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The Civil Aviation Authority of Thailand

Thailand Civil Aviation Regulation - Air Operations
Part Commercial Air Transport
(TCAR OPS Part-CAT)

TCAR OPS Part-CAT

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Approved By

Sarun Benjanirat

Deputy Director General Acting Director General

The Civil Aviation Authority of Thailand

THAILAND CIVIL AVIATION REGULATION (TCAR)

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RECORD OF REVISIONS

Revision No.	Date (DD/MMM/YYYY)	Subject	Insert By (Department/Division)
00	8 Dec 2023	Initial issue including (EU) No 2019/1387, (EU) No2018/1384, (EU) No 2019/1387, (EU) No 2020/2036, (EU) No 2021/1296, (EU) No 2021/2237, (EU) 2022/2203 and (EU) 2023/217, Notably, (EU) 2023/203 was not included.	OPS

LIST OF EFFECTIVE PAGES

Change and amendment bar is placed against each paragraph affected.

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INTRODUCTION AND APPLICABILITY

In this publication the word 'must' or 'shall' is used to indicate where the Director General requires the Organisation, owner or operator to respond to and comply with, or adhere closely to, the defined requirement

If the Organisation's/owner's/operator's response is deemed to be inadequate by the Director General, a specific requirement or restriction may be applied as a condition of the appropriate instrument to be issued under

TCAR OPS is based on the latest consolidated version of Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations, as amended up to (EU) No 2023/217. Notably, (EU) 2023/203 was not included as part of the initial issue.

TCAR OPS Part CAT is a part of the overall TCAR OPS Regulation set.

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TABLE OF CONTENT

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SUBPART A: GENERAL REQUIREMENTS

CAT.GEN.100 The competent authority

For the purpose of TCAR OPS Part CAT, the CAAT is the competent authority exercising oversight, over operators subject to an authorisation or approval obligation and having their principal place of business in the Kingdom of Thailand.

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SECTION 1 Motor-powered aircraft

CAT.GEN.MPA.100 Crew responsibilities

(a) The crew member shall be responsible for the proper execution of his or her duties that are:

(1) related to the safety of the aircraft and its occupants; and

(2) specified in the instructions and procedures in the operations manual.

(b) The crew member shall:

(1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;

(2) report to the commander any incident that endangered, or could have endangered, the safety of the operation, if not already reported by another crew member;

(3) comply with the relevant requirements of the operator's occurrence reporting schemes;

(4) comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities;

(5) when undertaking duties for more than one operator:

(i) maintain his or her individual records regarding flight and duty times and rest periods as referred to in the applicable FTL requirements;

(ii) provide each operator with the data needed to schedule activities in accordance with the applicable FTL requirements; and

(iii) provide each operator with the data needed regarding operations on more than one type or variant.

(c) The crew member shall not perform duties on an aircraft:

(1) when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes;

(2) until a reasonable time period has elapsed after deep water diving or following blood donation;

(3) if applicable medical requirements are not fulfilled;

(4) if he or she is in any doubt of being able to accomplish his or her assigned duties; or

(5) if he or she knows or suspects that he/she is suffering from fatigue as referred to in the Subpart FTL of TCAR OPS Part ORO or Notification of the Civil Aviation Authority of Thailand on Flight Time and Flight Duty Period Limitation as they may be applicable or feels otherwise unfit, to the extent that the flight may be endangered.

CAT.GEN.MPA.105 Responsibilities of the commander

(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall:

(1) be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight;

(2) be responsible for the operation and safety of the aircraft:

(i) for aeroplanes, from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off, until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is(are) shut down;

(ii) for helicopters, when the rotors are turning;

(3) have authority to give all commands and take any appropriate actions for the purpose of securing the safety of the aircraft and of persons and/or property carried there in accordance with the air operations requirements of the Air Navigation Act B.E 2497 and Kingdom of Thailand Civil Aviation Regulations.

(4) have authority to disembark any person, or any part of the cargo, that may represent a potential hazard to the safety of the aircraft or its occupants;

(5) not allow a person to be carried in the aircraft who appears to be under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered;

(6) have the right to refuse transportation of inadmissible passengers, deportees or persons in custody if their carriage increases the risk to the safety of the aircraft or its occupants;

(7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;

(8) ensure that all operational procedures and checklists are complied with in accordance with the operations manual;

(9) not permit any crew member to perform any activity during critical phases of flight, except duties required for the safe operation of the aircraft;

(10) ensure that:

(i) flight recorders are not disabled or switched off during flight;

(ii) in the event of an occurrence other than an accident or a serious incident that shall be reported according to ORO.GEN.160(a), flight recorders' recordings are not intentionally erased; and

(iii) in the event of an accident or a serious incident, or if preservation of recordings of flight recorders is directed by the investigating authority:

(A) flight recorders' recordings are not intentionally erased;

(B) flight recorders are deactivated immediately after the flight is completed; and

(C) precautionary measures to preserve the recordings of flight recorders are taken before leaving the flight crew compartment;

(11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);

(12) ensure that the pre-flight inspection has been carried out, in accordance with the applicable requirements for continuing airworthiness.

(13) be satisfied that relevant emergency equipment remains easily accessible for immediate use.

(14) record, at the termination of the flight, utilisation data and all known or suspected defects of the aircraft in the aircraft technical log or journey log of the aircraft to ensure continued flight safety

(15) Following an act of unlawful interference, the commander shall submit, without delay, a report of such an act to the designated local authority.

(b) The commander, or the pilot to whom conduct of the flight has been delegated, shall, in an emergency situation that requires immediate decision and action, take any action he/she considers necessary under the circumstances in accordance with the air operations requirements of the Air Navigation Act B.E 2497 and Kingdom of Thailand Civil Aviation Regulations. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.

(c) Whenever an aircraft in flight has manoeuvred in response to an airborne collision avoidance system (ACAS) resolution advisory (RA), the commander shall submit an ACAS report to the CAAT.

(d) Bird hazards and strikes:

(1) Whenever a potential bird hazard is observed, the commander shall inform the air traffic service (ATS) unit as soon as flight crew workload allows.

(2) Whenever an aircraft for which the commander is responsible suffers a bird strike that results in significant damage to the aircraft or the loss or malfunction of any essential service, the commander shall submit a written bird strike report after landing to the CAAT.

(e) The commander shall, as soon as possible, report to the appropriate air traffic services (ATS) unit any hazardous weather or flight conditions encountered that are likely to affect the safety of other aircraft.

CAT.GEN.MPA.110 Authority of the commander

The operator shall take all reasonable measures to ensure that all persons carried in the aircraft obey all lawful commands given by the commander for the purpose of securing the safety of the aircraft and of persons or property carried therein.

CAT.GEN.MPA.115 Personnel or crew members other than cabin crew in the passenger compartment

The operator shall ensure that personnel or crew members, other than operating cabin crew members, carrying out their duties in the passenger compartment of an aircraft:

(a) are not confused by the passengers with operating cabin crew members;

(b) do not occupy required cabin crew assigned stations;

(c) do not impede operating cabin crew members in their duties.

CAT.GEN.MPA.120 Common language

The operator shall ensure that all crew members can communicate with each other in a common language.

CAT.GEN.MPA.124 Taxiing of aircraft

The operator shall establish procedures for taxiing of aircraft in order to ensure safe operation and in order to enhance runway safety.

CAT.GEN.MPA.125 Taxiing of aeroplanes

The operator shall ensure that an aeroplane is only taxied on the movement area of an aerodrome if the person at the controls:

(a) is an appropriately qualified pilot; or

(b) has been designated by the operator and:

(1) is trained to taxi the aircraft;

(2) is trained to use the radio telephone;

(3) has received instruction in respect of aerodrome layout, routes, signs, marking, lights, air traffic control (ATC) signals and instructions, phraseology and procedures;

(4) is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.

CAT.GEN.MPA.130 Rotor engagement — helicopters

A helicopter rotor shall only be turned under power for the purpose of flight with a qualified pilot at the controls.

CAT.GEN.MPA.135 Admission to the flight crew compartment

(a) The operator shall ensure that no person, other than a flight crew member assigned to a flight, is admitted to, or carried in, the flight crew compartment unless that person is:

(1) an operating crew member;

(2) a representative of the competent or inspecting authority, if required to be there for the performance of his/her official duties; or

(3) permitted by and carried in accordance with instructions contained in the operations manual.

(b) The commander shall ensure that:

(1) admission to the flight crew compartment does not cause distraction or interference with the operation of the flight; and

(2) all persons carried in the flight crew compartment are made familiar with the relevant safety procedures.

(c) The commander shall make the final decision regarding the admission to the flight crew compartment.

CAT.GEN.MPA.140 Portable electronic devices

The operator shall not permit any person to use a portable electronic device (PED) on board an aircraft that could adversely affect the performance of the aircraft's systems and equipment, and shall take all reasonable measures to prevent such use.

CAT.GEN.MPA.141 Use of electronic flight bags (EFBs)

(a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.

(b) The operator shall not use a type B EFB application unless it is approved in accordance with Subpart M of TCAR OPS Part SPA.

CAT.GEN.MPA.145 Information on emergency and survival equipment carried

The operator shall at all times have available for immediate communication to rescue coordination centres (RCCs) lists containing information on the emergency and survival equipment carried on board any of their aircraft.

CAT.GEN.MPA.150 Ditching — aeroplanes

The operator shall only operate an aeroplane with a passenger seating configuration of more than 30 on overwater flights at a distance from land suitable for making an emergency landing, greater than 120 minutes at cruising speed, or 400 NM, whichever is less, if the aeroplane complies with the ditching provisions prescribed in the applicable certification specification or equivalent.

CAT.GEN.MPA.155 Carriage of weapons of war and munitions of war

(a) The operator shall only transport weapons of war or munitions of war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight.

(b) Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are:

(1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and

(2) in the case of firearms, unloaded.

(c) The operator shall ensure that, before a flight begins, the commander is notified of the details and location on board the aircraft of any weapons of war and munitions of war intended to be carried.

CAT.GEN.MPA.160 Carriage of sporting weapons and ammunition

(a) The operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to the operator.

