crewmember may be required to work in;
- (g) a current list of approved training materials, equipment, training devices, simulators, and other required training items needed to meet the training needs for each type and variation of aircraft flown by the AOC holder;
- (h) Adequate number of ground check personnel and flight check personnel to ensure adequate training and checking of crewmembers; and
- (i) maintain a training record system acceptable to the Authority to show compliance with all required training.

1.4 All Crewmembers.

A written training programme shall be developed for all crewmembers in the emergency procedures appropriate to each make and model of aircraft flown in by the crewmember. Areas shall include—

- (a) instruction in emergency procedures, assignments, and crew co-ordination;
- (b) individual instruction in the use of onboard emergency equipment such as fire extinguishers, emergency breathing equipment, first aid equipment and its proper use, emergency exits and evacuation slides, and the aircraft's oxygen system including the use of portable emergency oxygen bottles. Flightcrew members shall also practice using their emergency equipment designed to protect them in case of a cockpit fire or smoke;
- (c) training shall also include instruction in potential emergencies such as rapid decompression, ditching, firefighting, aircraft evacuation, medical emergencies, hijacking, and disruptive passengers;
- (d) scheduled recurrent training to meet Authority requirements.

1.5 All Operations Personnel.

The training syllabi and checking programmes for all operations personnel shall include—

- (a) training in the safe transportation and recognition of all dangerous goods permitted by the Authority to be shipped by air. Training shall include the proper

packaging, marking, labelling, and documentation of dangerous articles and magnetised materials;

- (b) all appropriate security training required by the Authority;
- (c) a method of providing any required notification of an accident or incident involving dangerous goods.

1.6 Operations Personnel other than crewmembers.

For operations personnel other than crewmembers (e.g., flight operations officer, handling personnel etc.), a written training programme shall be developed that pertains to their respective duties. The training programme shall provide for initial, recurrent, and any required upgrade training.

2.0 Procedures for Training and Checking.

2.1 Proficiency Checking Procedures.

Procedures to be applied in the event that personnel do not achieve or maintain the required standards.

2.2 Procedures Involving the Simulation of Abnormal or Emergency Situations.

Procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures, and simulation of IMC by artificial means, are not simulated during commercial air transportation flights.

3.0 Document Retention.

3.1 Documentation to be Stored and Storage Periods.

An AOC holder shall retain all documentation required by the appropriate Authority, or the Authority of another State in which the AOC holder is operating for the time specified by the respective Authority, or for the time period needed to show compliance with appropriate regulations or this operations manual, whichever is longer.

IS 9: 35 AIRCRAFT OPERATING MANUAL

Each AOC applicant and AOC holder should submit and maintain an aircraft operating manual containing at least the following—

1.0 General Information and Units of Measurement.

General Information (e.g., aircraft dimensions), including a description of the units of measurement used for the operation of the aircraft type concerned and conversion tables.

2.0 Limitations.

2.1 Certification and Operational Limitations.

A description of the certified limitations and the applicable operational limitations including—

- (a) certification status;
- (b) passenger seating configuration for each aircraft type including a pictorial presentation;

- (c) types of operation that are approved (e.g. IFR/VFR, CAT II/III, flights in known icing conditions etc.);
- (d) crew composition;
- (e) operating within mass and centre of gravity limitations;
- (f) speed limitations;
- (g) flight envelopes;
- (h) wind limits including operations on contaminated runways;
- (i) performance limitations for applicable configurations;
- (j) runway slope;
- (k) limitations on wet or contaminated runways;
- (l) airframe contamination; and
- (m) post landing.

3.0 Normal Procedures.

The normal procedures and duties assigned to the crew, the appropriate checklists, the system for use of the checklists and a statement covering the necessary co-ordination procedures between flight and cabin crew. The following normal procedures and duties shall be included—

- (a) pre-flight;
- (b) pre-departure and loading;
- (c) altimeter setting and checking;
- (d) taxi, Take-off and Climb;
- (e) noise abatement;
- (f) cruise and descent;
- (g) approach, landing preparation and briefing;
- (h) VFR approach;
- (i) instrument approach;
- (j) visual approach and circling;
- (k) missed approach;
- (l) normal landing;
- (m) post landing; and
- (n) operation on wet and contaminated runways.