(b) The operator accepting the carriage of sporting weapons shall ensure that they are:

(1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and

(2) in the case of firearms or other weapons that can contain ammunition, unloaded.

(c) Ammunition for sporting weapons may be carried in passengers' checked baggage, subject to certain limitations, in accordance with the technical instructions.

CAT. GEN. MPA. 161 Carriage of sporting weapons and ammunition — alleviations

Notwithstanding CAT.GEN.MPA.160(b), for helicopters with a maximum certified take-off mass (MCTOM) of 3 175 kg or less operated by day and over routes navigated by reference to visual landmarks, a sporting weapon may be carried in a place that is accessible during flight, provided that the operator has established appropriate procedures and it is impracticable to stow it in an inaccessible stowage during flight.

CAT.GEN.MPA.165 Method of carriage of persons

The operator shall take all measures to ensure that no person is in any part of an aircraft in flight that is not designed for the accommodation of persons unless temporary access has been granted by the commander:

(a) for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods therein; or

(b) to a part of the aircraft in which cargo or supplies are carried, being a part that is designed to enable a person to have access thereto while the aircraft is in flight.

CAT.GEN.MPA.170 Psychoactive substances

(a) The operator shall take all reasonable measures to ensure that no person enters or is in an aircraft when under the influence of psychoactive substances to the extent that the safety of the aircraft or its occupants is likely to be endangered.

(b) The operator shall develop and implement a policy on the prevention and detection of misuse of psychoactive substances by flight and cabin crew members and by other safety-sensitive personnel under its direct control, in order to ensure that the safety of the aircraft or its occupants is not endangered.

(c) Without prejudice to the applicable national legislation on data protection concerning testing of individuals, the operator shall develop and implement an objective, transparent and non-discriminatory procedure for the prevention and detection of cases of misuse of psychoactive substances by its flight and cabin crew and other safety-sensitive personnel.

(d) In case of a confirmed positive test result, the operator shall inform the CAAT.

CAT.GEN.MPA.175 Endangering safety

(a) The operator shall take all reasonable measures to ensure that no person recklessly or negligently acts or omits to act so as to:

(1) endanger an aircraft or person therein; or

(2) cause or permit an aircraft to endanger any person or property.

(b) The operator shall ensure that flight crew has undergone a psychological assessment before commencing line flying in order to:

(1) identify psychological attributes and suitability of the flight crew in respect of the work environment; and

(2) reduce the likelihood of negative interference with the safe operation of the aircraft.

(c) Considering the size, nature and complexity of the activity of an operator, an operator may replace the psychological assessment referred to in point (b) with an internal assessment of the psychological attributes and suitability of flight crew.

CAT.GEN.MPA.180 Documents, manuals and information to be carried

(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:

(1) the aircraft flight manual (AFM), or equivalent document(s);

(2) the original certificate of registration;

(3) the original certificate of airworthiness (CofA);

(4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate;

(5) a certified true copy of the air operator certificate (AOC), including an English translation when the AOC has been issued in another language;

(6) the operations specifications relevant to the aircraft type, issued with the AOC, including an English translation when the operations specifications have been issued in another language;

(7) the original aircraft radio licence, if applicable;

(8) the third party liability insurance certificate(s);

(9) the journey log, or equivalent, for the aircraft;

(10) the aircraft technical log in accordance with the applicable requirement for continuing airworthiness;

(11) details of the filed ATS flight plan, if applicable;

(12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;

(13) procedures and visual signals information for use by intercepting and intercepted aircraft;

(14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment;

(15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;

(16) the MEL;

(17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation;

(18) appropriate meteorological information;

(19) cargo and/or passenger manifests, if applicable (for instance international flight);

(20) mass and balance documentation;

(21) the operational flight plan, if applicable;

(22) notification of special categories of passenger (SCPs) and special loads, if applicable; and

(23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.

(b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead:

(1) noise certificate;
(2) aircraft radio licence;
(3) journey log, or equivalent;
(4) aircraft technical log;
(5) NOTAMs and AIS briefing documentation;
(6) meteorological information;
(7) notification of SCPs and special loads, if applicable; and
(8) mass and balance documentation.

(c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided.

CAT.GEN.MPA.185 Information to be retained on the ground

(a) The operator shall ensure that at least for the duration of each flight or series of flights:

(1) information relevant to the flight and appropriate for the type of operation is preserved on the ground;
(2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable
(3) the same information is carried in a fireproof container in the aircraft.

(b) The information referred to in (a) includes:

(1) a copy of the operational flight plan, where appropriate;
(2) copies of the relevant part(s) of the aircraft technical log;
(3) route-specific NOTAM documentation if specifically edited by the operator;
(4) mass and balance documentation if required; and
(5) special loads notification.

CAT.GEN.MPA.190 Provision of documentation and records

The commander shall, within a reasonable time of being requested to do so by a person authorised by an authority, provide to that person the documentation required to be carried on board.

CAT.GEN.MPA.195 Handling of flight recorder recordings: preservation, production, protection and use

(a) Following an accident, a serious incident or an occurrence identified by the investigating authority, the operator of an aircraft shall preserve the original recorded data of the flight recorders for a period of 60 days or until otherwise directed by the investigating authority.

(b) The operator shall conduct operational checks and evaluations of the recordings to ensure the continued serviceability of the flight recorders which are required to be carried under this Regulation.

(c) The operator shall ensure that the recordings of flight parameters and data link communication messages required to be recorded on flight recorders are preserved. However, for the purpose of testing and maintaining those flight recorders, up to 1 hour of the oldest recorded data at the time of testing may be erased.

(d) The operator shall keep and maintain up to date documentation that presents the necessary information to convert raw flight data into flight parameters expressed in engineering units

(e) The operator shall make available any flight recorder recordings that have been preserved, if so determined by the CAAT.

(f) Without prejudice to the Kingdom of Thailand Civil Aviation occurrence reporting regulation and other relevant national provisions

(1) Except for ensuring flight recorder serviceability, audio recordings from a flight recorder shall not be disclosed or used unless all of the following conditions are fulfilled:

(i) a procedure related to the handling of CVR recordings and of their transcript is in place;

(ii) all crew members and maintenance personnel concerned have given their prior consent; and

(iii) they are used only for maintaining or improving safety.

(1a) When inspecting flight recorder audio recordings to ensure flight recorder serviceability, the operator shall protect the privacy of those audio recordings and make sure that they are not disclosed or used for purposes other than for ensuring flight recorder serviceability.

(2) Flight parameters or data link messages recorded by a flight recorder shall not be used for purposes other than for the investigation of an accident or an incident which is subject to mandatory reporting, unless such recordings meet any of the following conditions:

(i) are used by the operator for airworthiness or maintenance purposes only; or

(ii) are de-identified; or

(iii) are disclosed under secure procedures.

(3) Except for ensuring flight recorder serviceability, images of the flight crew compartment that are recorded by a flight recorder shall not be disclosed or used unless all of the following conditions are fulfilled:

(i) a procedure related to the handling of such image recordings is in place;

(ii) all crew members and maintenance personnel concerned have given their prior consent;

(iii) such image recordings are used only for maintaining or improving safety.

(3a) When images of the flight crew compartment that are recorded by a flight recorder are inspected for ensuring the serviceability of the flight recorder, then:

(i) those images shall not be disclosed or used for purposes other than for ensuring flight recorder serviceability;

(ii) if body parts of crew members are likely to be visible on the images, the operator shall ensure the privacy of those images.

CAT.GEN.MPA.200 Transport of dangerous goods

(a) Unless otherwise permitted by this Regulation, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.

(b) Dangerous goods shall only be transported by an operator approved in accordance with TCAR OPS Part SPA, Subpart G, except when:

(1) they are not subject to the technical instructions in accordance with Part 1 of those instructions; or

(2) they are carried by passengers or crew members, or are in baggage, in accordance with Part 8 of the technical instructions.

(c) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently.

(d) The operator shall provide personnel with the necessary information enabling them to carry out their responsibilities, as required by the technical instructions.

(e) The operator shall, in accordance with the technical instructions, report without delay to the CAAT the and the appropriate authority of the State of occurrence in the event of:

(1) any dangerous goods accidents or incidents;

(2) the discovery of undeclared or misdeclared dangerous goods in cargo or mail; or

(3) the finding of dangerous goods carried by passengers or crew members, or in their baggage, when not in accordance with Part 8 of the technical instructions.

(f) The operator shall ensure that passengers are provided with information about dangerous goods in accordance with the technical instructions.

(g) The operator shall ensure that notices giving information about the transport of dangerous goods are provided at acceptance points for cargo as required by the technical instructions.

CAT.GEN.MPA.205 Aircraft tracking system — Aeroplanes

(a) By 16 December 2018 at the latest, the operator shall establish and maintain, as part of the system for exercising operational control over the flights, an aircraft tracking system, which includes the flights eligible to (b) when performed with the following aeroplanes:

(1) aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CofA before 16 December 2018, which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder;

(2) all aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CofA on or after 16 December 2018; and

(3) all aeroplanes with an MCTOM of more than 45 500 kg, and first issued with an individual CofA on or after 16 December 2018;

(b) Flights shall be tracked by the operator from take-off to landing, except when the planned route and the planned diversion routes are fully included in airspace blocks where:

(1) ATS surveillance service is normally provided which is supported by ATC surveillance systems locating the aircraft at time intervals with adequate duration; and

(2) the operator has provided to competent air navigation service providers necessary contact information.

CAT.GEN.MPA.210 Location of an aircraft in distress — Aeroplanes

As of 1 January 2025, the following aeroplanes shall be equipped with robust and automatic means to accurately determine, following an accident during which the aeroplane is severely damaged, the location of the point of end of flight:

(a) all aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CofA on or after 1 January 2024; and

(b) all aeroplanes with an MCTOM of more than 45 500 kg and first issued with an individual CofA on or after 1 January 2024.

CAT.GEN.MPA.215 Support Programme

(a) The operator shall enable, facilitate and ensure access to a proactive and non-punitive support programme that will assist and support flight crew in recognising, coping with, and overcoming any problem which might negatively affect their ability to safely exercise the privileges of their licence. Such access shall be made available to all flight crew.