3.1 Specific Flight Deck Procedures—

- (a) determining airworthiness of aircraft;
- (b) obtaining flight release;

- (c) initial cockpit preparation;
- (d) standard operating procedures;
- (e) cockpit discipline;
- (f) standard call-outs;
- (g) communications;
- (h) flight safety;
- (i) push-back and towing procedures;
- (j) taxi guidelines and ramp signals;
- (k) take-off and climb out procedures;
- (l) choice of runway;
- (m) take-off in limited visibility;
- (n) take-off in adverse weather;
- (o) use and limitations of weather radar;
- (p) use of landing lights;
- (q) monitoring of flight instruments;
- (r) power settings for take-off;
- (s) malfunctions during take-off;
- (t) rejected take-off decision;
- (u) climb, best angle, best rate;
- (v) sterile cockpit procedures;
- (w) en route and holding procedures;
- (x) cruise control;
- (y) navigation log book;
- (z) descent, approach and landing procedures;
- (aa) reporting maintenance problems;
- (bb) how to obtain maintenance and service en route.

4.0 Abnormal And Emergency Procedures.

4.1 Abnormal and Emergency Procedures and Duties.

The manual shall contain a listing of abnormal and emergency procedures assigned to crewmembers with appropriate check-lists that include a system for use of the check-lists and a statement covering the necessary co-ordination procedures between flight and cabin crew. The following abnormal and emergency procedures and duties shall be included—

- (a) crew incapacitation;
- (b) fire and smoke drills;

- (c) unpressurised and partially pressurised flight; as applicable;
- (d) exceeding structural limits such as overweight landing;
- (e) exceeding cosmic radiation limits; as applicable;
- (f) lightning strikes;
- (g) distress communications and alerting ATC to emergencies;
- (h) engine failure;
- (i) system failures;
- (j) guidance for diversion in case of serious technical failure;
- (k) ground proximity warning;
- (l) ACAS warning;
- (m) windshear; and
- (n) emergency landing/ditching;
- (o) aircraft evacuation
- (p) fuel Jettisoning (as applicable) and Overweight Landing;
- (q) general considerations and policy;
- (r) fuel jettisoning procedures and precautions;
- (s) emergency Procedures;
- (t) emergency descent;
- (u) low fuel;
- (v) dangerous goods incident or accident;
- (w) interception procedures;
- (x) emergency signal for cabin crew members;
- (y) Communication Procedures;
- (z) Radio listening watch.

5.0 Performance Data.

Performance data shall be provided in a form in which it can be used without difficulty.

5.1 Performance Data.

Performance material which provides the necessary data to allow the flight crew to comply with the approved aircraft flight manual performance requirements shall be included to allow the determination of—

- (a) take-off climb limits - Mass, Altitude, Temperature;
- (b) take-off field length limits (dry, wet, contaminated);
- (c) net flight path data for obstacle clearance calculation or, where applicable, take-off flight path;
- (d) the gradient losses for banked climb outs;

- (e) en route climb limits;
- (f) approach climb limits;
- (g) landing climb limits;
- (h) landing field length limits (dry, wet, contaminated) including the effects of an in-flight failure of a system or device, if it affects the landing distance;
- (i) brake energy limits; and
- (j) speeds applicable for the various flight stages (also considering wet or contaminated runways).

5.1.1. Supplementary Performance Data.

Supplementary data covering—

- (a) flights in icing conditions;
- (b) the maximum crosswind and tailwind components for each aeroplane type operated and the reductions to be applied to these values having regard to gust, low visibility, runway surface conditions, crew experience, use of autopilot, abnormal or emergency circumstances, or any other relevant operational factors;
- (c) any certified performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative, shall be included.

5.1.2. Other Acceptable Performance Data.

If performance data, as required for the appropriate performance class, is not available in the approved AFM, then other data acceptable to the Authority shall be included. Alternatively, the operations manual may contain cross-reference to the approved data contained in the AFM where such data is not likely to be used often or in an emergency.