(b) Without prejudice to applicable Kingdom of Thailand national legislation on the protection of individuals with regard to the processing of personal data an on the free movement of such data, the protection of the confidentiality of data shall be a precondition for an effective support programme as it encourages the use of such a programme and ensure its integrity.

CAT.GEN.MPA.220 Cosmic Radiation — Aeroplanes

For each flight of an aeroplane above 15 000 m (49 000 ft) the operator shall maintain records so that the total cosmic radiation dose received by each crew member over a period of 12 consecutive months can be determined.

SUBPART B: OPERATING PROCEDURES

SECTION 1 Motor-powered aircraft

CAT.OP.MPA.100 Use of air traffic services

(a) The operator shall ensure that:

(1) air traffic services (ATS) appropriate to the airspace and the applicable rules of the air are used for all flights whenever available;

(2) in-flight operational instructions involving a change to the ATS flight plan, when practicable, are coordinated with the appropriate ATS unit before transmission to an aircraft.

(b) Notwithstanding (a), the use of ATS is not required unless mandated by air space requirements for:

(1) operations under VFR by day of other-than complex motor-powered aeroplanes;

(2) helicopters with an MCTOM of 3 175 kg or less operated by day and over routes navigated by reference to visual landmarks; or

(3) local helicopter operations (LHOs),

provided that search and rescue service arrangements can be maintained.

CAT.OP.MPA.101 Altimeter check and settings

(a) The operator shall establish procedures for altimeter checking before each departure.

(b) The operator shall establish procedures for altimeter settings for all phases of flight, which shall take into account the procedures established by the State of the aerodrome or the State of the airspace, if applicable.

CAT.OP.MPA.105 Use of Aerodromes/Heliports and operating sites

(a) The operator shall only use aerodromes and operating sites that are adequate for the type(s) of aircraft and operation(s) concerned.

(b) The use of operating sites shall only apply to:

(1) other-than complex motor-powered aeroplanes; and

(2) helicopters.

CAT.OP.MPA.107 Adequate aerodrome

The operator shall consider an aerodrome as adequate if, at the expected time of use, the aerodrome is available and equipped with necessary ancillary services such as air traffic services (ATS), sufficient lighting, communications, meteorological reports, navigation aids and emergency services.

CAT.OP.MPA.110 Aerodrome operating minima

(a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome that is planned to be used in order to ensure separation of the aircraft from terrain and obstacles and to mitigate the risk of loss of visual references during the visual flight segment of instrument approach operations.

(b) The method used to establish aerodrome operating minima shall take all the following elements into account:

(1) the type, performance, and handling characteristics of the aircraft;
(2) the equipment available on the aircraft for the purpose of navigation, acquisition of visual references, and/or control of the flight path during take-off, approach, landing, and the missed approach;
(3) any conditions or limitations stated in the aircraft flight manual (AFM);
(4) the relevant operational experience of the operator;
(5) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use;
(6) the adequacy and performance of the available visual and non-visual aids and infrastructure;
(7) the obstacle clearance altitude/height (OCA/H) for the instrument approach procedures (IAPs);
(8) the obstacles in the climb-out areas and necessary clearance margins;
(9) the composition of the flight crew, their competence and experience;
(10) the IAP;
(11) the aerodrome characteristics and the available air navigation services (ANS);
(12) any minima that may be promulgated by the State of the aerodrome;
(13) the conditions prescribed in the operations specifications including any specific approvals for low-visibility operations (LVOs) or operations with operational credits;
(14) any non-standard characteristics of the aerodrome, the IAP or the environment.

(c) The operator shall specify the method of determining aerodrome operating minima in the operations manual.

(d) The method used by the operator to establish aerodrome operating minima and any change to that method shall be approved by the CAAT.

CAT.OP.MPA.115 Approach flight technique — aeroplanes

(a) All approach operations shall be flown as stabilised approach operations unless otherwise approved by the CAAT for a particular approach to a particular runway.

(b) The continuous descent final approach (CDFA) technique shall be used for approach operations using non-precision approach (NPA) procedures except for such particular runways for which the CAAT has approved another flight technique.

CAT.OP.MPA.125 Instrument departure and approach procedures

(a) The operator shall ensure that instrument departure and approach procedures established by the State of the aerodrome are used.

(b) Notwithstanding (a), the commander may accept an ATC clearance to deviate from a published departure or arrival route, provided obstacle clearance criteria are observed and full account is taken of the operating conditions. In any case, the final approach shall be flown visually or in accordance with the established instrument approach procedures.

(c) Notwithstanding (a), the operator may use procedures other than those referred to in (a) provided they have been approved by the State in which the aerodrome is located and are specified in the operations manual.

CAT.OP.MPA.126 Performance-based navigation

The operator shall ensure that, when performance-based navigation (PBN) is required for the route or procedure to be flown:

(a) the relevant PBN navigation specification is stated in the AFM or other document that has been approved by the certifying authority as part of an airworthiness assessment or is based on such approval; and

(b) the aircraft is operated in conformance with the relevant navigation specification and limitations in the AFM or other document referred above.

CAT.OP.MPA.130 Noise abatement procedures — aeroplanes

(a) Except for VFR operations of other-than complex motor-powered aeroplanes, the operator shall establish appropriate operating departure and arrival/approach procedures for each aeroplane type taking into account the need to minimise the effect of aircraft noise.

(b) The procedures shall:

(1) ensure that safety has priority over noise abatement; and

(2) be simple and safe to operate with no significant increase in crew workload during critical phases of flight.

CAT.OP.MPA.131 Noise abatement procedures — helicopters

(a) The operator shall ensure that take-off and landing procedures take into account the need to minimise the effect of helicopter noise.

(b) The procedures shall:

(1) ensure that safety has priority over noise abatement; and

(2) be simple and safe to operate with no significant increase in crew workload during critical phases of flight.

CAT.OP.MPA.135 Routes and areas of operation — general

(a) The operator shall ensure that operations are only conducted along routes, or within areas, for which:

(1) space-based facilities, ground facilities and services, including meteorological services, adequate for the planned operation are provided;

(2) the performance of the aircraft is adequate to comply with minimum flight altitude requirements;

(3) the equipment of the aircraft meets the minimum requirements for the planned operation; and

(4) appropriate maps and charts are available.

(b) The operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the CAAT.

(c) point (a)(1) shall not apply to operations under VFR by day of other-than complex motor-powered aircraft on flights that depart from and arrive at the same aerodrome or operating site.

CAT.OP.MPA.136 Routes and areas of operation — single-engined aeroplanes

Unless approved by the CAAT in accordance with TCAR OPS Part SPA, Subpart L — SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), the operator shall ensure that operations of single-engined aeroplanes are only conducted along routes, or within areas, where surfaces are available that permit a safe forced landing to be executed.

CAT.OP.MPA.137 Routes and areas of operation — helicopters

The operator shall ensure that:

(a) for helicopters operated in performance class 3, surfaces are available that permit a safe forced landing to be executed, except when the helicopter has an approval to operate in accordance with CAT.POL.H.420;

(b) for helicopters operated in performance class 3 and conducting 'coastal transit' operations, the operations manual contains procedures to ensure that the width of the coastal corridor, and the equipment carried, is consistent with the conditions prevailing at the time.

CAT.OP.MPA.140 Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS/EDTO approval

(a) Unless approved by the CAAT in accordance with TCAR OPS Part SPA, Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than the appropriate distance for the given type of aeroplane among the following:

(1) for performance class A aeroplanes with a maximum operational passenger seating configuration (MOPSC) of 20 or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with point (b)

(2) for performance class A aeroplanes with an MOPSC of 19 or less, the distance flown in 120 minutes or, subject to approval by the CAAT, up to 180 minutes for turbojet aeroplanes, at the OEI cruising speed determined in accordance with point (b);

(3) for performance class B or C aeroplanes, whichever is less:

(i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with point (b);

(ii) 300 NM.

(b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V_{MO} (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative.

(c) The operator shall include the following data, specific to each type or variant, in the operations manual:

(1) the determined OEI cruising speed; and

(2) the determined maximum distance from an adequate aerodrome.

(d) To obtain the approval referred to in point (a)(2), the operator shall provide evidence that:

(1) procedures have been established for flight planning and dispatch;

(2) specific maintenance instructions and procedures to ensure the intended levels of continued airworthiness and reliability of the aeroplane including its engines have been established and included in the operator's aircraft maintenance programme in accordance with the applicable requirement for continuing airworthiness, including:

(i) an engine oil consumption programme;

(ii) an engine condition monitoring programme;

(3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.

CAT.OP.MPA.141 Additional requirements for operations by more than two engines aeroplanes with turbine engines beyond 60minutes to an en-route alternate aerodrome including extended diversion time operations (EDTO).

(a) Operators conducting operations beyond 60 minutes from a point on a route to an en route alternate aerodrome shall ensure that:

(1) procedures have been established for flight planning and dispatch;

(2) en-route alternates are identified and,

(3) the most up-to-date information is provided to the flight crew indicates on identified en-route alternates including operational status and meteorological conditions.

(b) Unless approved by the CAAT in accordance with TCAR OPS Part SPA, Subpart F, the operator shall not operate an aeroplane with more than two engines over a route that contains a point further than 180 minutes from an alternate aerodrome, under standard conditions in still air at the all engines operating cruising speed.

(c) The operator shall include the following data, specific to each type or variant, in the operations manual:

(1) the determined all engines operating cruising speed; and
(2) the determined maximum distance from an alternate aerodrome.

(d) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.

CAT.OP.MPA.145 Establishment of minimum flight altitudes

(a) The operator shall establish for all route segments to be flown:

(1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and
(2) a method for the flight crew to determine those altitudes.

(b) The method for establishing minimum flight altitudes shall be approved by the CAAT.

(c) Where the minimum flight altitudes established by the operator and a State overflown differ, the higher values shall apply.

CAT.OP.MPA.150

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CAT.OP.MPA.155 Carriage of special categories of passengers (SCPs)

(a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least:

(1) persons with reduced mobility (PRMs) who, without prejudice to relevant Kingdom of Thailand national provisions, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age;

(2) infants and unaccompanied children; and

(3) deportees, inadmissible passengers or prisoners in custody.

(b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator.

(c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could:

(1) impede crew members in their duties;

(2) obstruct access to emergency equipment; or

(3) impede the emergency evacuation of the aircraft.

(d) The commander shall be notified in advance when SCPs are to be carried on board.

CAT.OP.MPA.160 Stowage of baggage and cargo

The operator shall establish procedures to ensure that:

(a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and

(b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.

CAT.OP.MPA.165 Passenger seating

The operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft.

CAT.OP.MPA.170 Passenger briefing

The operator shall ensure that passengers are:

(a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and

(b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and emergency exits likely to be used by passengers.

CAT.OP.MPA.175 Flight preparation

(a) An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned.

(b) The flight shall not be commenced unless the commander is satisfied that:

(1) all items stipulated in the Air Navigation Act B.E 2497 and Kingdom of Thailand Civil Aviation Regulations concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;

(2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL);

(3) the parts of the operations manual that are required for the conduct of the flight are available;

(4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board;

(5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected;

(6) space-based facilities, ground facilities and services that are required for the planned flight are available and adequate;

(7) the provisions specified in the operations manual in respect of fuel/energy, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight;

(7a) any navigational database required for performance-based navigation is suitable and current; and

(8) any additional operational limitation can be complied with.

(c) Notwithstanding (a), an operational flight plan is not required for operations under VFR of:

(1) other-than complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site; or

(2) helicopters with an MCTOM of 3 175 kg or less, by day and over routes navigated by reference to visual landmarks in a local area as specified in the operations manual.

CAT.OP.MPA.177 Submission of the ATS flight plan

(a) If an air traffic services (ATS) flight plan is not submitted because it is not required by the rules of the air, adequate information shall be deposited in order to permit alerting services to be activated if required.

(b) When operating from a site where it is impossible to submit an ATS flight plan, the ATS flight plan shall be transmitted as soon as possible after take-off by the commander or the operator.

CAT.OP.MPA.180 Fuel/energy scheme – aeroplanes

(a) The operator shall establish, implement, and maintain a fuel/energy scheme that:

(1) is appropriate for the type(s) of operation performed;

(2) corresponds to the capability of the operator to support its implementation; and

(3) is either:

(i) **a basic fuel/energy scheme**, and an individual fuel/energy scheme; the basic fuel/energy scheme derives from a large-scale analysis of safety and operational data from previous performance and experience of the industry, applying scientific principles; the basic fuel/energy scheme shall ensure, in this order, a safe, effective, and efficient operation of the aircraft; or

(ii) **a basic fuel/energy scheme with variations**, which is a basic fuel/energy scheme where the analysis referred to in point (i) is used to establish a variation to the basic fuel/energy scheme that ensures, in this order, a safe, effective, and efficient operation of the aircraft; or

(iii) **an individual fuel/energy scheme**, which derives from a comparative analysis of the operator's safety and operational data, applying scientific principles; the analysis is used to establish a fuel/energy scheme with a higher or equivalent level of safety to that of the basic fuel/energy scheme that ensures, in this order, a safe, effective, and efficient operation of the aircraft.

(b) All fuel/energy schemes shall comprise:

(1) a fuel/energy planning and in-flight re-planning policy;

(2) an aerodrome selection policy; and

(3) an in-flight fuel/energy management policy.

(c) The fuel/energy scheme and any change to it shall require prior approval by the CAAT.

(d) When the operator intends to apply for an individual fuel/energy scheme, it shall:

(1) establish a baseline safety performance of its current fuel/energy scheme;

(2) demonstrate its capability to support the implementation of the proposed individual fuel/energy scheme, including the capability to exercise adequate operational control and to ensure exchange of the relevant safety information between the operational control personnel and the flight crew; and

(3) make a safety risk assessment that demonstrates how an equivalent level of safety to that of the current fuel/energy scheme is achieved.

CAT.OP.MPA.181 Fuel/energy scheme – fuel/energy planning and in-flight re-planning policy – aeroplanes

(a) The operator shall:

(1) establish a fuel/energy planning and in-flight re-planning policy as part of the fuel/energy scheme;

(2) ensure that the aeroplane carries a sufficient amount of usable fuel/energy to safely complete the planned flight and to allow for deviations from the planned operation;

(3) develop procedures for the fuel/energy planning and in-flight re-planning policy that shall be contained in the operations manual.

(4) ensure that the fuel/energy planning of the flight is based on:

(i) current aircraft-specific data derived from a fuel/energy consumption monitoring system or, if not available;

(ii) data provided by the aeroplane manufacturer.

(b) The operator shall ensure that the planning of flights includes the operating conditions under which the flight is to be conducted; the operating conditions shall include at least:

(1) aircraft fuel/energy consumption data;
(2) anticipated masses;
(3) anticipated meteorological conditions;
(4) the effects of deferred maintenance items and/or of configuration deviations;
(5) the expected departure and arrival routing and runways; and
(6) anticipated delays.

(c) The operator shall ensure that the pre-flight calculation of the usable fuel/energy that is required for a flight includes:

(1) taxi fuel/energy that shall not be less than the amount expected to be used prior to take-off;

(2) trip fuel/energy that shall be the amount of fuel/energy that is required to enable the aeroplane to fly from take-off, or from the point of in-flight re-planning, to landing at the destination aerodrome;

(3) contingency fuel/energy that shall be the amount of fuel/energy required to compensate for unforeseen factors;

(4) destination alternate fuel/energy:

(i) when a flight is operated with at least one destination alternate aerodrome, it shall be the amount of fuel/energy required to fly from the destination aerodrome to the destination alternate aerodrome; or

(ii) when a flight is operated with no destination alternate aerodrome, it shall be the amount of fuel/energy required to hold at the destination aerodrome, while enabling the aeroplane to perform a safe landing, and to allow for deviations from the planned operation; as a minimum, this amount shall be 15-minute fuel/energy at holding speed at 1 500ft (450 m) above the aerodrome elevation in standard conditions, calculated according to the estimated aeroplane mass on arrival at the destination aerodrome;

(5) final reserve fuel/energy that shall be the amount of fuel/energy that is calculated at holding speed at 1 500ft (450 m) above the aerodrome elevation in standard conditions according to the aeroplane estimated mass on arrival at the destination alternate aerodrome, or destination aerodrome when no destination alternate aerodrome is required, and shall not be less than:

(i) for aeroplanes with reciprocating engines, the fuel/energy to fly for 45 minutes; or

(ii) for turbine-engined aeroplanes, the fuel/energy to fly for 30 minutes;

(6) additional fuel/energy, if required by the type of operation; it shall be the amount of fuel/energy to enable the aeroplane to land at a fuel/energy en route alternate aerodrome (fuel/energy ERA aerodrome critical scenario) in the event of an aircraft failure that significantly increases the fuel/energy consumption at the most critical point along the route; this additional fuel/energy is required only if the minimum amount of fuel/energy that is calculated according to points (c)(2) to (c)(5) is not sufficient for such an event;

(7) extra fuel/energy to take into account anticipated delays or specific operational constraints; and

(8) discretionary fuel/energy, if required by the commander.

(d) The operator shall ensure that in-flight re-planning procedures for calculating the usable fuel/energy that is required when a flight proceeds along a route or to a destination aerodrome other than the ones originally planned include points (c)(2) to (c)(7).

CAT.OP.MPA.182 Fuel/energy scheme – aerodrome selection policy – aeroplanes

(a) At the planning stage, the operator shall ensure that once the flight has commenced, there is reasonable certainty that an aerodrome where a safe landing can be made will be available at the estimated time of use of that aerodrome.

(b) At the planning stage, to allow for a safe landing in case of an abnormal or emergency situation after take-off, the operator shall select and specify in the operational flight plan a take-off alternate aerodrome if either:

(1) the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation; or

(2) it would be impossible to return to the aerodrome of departure for other reasons.

(c) The take-off alternate aerodrome shall be located within a distance from the departure aerodrome that minimises the risk of exposure to potential abnormal or emergency situations. In selecting the take-off alternate aerodrome, the operator shall consider at least the following:

(1) actual and forecast meteorological conditions;

(2) availability and quality of the aerodrome infrastructure;

(3) navigation and landing capabilities of the aircraft in abnormal or emergency conditions, taking into account the redundancy of critical systems; and

(4) approvals held (e.g. extended range operations with two-engined aeroplanes (ETOPS), low visibility operation (LVO), etc.).

(d) At the planning stage, for each instrument flight rules (IFR) flight, the operator shall select and specify in the operational and air traffic services (ATS) flight plans one or more aerodromes so that two safe-landing options are available during normal operation when:

(1) reaching the destination aerodrome; or

(2) reaching the point of no return, to any available fuel/energy ERA aerodrome during isolated aerodrome operations; a flight to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic, and other operational conditions indicates that a safe landing can be made at the destination aerodrome at the estimated time of use.

The operator shall obtain prior approval from the CAAT for the use of an isolated aerodrome as destination aerodrome.

(e) The operator shall provide appropriate safety margins to flight planning to take into account a possible deterioration of the available forecast meteorological conditions at the estimated time of landing.

(f) For each IFR flight, the operator shall ensure that sufficient means are available to navigate to and land at the destination aerodrome or at any destination alternate aerodrome in the event of loss of capability for the intended approach and landing operation.

CAT.OP.MPA.185 Fuel/energy scheme – in-flight fuel/energy management policy – aeroplanes

(a) The operator shall establish procedures for in-flight fuel/energy management that ensure:

(1) continual validation of the assumptions made during the planning stage (pre-flight or in-flight re-planning, or both);

(2) re-analysis and adjustment, if necessary;

(3) that the amount of usable fuel/energy remaining on board is protected and not less than the fuel/energy that is required to proceed to an aerodrome where a safe landing can be made; and

(4) relevant fuel/energy data for the purpose of points (1), (2), and (3) shall be recorded.

(b) The operator shall have procedures in place to require the commander to obtain delay information from a reliable source when unforeseen circumstances may result in landing at the destination aerodrome with less than the final reserve fuel/energy plus any:

(1) fuel/energy to proceed to an alternate aerodrome, if required; or

(2) fuel/energy required to proceed to an isolated aerodrome.