5.2 Additional Performance Data.

Additional performance data where applicable including—

- (a) all engine climb gradients;
- (b) drift-down data;
- (c) effect of deicing/anti-icing fluids;
- (d) flight with landing gear down;
- (e) for aircraft with 3 or more engines, one engine inoperative ferry flights; and
- (f) flights conducted under the provisions of a configuration deviation list (CDL).

6.0 Flight Planning.

6.1 Flight Planning Data.

Specific data and instructions necessary for pre-flight and in-flight planning including factors such as speed schedules and power settings. Where applicable, procedures for

engine(s) out operations, ETOPS and flights to isolated airports shall be included for the flight plan and the operational flight plan.

6.2 Fuel and Oil Calculations.

The method for calculating fuel needed for the various stages of flight.

7.0 Mass and balance.

7.1 Calculating mass and balance.

Instructions and data for the calculation of mass and balance including—

- (a) calculation system (e.g. Index system);
- (b) information and instructions for completion of mass and balance documentation, including manual and computer generated types;
- (c) limiting mass and centre of gravity of the various versions;
- (d) dry operating mass and corresponding centre of gravity or index.

8.0 Loading.

8.1 Loading Procedures.

Instructions for loading and securing the load in the aircraft;

- (a) Use of aircraft systems and associated controls.

8.2 Loading Dangerous Goods.

The operations manual shall contain a method to notify the PIC when dangerous goods are loaded in the aircraft.

9.0 Survival And Emergency Equipment Including Oxygen.

9.1 List of Survival Equipment to be Carried.

A list of the survival equipment to be carried for the routes to be flown and the procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the location, accessibility and use of survival and emergency equipment and its associated check list(s) shall also be included.

9.2 Ground - Air Visual Signal.

Instructions illustrating the ground-air visual signal code for use by survivors shall also be included.

9.3 Oxygen Usage.

The procedure for determining the amount of oxygen required and the quantity that it available. The flight profile, number of occupants and possible cabin decompression shall be considered. The information provided shall be in a form in which it can be used without difficulty.

9.4 Emergency Equipment Usage.

A description of the proper use of the following emergency equipment, if applicable—

- (a) life jackets
- (b) life rafts
- (c) medical kits/first aid kits
- (d) survival kits
- (e) Emergency Locator Transmitter (ELT)
- (f) visual signalling devices
- (g) evacuation slides
- (h) emergency lighting

10.0 Emergency Evacuation Procedures.

10.1 Instructions for Emergency Evacuation.

Instructions for preparation for emergency evacuation including crew co-ordination and emergency station assignment.

10.2 Emergency Evacuation Procedures.

A description of the duties of all members of the crew for the rapid evacuation of an aircraft and the handling of the passengers in the event of a forced landing, ditching or other emergency.

11.0 Aircraft Systems.

11.1 Aircraft Systems.

A description of the aircraft systems, related controls and indications and operating instructions.

12.0 Minimum Equipment List and Configuration Deviation List.

The minimum equipment list and configuration deviation list for the aeroplane types operated and specific operations authorized, including any requirements relating to operations where performance-based navigation is prescribed.

13.0 Route and Airport Instructions and Information (optional for this manual).

13.1 Instructions and Information.

Instructions and information relating to communications, navigation and airports, including—

- (a) minimum flight level/altitude for each route to be flown;
- (b) operating minima for departure, destination and alternate airports;
- (c) communication facilities and navigation aids;
- (d) runway data and airport facilities;
- (e) approach, missed approach and departure procedures including noise abatement procedures;

- (f) communications-failure procedures;
- (g) search and rescue facilities in the area over which the aircraft is to be flown;
- (h) a description of the aeronautical charts that shall be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity;
- (i) availability of aeronautical information and MET services;
- (j) en route COM/NAV procedures, including holding;
- (k) airport categorization for flight crew competence qualification.

IS 9: 48 PASSENGER BRIEFING CARDS

Each AOC holder shall, at each exit seat, provide passenger information cards that include the following information in the primary language in which emergency commands are given by the crew—

- (a) functions required of a passenger in the event of an emergency in which a crew member is not available to assist, including how to—
 - (i) locate the emergency exit;
 - (ii) recognize the emergency exit opening mechanism;
 - (iii) comprehend the instructions for operating the emergency exit;
 - (iv) operate the emergency exit;
 - (v) assess whether opening the emergency exit will increase the hazards to which passengers may be exposed;
 - (vi) follow oral directions and hand signals given by a crewmember;
 - (vii) stow or secure the emergency exit door so that it will not impede use of the exit;
 - (viii) assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide;
 - (ix) pass expeditiously through the emergency exit; and
 - (x) assess, select, and follow a safe path away from the emergency exit.
- (b) A request that a passenger identify himself or herself to allow reseating if he or she—
 - (i) cannot perform the emergency functions stated in the information card;
 - (ii) has a nondiscernible condition that will prevent him or her from performing the functions;
 - (iii) may suffer bodily harm as the result of performing one or more of those functions;
 - (iv) does not wish to perform those functions; or
 - (v) lacks the ability to read, speak, or understand the language or the graphic form in which instructions are provided by the AOC holder.

IS 9: 49 AERONAUTICAL DATA CONTROL SYSTEM

Each AOC holder shall provide aeronautical data for each airport used by the AOC holder which includes the following—

- (a) aerodromes/heliports—
 - (i) facilities;
 - (ii) public protection;
 - (iii) navigational and communications aids;
 - (iv) construction affecting take-off, landing, or ground operations; and
 - (v) air traffic facilities.
- (b) runways, clearways, and stopways—
 - (i) dimensions;
 - (ii) surface;
 - (iii) marking and lighting systems; and
 - (iv) elevation and gradient.
- (c) displaced thresholds—
 - (i) location;
 - (ii) dimensions; and
 - (iii) take-off or landing or both.
- (d) obstacles—
 - (i) those affecting take-off and landing performance computations;
 - (ii) controlling obstacles.
- (e) instrument flight procedures—
 - (i) departure procedure;
 - (ii) approach procedure;
 - (iii) missed approach procedure.
- (f) special information—
 - (i) runway visual range measurement equipment;
 - (ii) prevailing winds under low visibility conditions.

IS 9: 50 ROUTE GUIDE

1. The route guide will ensure that the flightcrew will have for each flight, information relating to communication facilities, navigation aids, aerodromes, instrument approaches, instrument arrivals and instrument departures as applicable for the operation, and such other information as the operator may deem necessary in the proper conduct of flight operations.

2. Each route guide shall contain at least the following information—
 - (a) the minimum flight altitudes for each aircraft to be flown
 - (b) aerodrome operating minima for each of the aerodromes that are likely to be used as aerodromes of intended landing or as alternate aerodromes.
 - (c) the increase of aerodrome operating minima in case of degradation of approach or aerodrome facilities
 - (d) the necessary information for compliance with all flight profiles required by regulations, including but not limited to, the determination of—
 - (i) take-off runway length requirements for dry, wet and contaminated conditions, including those dictated by systems failures which affect the take-off distance;
 - (ii) take-off climb limitations;
 - (iii) en-route climb limitations;
 - (iv) approach climb limitations and landing climb limitations;
 - (v) landing runway length requirements for dry, wet and contaminated conditions, including systems failures which affect the landing distance; and
 - (vi) supplementary information, such as tire speed limitations.

IS 9: 51 WEATHER REPORTING SOURCES

1. The Authority approves and considers the following sources of weather reports satisfactory for flight planning or controlling flight movement—
 - (a) Malawi Department of METEOROLOGICAL Semus;
 - (b) Malawi-operated automated surface observation stations;

NOTE: Some automated systems cannot report all required items for a complete surface aviation weather report.

 - (c) Malawi-operated supplemental aviation weather reporting stations;
 - (d) observations taken by airport traffic control towers;
 - (e) Malawi-contracted weather observatories;
 - (f) any active meteorological office operated by a foreign state which subscribes to the standards and practices of ICAO conventions.

NOTE: These meteorological offices are normally listed in the MET tables located in ICAO Regional Air Navigation Plans.

- (g) any military weather reporting sources approved by the Authority;

NOTE: Use of military sources is limited to control of those flight operations which use military airports as departure, destination, alternate, or diversionsary airports.