(c) The commander shall advise air traffic control (ATC) of a 'minimum fuel/energy' state by declaring 'MINIMUM FUEL' when the commander has:

(1) committed to land at a specific aerodrome; and

(2) calculated that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel/energy.

(d) The commander shall declare a situation of 'fuel/energy emergency' by broadcasting 'MAYDAY MAYDAY MAYDAY FUEL' when the usable fuel/energy that is calculated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel/energy.

CAT.OP.MPA.190 Fuel/energy scheme – helicopters

(a) The operator shall establish, implement, and maintain a fuel/energy scheme that comprises:

(1) a fuel/energy planning and in-flight re-planning policy; and

(2) an in-flight fuel/energy management policy..

(b) The fuel/energy scheme shall:

(1) be appropriate for the type(s) of operation performed; and

(2) correspond to the capability of the operator to support its implementation.

(c) The fuel/energy scheme and any change to it shall require prior approval by the CAAT.

CAT.OP.MPA.191 Fuel/energy scheme – Fuel/energy planning and in-flight re-planning policy – helicopters

(a) As part of the fuel/energy scheme, the operator shall establish a fuel/energy planning and in-flight re-planning policy to ensure that the aircraft carries a sufficient amount of usable fuel/energy to safely complete the planned flight and to allow for deviations from the planned operation.

(b) The operator shall ensure that the fuel/energy planning of flights is based upon at least the following elements:

(1) procedures contained in the operations manual as well as:

(i) current aircraft-specific data derived from a fuel/energy consumption monitoring system; or

(ii) data provided by the aircraft manufacturer; and

(2) the operating conditions under which the flight is to be conducted including:

(i) aircraft fuel/energy consumption data;

(ii) anticipated masses;

(iii) anticipated meteorological conditions;

(iv) the effects of deferred maintenance items or of configuration deviations, or both; and

(v) procedures and restrictions introduced by air navigation service providers.

(c) The operator shall ensure that the pre-flight calculation of the usable fuel/energy that is required for a flight includes:

(1) taxi fuel/energy, which shall not be less than the amount expected to be used prior to take-off;

(2) trip fuel/energy;

(3) contingency fuel/energy;

(4) destination alternate fuel/energy if a destination alternate aerodrome is required;

(5) final reserve fuel/energy, which shall not be less than:

(i) if flying under visual flight rules (VFR) and navigating by day with reference to visual landmarks, 20-minute fuel/energy at best-range speed; or

(ii) if flying under VFR and navigating by means other than by reference to visual landmarks or at night, 30-minute fuel/energy at best-range speed; or

(iii) if flying under instrument flight rules (IFR), 30-minute fuel/energy at holding speed at 1 500ft (450 m) above the aerodrome elevation in standard conditions, calculated according to the helicopter estimated mass on arrival at the destination alternate aerodrome or at the destination aerodrome when no destination alternate aerodrome is required;

(6) extra fuel/energy, to take into account anticipated delays or specific operational constraints; and

(7) discretionary fuel/energy, if required by the commander.

(d) The operator shall ensure that if a flight has to proceed along a route or to a destination aerodrome other than the ones originally planned, in-flight re-planning procedures for calculating the required usable fuel/energy include:

(1) trip fuel/energy for the remainder of the flight;

(2) reserve fuel/energy consisting of:

(i) contingency fuel/energy;

(ii) alternate fuel/energy if a destination alternate aerodrome is required;

(iii) final reserve fuel/energy; and

(iv) additional fuel/energy, if required by the type of operation;

(3) extra fuel/energy, to take into account anticipated delays or specific operational constraints; and

(4) discretionary fuel/energy, if required by the commander.

(e) As an alternative to points (b) to (d), for helicopters with a maximum certified take-off mass (MCTOM) of 3 175kg or less, flying by day and over routes navigated by reference to visual landmarks, or for local helicopter operations (LHO), the fuel/energy policy shall ensure that on completion of the flight, or series of flights, the final reserve fuel/energy is sufficient for:

(1) 30-minute flying time at best-range speed; or

(2) 20-minute flying time at best-range speed, if operating within an area providing continuous and suitable operating sites.

CAT.OP.MPA.192 Selection of aerodromes and operating sites – helicopters

(a) For flights under instrument meteorological conditions (IMC), the operator shall select a take-off alternate aerodrome within one-hour flying time at normal cruising speed if it is not possible to return to the site of departure for meteorological reasons.

(b) At the planning stage, for each instrument flight rules (IFR) flight, the operator shall select and specify in the operational and air traffic services (ATS) flight plans one or more aerodromes or operating sites so that two safe-landing options are available during normal operation, except as provided for under point SPA.HOFO.120 (b).

(c) The operator shall apply appropriate safety margins to flight planning to take into account a possible deterioration of the available forecast meteorological conditions at the estimated time of landing.

(d) For each IFR flight, the operator shall ensure that sufficient means are available to navigate to and land at the destination aerodrome or at any destination alternate aerodrome in the event of loss of capability for the intended approach and landing operation.

CAT.OP.MPA.195 Fuel/energy scheme – in-flight fuel/energy management policy – helicopters

(a) The operator shall establish procedures to ensure that in-flight fuel/energy checks and fuel/energy management are performed.

(b) The commander shall monitor the amount of usable fuel/energy remaining on board to ensure that it is protected and not less than the fuel/energy that is required to proceed to an aerodrome or operating site where a safe landing can be made.

(c) The commander shall advise air traffic control (ATC) of a 'minimum fuel/energy' state by declaring 'MINIMUM FUEL' when the commander has:

(1) committed to land at an aerodrome or operating site; and
(2) calculated that any change to the existing clearance to that aerodrome or operating site, or other air traffic delays, may result in landing with less than the planned final reserve fuel/energy.

(d) The commander shall declare a situation of 'fuel/energy emergency' by broadcasting 'MAYDAY MAYDAY MAYDAY FUEL' when the usable fuel/energy estimated to be available upon landing at the nearest aerodrome or operating site where a safe landing can be made is less than the planned final reserve fuel/energy.

CAT.OP.MPA.200 Special refuelling or defuelling of the aircraft

(a) Special refuelling or defuelling shall only be conducted if the operator:

(1) has performed a risk assessment;
(2) has developed procedures; and
(3) has established a training programme for its personnel involved in such operations.

(b) Special refuelling or defuelling applies to:

(1) refuelling with an engine running or rotors turning;
(2) refuelling/defuelling with passengers embarking, on board, or disembarking; and
(3) refuelling/defuelling with wide-cut fuel.

(c) For aeroplanes, any special refuelling or defuelling procedures and any change to them shall require prior approval by the CAAT.

(d) For helicopters, refuelling procedures with rotors turning and any change to them shall require prior approval by the CAAT.

CAT.OP.MPA.205 Push back and towing — aeroplanes

Push back and towing procedures specified by the operator shall be conducted in accordance with established aviation standards and procedures.

CAT.OP.MPA.210 Crew members at stations

(a) *Flight crew members*

(1) During take-off and landing each flight crew member required to be on duty in the flight crew compartment shall be at the assigned station.

(2) During all other phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain at the assigned station, unless absence is necessary for the performance of duties in connection with the operation or for physiological needs, provided at least one suitably qualified pilot remains at the controls of the aircraft at all times.

(3) During all phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain alert. If a lack of alertness is encountered, appropriate countermeasures shall be used. If unexpected fatigue is experienced, a controlled rest procedure, organised by the commander, may be used if workload permits. Controlled rest taken in this way shall not be considered to be part of a rest period for purposes of calculating flight time limitations nor used to justify any extension of the duty period.

(b) *Cabin crew members*

During critical phases of flight, each cabin crew member shall be seated at the assigned station and shall not perform any activities other than those required for the safe operation of the aircraft.

CAT.OP.MPA.215 Use of headset — aeroplanes

(a) Each flight crew member required to be on duty in the flight crew compartment shall wear a headset with boom microphone or equivalent. The headset shall be used as the primary device for voice communications with ATS:

(1) when on the ground:

(i) when receiving the ATC departure clearance via voice communication; and

(ii) when engines are running;

(2) when in flight:

(i) below transition altitude; or

(ii) 10 000 ft, whichever is higher; and

(3) whenever deemed necessary by the commander.

(b) In the conditions of (a), the boom microphone or equivalent shall be in a position that permits its use for two-way radio communications.

CAT.OP.MPA.216 Use of headset — helicopters

Each flight crew member required to be on duty in the flight crew compartment shall wear a headset with boom microphone, or equivalent, and use it as the primary device to communicate with ATS.

CAT.OP.MPA.220 Assisting means for emergency evacuation

The operator shall establish procedures to ensure that before taxiing, take-off and landing and when safe and practicable to do so, all means of assistance for emergency evacuation that deploy automatically are armed.

CAT.OP.MPA.225 Seats, safety belts and restraint systems

(a) *Crew members*

(1) During take-off and landing, and whenever decided by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and restraint systems provided.

(2) During other phases of the flight, each flight crew member in the flight crew compartment shall keep the assigned station safety belt fastened while at his/her station.

(b) *Passengers*

(1) Before take-off and landing, and during taxiing, and whenever deemed necessary in the interest of safety, the commander shall be satisfied that each passenger on board occupies a seat or berth with his/her safety belt or restraint system properly secured.

(2) The operator shall make provisions for multiple occupancy of aircraft seats that is only allowed on specified seats. The commander shall be satisfied that multiple occupancy does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other restraint device.

CAT.OP.MPA.230 Securing of passenger compartment and galley(s)

(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.

(b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.

CAT.OP.MPA.235 Life-jackets — helicopters

The operator shall establish procedures to ensure that, when operating a helicopter over water in performance class 3, account is taken of the duration of the flight and conditions to be encountered when deciding if life-jackets are to be worn by all occupants.

CAT.OP.MPA.240 Smoking on board

The commander shall not allow smoking on board:

(a) whenever considered necessary in the interest of safety;

(b) during refuelling and defuelling of the aircraft;

(c) while the aircraft is on the surface unless the operator has determined procedures to mitigate the risks during ground operations;

(d) outside designated smoking areas, in the aisle(s) and lavatory(ies);

(e) in cargo compartments and/or other areas where cargo is carried that is not stored in flame-resistant containers or covered by flame-resistant canvas; and

(f) in those areas of the passenger compartment where oxygen is being supplied.

CAT.OP.MPA.245 Meteorological conditions — all aircraft

(a) On IFR flights, the commander shall only:

(1) commence the flight; or

(2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight re-planning,

when information is available indicating that the expected meteorological conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima.

(b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the meteorological conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima.

(c) On VFR flights, the commander shall only commence the flight when the appropriate meteorological reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.

CAT.OP.MPA.246 Meteorological conditions — aeroplanes

In addition to CAT.OP.MPA.245, on IFR flights with aeroplanes, the commander shall only continue beyond:

(a) the decision point when using the reduced contingency fuel/energy procedure; or

(b) point of no return when using the isolated aerodrome procedure,

when information is available indicating that the expected meteorological conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the applicable aerodrome operating minima.

CAT.OP.MPA.247 Meteorological conditions — helicopters

In addition to CAT.OP.MPA.245:

(a) On VFR flights overwater out of sight of land with helicopters, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the cloud ceiling will be above 600 ft by day or 1 200 ft by night.

(b) Flight with helicopters to a helideck or elevated FATO shall only be operated when the mean wind speed at the helideck or elevated FATO is reported to be less than 60 kt.

CAT.OP.MPA.250 Ice and other contaminants — ground procedures

(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft.

(b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM.

CAT.OP.MPA.255 Ice and other contaminants — flight procedures

(a) The operator shall establish procedures for flights in expected or actual icing conditions.

(b) The commander shall only commence a flight or intentionally fly into expected or actual icing conditions if the aircraft is certified and equipped to cope with such conditions.

(c) If icing exceeds the intensity of icing for which the aircraft is certified or if an aircraft not certified for flight in known icing conditions encounters icing, the commander shall exit the icing conditions without delay, by a change of level and/or route, if necessary by declaring an emergency to ATC.

CAT.OP.MPA.260 Fuel/energy and oil supply

The commander shall only commence a flight or continue in the event of in-flight re-planning, when satisfied that the aircraft carries at least the planned amount of usable fuel/energy and oil to safely complete the flight, taking into account the expected operating conditions.

CAT.OP.MPA.265 Take-off conditions

Before commencing take-off, the commander shall be satisfied that:

(a) the meteorological conditions at the aerodrome or operating site and the condition of the runway/FATO intended to be used will not prevent a safe take-off and departure; and

(b) the selected aerodrome operating minima are consistent with all of the following:

(1) the operative ground equipment;
(2) the operative aircraft systems;
(3) the aircraft performance;
(4) flight crew qualifications..

CAT.OP.MPA.270 Minimum flight altitudes

The commander or the pilot to whom conduct of the flight has been delegated shall not fly below specified minimum altitudes except when:

(a) necessary for take-off or landing; or

(b) descending in accordance with procedures approved by the CAAT.

CAT.OP.MPA.275 Simulated abnormal situations in flight

The operator shall ensure that when carrying passengers or cargo the following are not simulated:

(a) abnormal or emergency situations that require the application of abnormal or emergency procedures; or

(b) flight in IMC by artificial means.

CAT.OP.MPA.280

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CAT.OP.MPA.285 Use of supplemental oxygen

The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.

CAT.OP.MPA.290 Ground proximity detection

When undue proximity to the ground is detected by a flight crew member or by a ground proximity warning system, the pilot flying shall take corrective action immediately to establish safe flight conditions.

CAT.OP.MPA.295 Use of airborne collision avoidance system (ACAS)

The operator shall establish operational procedures and training programmes when ACAS is installed and serviceable so that the flight crew is appropriately trained in the avoidance of collisions and competent in the use of ACAS II equipment.

CAT.OP.MPA.300 Approach and landing conditions

Before commencing an approach operation, the commander shall be satisfied that:

(a) the meteorological conditions at the aerodrome or operating site and the condition of the runway/FATO intended to be used will not prevent a safe approach, landing or go-around, considering the performance information contained in the operations manual; and

(b) the selected aerodrome operating minima are consistent with all of the following:

(1) the operative ground equipment;
(2) the operative aircraft systems;
(3) the aircraft performance;
(4) flight crew qualifications..

CAT.OP.MPA.301 Approach and landing conditions — helicopters

Before commencing an approach to land, the commander shall be satisfied that according to the information available to him or her, the weather at the aerodrome and the condition of the final approach and take-off area (FATO) intended to be used would not prevent a safe approach, landing or missed approach, having regard to the performance information contained in the operations manual (OM).

CAT.OP.MPA.303 In-flight check of the landing distance at time of arrival — aeroplanes

(a) No approach to land shall be continued unless the landing distance available (LDA) on the intended runway is at least 115 % of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the landing distance at time of arrival (LDTA) and the approach to land is performed with performance class A aeroplanes that are certified in accordance with either of the following certification specifications, as indicated in the type-certificate:

(1) EASA CS-25 or equivalent material acceptable to the CAAT ;
(2) EASA CS-23 at level 4 with performance level "High speed" or equivalent material acceptable to the CAAT.

(b) For performance class A aeroplanes other than those referred to in point (a), no approach to land shall be continued, except in either of the following situations:

(1) the LDA on the intended runway is at least 115 % of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the LDTA;
(2) if performance information for the assessment of the LDTA is not available, the LDA on the intended runway at the estimated time of landing is at least the required landing distance determined in accordance with point CAT.POL.A.230 or point CAT.POL.A.235, as applicable.

(c) For performance class B aeroplanes, no approach to land shall be continued, except in either of the following situations:

(1) the LDA on the intended runway is at least 115 % of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the LDTA;

(2) if performance information for the assessment of the LDTA is not available, the LDA on the intended runway at the estimated time of landing is at least the required landing distance determined in accordance with point CAT.POL.A.330 or point CAT.POL.A.335, as applicable.

(d) For performance class C aeroplanes, no approach to land shall be continued, except in either of the following situations:

(1) the LDA on the intended runway is at least 115 % of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the LDTA;

(2) if performance information for the assessment of the LDTA is not available, the LDA on the intended runway at the estimated time of landing is at least the required landing distance determined in accordance with point CAT.POL.A.430 or point CAT.POL.A.435, as applicable.

(e) Performance information for the assessment of the LDTA shall be based on approved data contained in the AFM. When approved data contained in the AFM are insufficient in respect of the assessment of the LDTA, they shall be supplemented with other data which are either determined in accordance with the applicable certification standards for aeroplanes or determined in line with the AMCs issued by the CAAT.

(f) The operator shall specify in the OM the performance information for the assessment of the LDTA and the assumptions made for its development, including other data that, in accordance with point (e), may be used to supplement that contained in the AFM.

CAT.OP.MPA.305 Commencement and continuation of approach

(a) For aeroplanes, if the reported visibility (VIS) or controlling RVR for the runway to be used for landing is less than the applicable minimum, then an instrument approach operation shall not be continued:

(1) past a point at which the aeroplane is 1 000 ft above the aerodrome elevation; or

(2) into the final approach segment (FAS) if the DH or MDH is higher than 1 000 ftThe commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS.

(b) For helicopters, if the reported RVR is less than 550 m and the controlling RVR for the runway to be used for landing is less than the applicable minimum, then an instrument approach operation shall not be continued:

(1) past a point at which the helicopter is 1 000 ft above the aerodrome elevation; or

(2) into the FAS if the DH or MDH is higher than 1 000 ft..

(c) If the required visual reference is not established, then a missed approach shall be executed at or before the DA/H or the MDA/H.

(d) If the required visual reference is not maintained after DA/H or MDA/H, then a go-around shall be executed promptly.

(e) Notwithstanding point (a), in the case where no RVR is reported, and the reported VIS is less than the applicable minimum, but the converted meteorological visibility (CMV) is equal or greater than the applicable minimum, then the instrument approach can be continued to the DA/H or MDA/H.

CAT.OP.MPA.310 Operating procedures — threshold crossing height — aeroplanes

The operator shall establish operational procedures designed to ensure that an aeroplane conducting 3D instrument approach operations crosses the threshold of the runway by a safe margin, with the aeroplane in the landing configuration and attitude.

CAT.OP.MPA.311 Reporting on runway braking action

Whenever the runway braking action encountered during the landing roll is not as good as that reported by the aerodrome operator in the runway condition report (RCR), the commander shall notify the air traffic services (ATS) by means of a special air-report (AIREP) as soon as practicable.

CAT.OP.MPA.312 EFVS 200 operations

(a) An operator that intends to conduct EFVS 200 operations shall ensure that:

(1) the aircraft is certified for the intended operations;
(2) only runways, FATO and instrument approach procedures (IAPs) suitable for EFVS operations are used;
(3) the flight crew members are competent to conduct the intended operation, and a training and checking programme for the flight crew members and relevant personnel involved in the flight preparation is established;
(4) operating procedures are established;
(5) any relevant information is documented in the minimum equipment list (MEL);
(6) any relevant information is documented in the maintenance programme;
(7) safety assessments are carried out and performance indicators are established to monitor the level of safety of the operation; and
(8) the aerodrome operating minima take into account the capability of the system used.

(b) The operator shall not conduct EFVS 200 operations when conducting LVOs.

(c) Notwithstanding point (a)(1), the operator may use EVSs meeting the minimum criteria to conduct EFVS 200 operations, provided that this is approved by the CAAT.

CAT.OP.MPA.315 Flight hours reporting — helicopters

The operator shall make available to the CAAT the hours flown for each helicopter operated during the previous calendar year.

CAT.OP.MPA.320 Aeroplane categories

(a) Aeroplane categories shall be based on the indicated airspeed at threshold (V_{AT}) which is equal to the stalling speed (V_{SO}) multiplied by 1.3 or one-g (gravity) stall speed (V_{S1g}) multiplied by 1.23 in the landing configuration at the maximum certified landing mass. If both V_{SO} and V_{S1g} are available, the higher resulting V_{AT} shall be used.

(b) The aeroplane categories specified in the table below shall be used.