- (h) near real time reports such as pilot reports, radar reports, radar summary charts, and satellite imagery reports made by commercial weather sources or other sources specifically approved by the Authority;
- (i) an AOC holder operated and maintained weather reporting system approved by the Authority.

IS 9: 52 DEICING AND ANTI-ICING PROGRAMME

1. Contents of the AOC holder's ground deicing and anti-icing programme shall include a detailed description of—
 - (a) how the AOC holder determines that conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft and that ground deicing and anti-icing operational procedures shall be in effect;
 - (b) who is responsible for deciding that ground deicing and anti-icing operational procedures shall be in effect;
 - (c) the procedures for implementing ground deicing and anti-icing operational procedures; and
 - (d) the specific duties and responsibilities of each operational position or group responsible for getting the aircraft safely airborne while ground deicing and anti-icing operational procedures are in effect.
2. Initial and annual recurrent ground training for flight crew and all other affected personnel (e.g. dispatchers/flight operations officers, ground crews, contract personnel) concerning the specific requirements of the approved programme and each person's responsibilities and duties under the approved programme specifically covering the following areas—
 - (a) the use of holdover times;
 - (b) aircraft deicing/anti-icing procedures including inspection and check procedures and responsibilities;
 - (c) communication procedures;
 - (d) aircraft surface contamination (i.e., adherence of frost, ice or snow) and critical area identification, and how contamination adversely affects aircraft performance and flight characteristics;
 - (e) types and characteristics of deicing/anti-icing fluids;
 - (f) cold weather pre-flight inspection procedures; and
 - (g) techniques for recognising contamination on the aircraft.
3. The AOC holder's programme shall include procedures for flight crewmembers to increase or decrease the determined holdover time in changing conditions. The holdover time shall be supported by data acceptable to the Authority. If the maximum holdover time is exceeded, take-off is prohibited unless at least one of the following conditions exists—

- (a) a pre-take-off contamination check is conducted outside the aircraft (within five minutes prior to beginning take-off) to determine that the wings, control surfaces, and other critical surfaces, as defined in the AOC holder's programme, are free of frost, ice, or snow;
- (b) it is otherwise determined by an alternate procedure, approved by the Authority and in accordance with the AOC holder's approved programme, that the wings, control surfaces, and other critical surfaces are free of frost, ice, or snow; or
- (c) the wings, control surfaces, and other critical surfaces are de-iced again and a new holdover time is determined.

IS 9: 53 FLIGHT MONITORING SYSTEM

1. Each AOC holder shall have an approved flight following system established and adequate for the proper monitoring of each flight, considering the operations to be conducted.
2. For AOC holders having flight following centres, these centres shall be located at those points necessary to ensure—
 - (a) the proper monitoring of the progress of each flight with respect to its departure at the point of origin and arrival at its destination, including intermediate stops and diversions; and
 - (b) that the PIC is provided with all information necessary for the safety of the flight.
3. An AOC holder conducting charter operations may arrange to have flight following facilities provided by persons other than its employees, but in such a case the AOC holder continues to be primarily responsible for operational control of each flight.
4. Each AOC holder conducting charter operations using a flight following system shall show that the system has adequate facilities and personnel to provide the information necessary for the initiation and safe conduct of each flight to—
 - (a) the flight crew of each aircraft; and
 - (b) the persons designated by the certificate holder to perform the function of operational control of the aircraft; and
5. Each AOC holder conducting charter operations shall show that the personnel required to perform the function of operational control are able to perform their duties.

IS 9: 54 FATIGUE MANAGEMENT SYSTEM REQUIREMENTS

1. A Fatigue Risk Management System (FRMS) shall contain as a minimum—
 - (a) FRMS policy and documentation;

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- (b) fatigue risk management processes;
 - (c) FRMS safety assurance process; and
 - (d) FRMS promotion processes.
2. The operator shall define its FRMS policy, with all elements of the FRMS clearly identified.
 3. The policy shall require that the scope of FRMS operations be clearly defined in the Operations Manual.
 4. The FRMS policy shall—
 - (a) reflect the shared responsibility of management, flight and cabin crews, and other involved personnel;
 - (b) clearly state the safety objectives of the FRMS;
 - (c) be signed by the accountable executive of the organizations;
 - (d) be communicated, with visible endorsement, to all the relevant areas and levels of the organization;
 - (e) declare management commitment to effective safety reporting;
 - (f) declare management commitment to the provision of adequate resources for the FRMS;
 - (g) declare management commitment to continuous improvement of the FRMS;
 - (h) require that clear lines of accountability for management, flight and cabin crews, and all other involved personnel are identified; and
 - (i) require periodic reviews to ensure it remains relevant and appropriate.