Table 1 **Aeroplane categories corresponding to V_{AT} values**

Aeroplane category	VAT
A	Less than 91 kt
B	From 91 to 120 kt
C	From 121 to 140 kt
D	From 141 to 165 kt
E	From 166 to 210 kt

(c) The landing configuration that is to be taken into consideration shall be specified in the operations manual.

(d) The operator may apply a lower landing mass for determining the V_{AT} if approved by the CAAT. Such a lower landing mass shall be a permanent value, independent of the changing conditions of day-to-day operations.

SUBPART C: AIRCRAFT PERFORMANCE AND OPERATING LIMITATIONS

SECTION 1 Aeroplanes

CHAPTER 1 - General requirements

CAT.POL.A.100 Performance classes

(a) The aeroplane shall be operated in accordance with the applicable performance class requirements.

(b) Where full compliance with the applicable requirements of this Section cannot be shown due to specific design characteristics, the operator shall apply approved performance standards that ensure a level of safety equivalent to that of the appropriate chapter.

(c) Single engine turbine aeroplanes with an approved MOPSC of more than 9 seats may be operated under the following conditions:

(i) When carrying 9 or less passengers, the performance requirements of Chapter 3 of Sub-part CAT.POL are applicable;

(ii) When carrying more than 9 passengers.

- the performance requirements of Chapter 3 of Subpart CAT.POL are applicable.
- The aeroplane is operated with 2 pilots,
- Aeroplane operation is limited to day VFR, ground or water kept in sight,
- Landing on contaminated runways is prohibited,
- Maximum number of passengers is limited to 12.

CAT.POL.A.105 General

(a) The mass of the aeroplane:

(1) at the start of the take-off; or

(2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies,

shall not be greater than the mass at which the requirements of the appropriate chapter can be complied with for the flight to be undertaken. Allowance may be made for expected reductions in mass as the flight proceeds and for fuel jettisoning.

(b) The approved performance data contained in the AFM shall be used to determine compliance with the requirements of the appropriate chapter, supplemented as necessary with other data as prescribed in the relevant chapter. The operator shall specify other data in the operations manual. When applying the factors prescribed in the appropriate chapter, account may be taken of any

operational factors already incorporated in the AFM performance data to avoid double application of factors.

(c) Due account shall be taken of aeroplane configuration, environmental conditions and the operation of systems that have an adverse effect on performance.

(d) The operator shall take account of charting accuracy when assessing the take-off requirements of the applicable chapters.

CHAPTER 2 Performance class A

CAT.POL.A.200 General

(a) The approved performance data in the AFM shall be supplemented as necessary with other data if the approved performance data in the AFM is insufficient in respect of items such as:

(1) accounting for reasonably expected adverse operating conditions such as take-off and landing on contaminated runways; and

(2) consideration of engine failure in all flight phases.

(b) For wet and contaminated runways, performance data determined in accordance with applicable standards on certification of large aeroplanes or equivalent shall be used.

(c) The use of other data referred to in (a) and equivalent requirements referred to in (b) shall be specified in the operations manual.

CAT.POL.A.205 Take-off

(a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the pressure altitude and the ambient temperature at the aerodrome of departure.

(b) The following requirements shall be met when determining the maximum permitted take-off mass:

(1) the accelerate-stop distance shall not exceed the accelerate-stop distance available (ASDA);

(2) the take-off distance shall not exceed the take-off distance available, with a clearway distance not exceeding half of the take-off run available (TORA);

(3) the take-off run shall not exceed the TORA;

(4) a single value of V_1 shall be used for the rejected and continued take-off; and

(5) on a wet or contaminated runway, the take-off mass shall not exceed that permitted for a take-off on a dry runway under the same conditions.

(c) When showing compliance with (b), the following shall be taken into account:

(1) the pressure altitude at the aerodrome;

(2) the ambient temperature at the aerodrome;

(3) the runway surface condition and the type of runway surface;

(4) the runway slope in the direction of take-off;

(5) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component; and

(6) the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.

CAT.POL.A.210 Take-off obstacle clearance

(a) The net take-off flight path shall be determined in such a way that the aeroplane clears all obstacles by a vertical distance of at least 35 ft or by a horizontal distance of at least 90 m plus 0.125 × D, where D is the horizontal distance the aeroplane has travelled from the end of the take-off distance available (TODA) or the end of the take-off distance if a turn is scheduled before the end of the TODA. For aeroplanes with a wingspan of less than 60 m, a horizontal obstacle clearance of half the aeroplane wingspan plus 60 m, plus 0.125 × D may be used.

(b) When showing compliance with (a):

(1) The following items shall be taken into account:

(i) the mass of the aeroplane at the commencement of the take-off run;

(ii) the pressure altitude at the aerodrome;

(iii) the ambient temperature at the aerodrome; and

(iv) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.

(2) Track changes shall not be allowed up to the point at which the net take-off flight path has achieved a height equal to one half the wingspan but not less than 50 ft above the elevation of the end of the TORA. Thereafter, up to a height of 400 ft it is assumed that the aeroplane is banked by no more than 15°. Above 400 ft height bank angles greater than 15°, but not more than 25° may be scheduled.

(3) Any part of the net take-off flight path in which the aeroplane is banked by more than 15° shall clear all obstacles within the horizontal distances specified in (a), (b)(6) and (b)(7) by a vertical distance of at least 50 ft.

(4) Operations that apply increased bank angles of not more than 20° between 200 ft and 400 ft, or not more than 30° above 400 ft, shall be carried out in accordance with CAT.POL.A.240.

(5) Adequate allowance shall be made for the effect of bank angle on operating speeds and flight path including the distance increments resulting from increased operating speeds.

(6) For cases where the intended flight path does not require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:

(i) 300 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or

(ii) 600 m, for flights under all other conditions.

(7) For cases where the intended flight path requires track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:

(i) 600 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or

(ii) 900 m, for flights under all other conditions.

(c) The operator shall establish contingency procedures to satisfy the requirements in (a) and (b) and to provide a safe route, avoiding obstacles, to enable the aeroplane to either comply with the en-route requirements of CAT.POL.A.215, or land at either the aerodrome of departure or at a take-off alternate aerodrome.

CAT.POL.A.215 En-route — one-engine-inoperative (OEI)

(a) The OEI en-route net flight path data shown in the AFM, appropriate to the meteorological conditions expected for the flight, shall allow demonstration of compliance with (b) or (c) at all points along the route. The net flight path shall have a positive gradient at 1 500 ft above the aerodrome where the landing is assumed to be made after engine failure. In meteorological conditions requiring the operation of ice protection systems, the effect of their use on the net flight path shall be taken into account.

(b) The gradient of the en-route net flight path shall be positive at least 1 000 ft above all terrain and obstructions along the route within 9.3 km (5 NM) on either side of the intended track.

(c) The en-route net flight path shall permit the aeroplane to continue flight from the cruising altitude to an aerodrome where a landing can be made in accordance with point CAT.POL.A.230 or CAT.POL.A.235, as appropriate. The en-route net flight path shall clear vertically, by at least 2 000 ft, all terrain and obstructions along the route within 9.3 km (5 NM) on either side of the intended track, taking into account the following elements:

(1) the engine is assumed to fail at the most critical point along the route;

(2) account is taken of the effects of winds on the flight path;

(3) fuel jettisoning is permitted to an extent consistent with reaching the aerodrome where the aeroplane is assumed to land after engine failure with the required fuel reserves in accordance with point CAT.OP. MPA.181, appropriate for an alternate aerodrome, if a safe procedure is used

(4) the aerodrome where the aeroplane is assumed to land after engine failure shall meet the following criteria:

(i) the performance requirements at the expected landing mass are met; and

(ii) weather reports or forecasts and runway condition reports indicate that a safe landing can be accomplished at the estimated time of landing;

(5) if the AFM does not contain en-route net flight path data, the gross OEI en-route flight path shall be reduced by a climb gradient of 1.1 % for two-engined aeroplanes, 1.4 % for three-engined aeroplanes, and 1.6 % for four-engined aeroplanes.

(d) The operator shall increase the width margins provided for in points (b) and (c) to 18.5 km (10 NM) if the navigational accuracy does not meet at least navigation specification RNAV 5.

CAT.POL.A.220 En-route — aeroplanes with three or more engines, two engines inoperative

(a) An aeroplane that has three or more engines shall not be away from an aerodrome at which the requirements of points CAT.POL.A.230 or CAT.POL.A.235(a) for the expected landing mass are met accordingly, at any point along the intended track for more than 90 minutes, with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, unless points (b) to (f) of this point are complied with.

(b) The two-engines-inoperative en-route net flight path data shall allow the aeroplane to continue the flight, in the expected meteorological conditions, from the point where two engines are assumed to fail simultaneously to an aerodrome at which it is possible to land and come to a complete stop when using the prescribed procedure for a landing with two engines inoperative. The en-route net flight path shall clear vertically, by at least 2 000 ft, all terrain and obstructions along the route within 9.3 km (5 NM) on either side of the intended track. At altitudes and in meteorological conditions that require ice protection systems to be operable, the effect of their use on the en-route net flight path data shall be taken into account. If the navigational accuracy does not meet at least navigation specification RNAV 5, the operator shall increase the prescribed width margin provided for in the second sentence to 18.5 km (10 NM).

(c) The two engines shall be assumed to fail at the most critical point of that portion of the route where the aeroplane is operated for more than 90 minutes, with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, away from the aerodrome referred to in point (a).

(d) The net flight path shall have a positive gradient at 1 500 ft above the aerodrome where the landing is assumed to be made after the failure of two engines.

(e) Fuel jettisoning shall be permitted to an extent consistent with reaching the aerodrome with the required fuel reserves referred to in point (f), if a safe procedure is used

(f) The expected mass of the aeroplane at the point where the two engines are assumed to fail shall not be less than that which would include sufficient fuel/energy to proceed to an aerodrome where the landing is assumed to be made, and to arrive there at an altitude of at least 1 500ft (450 m) directly over the landing area, and thereafter, to fly for 15 minutes at cruising power or thrust, as appropriate.