NOTE: Effective safety reporting is described in Doc 9859, Safety Management Manual (SMM)

5. FRMS documentation.

An operator shall develop and keep current FRMS documentation that describes and records—

- (a) FRMS policy and objectives;
- (b) FRMS processes and procedures;
- (c) accountabilities, responsibilities and authorities for these processes and procedures;
- (d) mechanisms for ongoing involvement of management, flight and cabin crew members, and all other involved personnel;
- (e) FRMS training programmes, training requirements and attendance records;

- (f) scheduled and actual flight times, duty periods and rest periods with significant deviations and reasons for deviations noted; and

NOTE: Significant deviations are described in the FRMS Manual (Doc 9966)

- (vii) FRMS outputs including findings from collected data, recommendations, and actions taken.
6. Fatigue Risk Management Processes—Identification of hazards, an operator shall develop and maintain three fundamental and documented processes for fatigue hazard identification—
- (a) predictive—the predictive process shall identify fatigue hazards by examining crew scheduling and taking into account factors known to affect sleep and fatigue and their effects on performance. Methods of examination may include but are not limited to—
 - (i) operator or industry operational experience and data collected on similar types of operations;
 - (ii) evidence-based scheduling practices; and
 - (iii) bio-mathematical models.
 - (b) proactive – the proactive process shall identify fatigue hazards within current flight operations. Methods of examination may include but are not limited to:
 - (i) self-reporting of fatigue risks;
 - (ii) crew fatigue surveys;
 - (iii) relevant flight and cabin crew performance data;
 - (iv) available safety databases and scientific studies; and
 - (v) analysis of planned versus actual time worked.
 - (c) reactive –the reactive process shall identify the contribution of fatigue hazards to reports and events associated with potential negative safety consequences in order to determine how the impact of fatigue could have been minimised. At a minimum, the process may be triggered by any of the following:
 - (i) fatigue reports;
 - (ii) confidential reports;
 - (iii) audit reports;
 - (iv) incidents; and
 - (v) flight data analysis events.
7. Risk assessment—
- (a) An operator shall develop and implement risk assessment procedures that determine the probability and potential severity of fatigue-related events

and identify when the associated risks require mitigation. The risk assessments procedures shall review identified hazards and link them to—

- (i) operational processes;
- (ii) their probability;
- (iii) possible consequences; and
- (iv) the effectiveness of existing safety barriers and controls.

8. Risk mitigation—

An operator shall develop and implement risk mitigation procedures that—

- (a) select the appropriate mitigation strategies;
- (b) implement the mitigation strategies; and
- (c) monitor the strategies implementation and effectiveness.

9. FRMS Safety Assurance Process – The operator shall develop and maintain FRMS safety assurance process to—

- (a) Provide for continuous FRMS performance monitoring, analysis of trend, and measurement to validate the effectiveness of the fatigue safety risk controls. The sources of data may include, but are not limited to—
 - (i) hazard reporting and investigations;
 - (ii) audits and surveys; and
 - (iii) reviews and fatigue studies;
- (b) provide a formal process for the management of change which shall include but is not limited to—
 - (i) identification of changes in the operational environment that may affect FRMS;
 - (ii) identification of changes within the organisation that may affect FRMS; and
 - (iii) consideration of available tools which could be used to maintain or improve FRMS performance prior to implementing changes; and
- (c) provide for the continuous improvement of the FRMS. This shall include but is not limited to—
 - (i) the elimination and/or modification of risk controls have had unintended consequences or that are no longer needed due to changes in the operational or organisational environment;
 - (ii) routine evaluations of facilities, equipment, documentation and procedures; and
 - (iii) The determination of the need to introduce new processes and procedures to mitigate emerging fatigue-related risks.

10. FRMS Promotion Process – support the ongoing development of the FRMS, the continuous improvement of its overall performance, and attainment of optimum safety levels. The following shall be established and implemented by the operator as part of its FRMS—
 - (a) training programmes to ensure competency commensurate with the roles and responsibilities of management, flight and cabincrew, and all other involved personnel under the planned FRMS; and
 - (b) an effective FRMS communications plan that—
 - (i) explains FRMS policies, procedures and responsibilities to all relevant stakeholders; and
 - (ii) describes communication channels used to gather and disseminate FRMS- related information.

IS 9: 61 MAINTENANCE CONTROL MANUAL

Each AOC applicant and AOC holder should submit and maintain a maintenance control manual containing at least the following—

NOTE: The manual may be put together in any subject order and subjects combined so long as all applicable subjects are covered in this manual.

1.0 Administration and Control of the Maintenance Control Manual

1.1 Introduction

- (a) a statement that the manual complies with all applicable Authority regulations and requirements and with the terms and conditions of the applicable Air Operator Certificate;
- (b) a statement that the manual contains maintenance and operational instructions that are to be complied with by the relevant personnel in the performance of their duties;
- (c) a list and brief description of the various Maintenance Control Manual parts, their contents, applicability and use.
- (d) explanations and definitions of terms and words used in the manual.

1.2 System of Amendment and Revision.

- (a) a Maintenance Control Manual shall describe who is responsible for the issuance and insertion of amendments and revisions;
- (b) a record of amendments and revisions with insertion dates and effective dates is required;
- (c) a statement that hand-written amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety;

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- (d) a description of the system for the annotation of pages and their effective dates;
 - (e) a list of effective pages and their effective dates;
 - (f) annotation of changes (on text pages and as practicable, on charts and diagrams);
 - (g) a system for recording temporary revisions;
 - (h) a description of the distribution system for the manuals, amendments and revisions;
 - (i) a statement of who is responsible for notifying the Authority of proposed changes and working with the Authority on changes requiring Authority approval.
- 2.0 General Organization.
- 2.1 Corporate Commitment by the AOC,
- 2.2 General Information—
- (a) brief description of organization;
 - (b) relationship with other organizations;
 - (c) fleet composition;
 - (d) type of operation;
 - (e) line station locations.
- 2.3 Maintenance Management Personnel—
- (a) accountable manager;
 - (b) nominated post holder;
 - (c) maintenance co-ordination;
 - (d) duties and responsibilities;
 - (e) organization chart(s);
 - (f) manpower resources and training policy.
- 2.4 Notification Procedure to the Authority Regarding Changes to the Maintenance Arrangements Locations, Personnel, Activities, or Approval.
- 3.0 Maintenance Procedures.
- 3.1 Aircraft Logbook Utilization and MEL Application.
- 3.2 Aircraft Maintenance Programme Development and Amendment.
- 3.3 Time and Maintenance Records, Responsibilities, Retention.

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- 3.4 Accomplishment and Control of Mandatory Continued Airworthiness Information (Airworthiness Directives).
 - 3.5 Analysis of the Effectiveness of the Maintenance Programme.
 - 3.6 Non-mandatory Modification Embodiment Policy.
 - 3.7 Major Modification Standards.
 - 3.8 Defect Reports—
 - (a) analysis;
 - (b) liaison with manufacturers and Regulatory Authorities
 - (c) deferred defect policy
 - 3.9 Engineering Activity.
 - 3.10 Reliability Programmes—
 - (a) airframe;
 - (b) propulsion; and
 - (c) components.
 - 3.11 Pre Flight Inspection—
 - (a) preparation of aircraft for flight;
 - (b) subcontracted ground handling functions;
 - (c) security of cargo and baggage loading;
 - (d) control of refuelling, Quantity/Quality; and
 - (e) control of snow, ice, dust and sand contamination to an approved aviation standard.
 - 3.12 Aircraft Weighing.
 - 3.13 Flight Test Procedures.
 - 3.14 Sample of Documents, Tags and Forms Used.

Made this 26th day of June, 2013.

MOHAMMED SIDIK MIA
Minister of Transport and Public Works