CAT.POL.A.225 Landing — destination and alternate aerodromes

(a) The landing mass of the aeroplane determined in accordance with CAT.POL.A.105(a) shall not exceed the maximum landing mass specified for the altitude and the ambient temperature expected for the estimated time of landing at the destination aerodrome and alternate aerodrome.

CAT.POL.A.230 Landing — dry runways

(a) The landing mass of the aeroplane determined in accordance with CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome and at any alternate aerodrome shall allow a full stop landing from 50 ft above the threshold:

(1) for turbo-jet powered aeroplanes, within 60 % of the landing distance available (LDA); and

(2) for turbo-propeller powered aeroplanes, within 70 % of the LDA.

(3) by way of derogation from points (a)(1) and (a)(2), for aeroplanes that are approved for reduced landing distance operations under point CAT.POL.A.255, within 80 % of the LDA.

(b) For steep approach operations, the operator shall use the landing distance data factored in accordance with (a)(1) or (a)(2), based on a screen height of less than 60 ft, but not less than 35 ft, and shall comply with CAT.POL.A.245.

(c) For short landing operations, the operator shall use the landing distance data factored in accordance with (a) and shall comply with CAT.POL.A.250.

(d) When determining the landing mass, the operator shall take into account the following:

(1) not more than 50 % of the headwind component or not less than 150 % of the tailwind component;

(2) corrections as provided in the AFM.

(e) For dispatching the aeroplane, the aeroplane shall:

(1) land on the most favourable runway, in still air; and

(2) land on the runway most likely to be assigned, considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain

(f) If the operator is unable to comply with point (e)(2) for the destination aerodrome, the aeroplane shall only be dispatched if an alternate aerodrome is designated that allows full compliance with one of the following:

(1) points (a) to (d), if the runway at the estimated time of arrival is dry;

(2) points CAT.POL.A.235(a) to (d), if the runway at the estimated time of arrival is wet or contaminated

CAT.POL.A.235 Landing — wet and contaminated runways

(a) When the appropriate weather reports or forecasts, or both, indicate that the runway at the estimated time of arrival may be wet, the LDA shall be one of the following distances:

(1) a landing distance provided in the AFM for use on wet runways at time of dispatch, but not less than that required by point CAT.POL.A.230(a)(1) or (a)(2), as applicable;

(2) if a landing distance is not provided in the AFM for use on wet runways at time of dispatch, at least 115 % of the required landing distance, determined in accordance with point CAT.POL.A.230(a)(1) or (a)(2), as applicable;

(3) a landing distance shorter than that required by point (a)(2), but not less than that required by point CAT.POL.A.230(a)(1) or (a)(2), as applicable, if the runway has specific friction-improving characteristics and the AFM includes specific additional information for landing distance on that runway type;

(4) by way of derogation from points (a)(1), (a)(2) and (a)(3), for aeroplanes that are approved for reduced landing distance operations under point CAT.POL.A.255, the landing distance determined in accordance with point CAT.POL.A.255(b)(2)(v)(B).

(b) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be contaminated, the LDA shall be one of the following distances:

(1) at least the landing distance determined in accordance with point (a), or at least 115 % of the landing distance determined in accordance with approved contaminated landing distance data or equivalent, whichever is greater;

(2) on specially prepared winter runways, a landing distance shorter than that required by point (b)(1), but not less than that required by point (a), may be used if the AFM includes specific additional information about landing distances on contaminated runways. Such landing distance shall be at least 115 % of the landing distance contained in the AFM.

(c) By way of derogation from point (b), the increment of 15 % needs not to be applied if it is already included in the approved landing distance data or equivalent.

(d) For points (a) and (b), the criteria of points CAT.POL.A.230(b), (c) and (d) shall apply accordingly.

(e) For dispatching the aeroplane, the aeroplane shall:

(1) land on the most favourable runway, in still air; and

(2) land on the runway most likely to be assigned, considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.

(f) If the operator is unable to comply with point (e)(1) for a destination aerodrome where the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be contaminated and where a landing depends upon a specific wind component, the aeroplane shall only be dispatched if two alternate aerodromes are designated.

(g) If the operator is unable to comply with point (e)(2) for the destination aerodrome where the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be wet or contaminated, the aeroplane shall only be dispatched if an alternate aerodrome is designated.

(h) For points (f) and (g), the designated alternate aerodrome or aerodromes shall allow compliance with one of the following:

(1) points CAT.POL.A.230(a) to (d), if the runway at the estimated time of arrival is dry;

(2) points CAT.POL.A.235(a) to (d), if the runway at the estimated time of arrival is wet or contaminated.

CAT.POL.A.240 Approval of operations with increased bank angles

(a) Operations with increased bank angles require prior approval by the CAAT.

(b) To obtain the approval, the operator shall provide evidence that the following conditions are met:

(1) the AFM contains approved data for the required increase of operating speed and data to allow the construction of the flight path considering the increased bank angles and speeds;
(2) visual guidance is available for navigation accuracy;
(3) weather minima and wind limitations are specified for each runway; and
(4) the flight crew has obtained adequate knowledge of the route to be flown and of the procedures to be used in accordance with Subpart FC of Part ORO.

CAT.POL.A.245 Approval of steep approach operations

(a) Steep approach operations using glideslope angles of 4.5° or more and with screen heights of less than 60 ft, but not less than 35 ft, require prior approval by the CAAT.

(b) To obtain the approval, the operator shall provide evidence that the following conditions are met:

(1) the AFM states the maximum approved glideslope angle, any other limitations, normal, abnormal or emergency procedures for the steep approach as well as amendments to the field length data when using steep approach criteria;
(2) for each aerodrome at which steep approach operations are to be conducted:

(i) a suitable glide path reference system comprising at least a visual glide path indicating system shall be available;

(ii) weather minima shall be specified; and

(iii) the following items shall be taken into consideration:

(A) the obstacle situation;

(B) the type of glide path reference and runway guidance;

(C) the minimum visual reference to be required at decision height (DH) and MDA;

(D) available airborne equipment;

(E) pilot qualification and special aerodrome familiarisation;

(F) AFM limitations and procedures; and

(G) missed approach criteria.

CAT.POL.A.250 Approval of short landing operations

(a) Short landing operations require prior approval by the CAAT.

(b) To obtain the approval, the operator shall provide evidence that the following conditions are met:

(1) the distance used for the calculation of the permitted landing mass may consist of the usable length of the declared safe area plus the declared LDA;

(2) the State of the aerodrome has determined a public interest and operational necessity for the operation, either due to the remoteness of the aerodrome or to physical limitations relating to extending the runway;

(3) the vertical distance between the path of the pilot's eye and the path of the lowest part of the wheels, with the aeroplane established on the normal glide path, does not exceed 3 m;

(4) RVR/VIS minimum shall not be less than 1 500 m and wind limitations are specified in the operations manual;

(5) minimum pilot experience, training and special aerodrome familiarisation requirements are specified and met;

(6) the crossing height over the beginning of the usable length of the declared safe area is 50 ft;

(7) the use of the declared safe area is approved by the State of the aerodrome;

(8) the usable length of the declared safe area does not exceed 90 m;

(9) the width of the declared safe area is not less than twice the runway width or twice the wing span, whichever is greater, centred on the extended runway centre line;

(10) the declared safe area is clear of obstructions or depressions that would endanger an aeroplane undershooting the runway and no mobile object is permitted on the declared safe area while the runway is being used for short landing operations;

(11) the slope of the declared safe area does not exceed 5 % upward nor 2 % downward in the direction of landing; and

(11a) reduced required landing distance operations in accordance with CAT.POL.A.255 are prohibited;

(12) additional conditions, if specified by the CAAT, taking into account aeroplane type characteristics, orographic characteristics in the approach area, available approach aids and missed approach/balked landing considerations.

CAT.POL.A.255 Approval of reduced required landing distance operations

(a) An aeroplane operator may conduct landing operations within 80 % of the landing distance available (LDA) if it complies with the following conditions:

(1) the airplane has an MOPSC of 19 or less;

(2) the airplane has an eligibility statement for reduced required landing distance in the AFM;

(3) the airplane is used in non-scheduled on-demand commercial air transport (CAT) operations;

(4) the landing mass of the aeroplane allows a full-stop landing within that reduced landing distance;

(5) the operator has obtained a prior approval from the CAAT.

(b) To obtain the approval referred to in point (a)(5), the operator shall provide evidence of either of the following circumstances:

(1) that a risk assessment has been conducted to demonstrate that a level of safety equivalent to that intended by point CAT.POL.A.230(a)(1) or (2), as applicable, is achieved;

(2) that the following conditions are met:

(i) special-approach procedures, such as steep approaches, planned screen heights higher than 60 ft or lower than 35 ft, low-visibility operations, approaches outside stabilised approach criteria approved under point CAT.OP.MPA.115(a), are prohibited;

(ii) short landing operations in accordance with point CAT.POL.A.250 are prohibited;

(iii) landing on contaminated runways is prohibited;

(iv) an adequate training, checking and monitoring process for the flight crew is established;

(v) an aerodrome landing analysis programme (ALAP) is established by the operator to ensure that the following conditions are met:

(A) no tailwind is forecast at the expected time of arrival;

(B) if the runway is forecast to be wet at the expected time of arrival, the landing distance at dispatch shall either be determined in accordance with point CAT.OP.MPA.303(a) or (b) as applicable, or shall be 115 % of the landing distance determined for dry runways, whichever is longer;

(C) no forecast contaminated runway conditions exist at the expected time of arrival;

(D) no forecast adverse weather conditions exist at the expected time of arrival;

(vi) all the equipment that affects landing performance is operative before commencing the flight;

(vii) the flight crew is composed of at least two qualified and trained pilots that have recency in reduced required landing distance operations;

(viii) based on the prevailing conditions for the intended flight, the commander shall make the final decision to conduct reduced required landing distance operations and may decide not to do so when he or she considers that to be in the interest of safety;

(ix) additional aerodrome conditions, if specified by the competent authority that has certified the aerodrome, taking into account orographic characteristics of the approach area, available approach aids, missed-approach and balked-landing considerations.

CHAPTER 3 Performance class B

CAT.POL.A.300 General

(a) Unless approved by the CAAT in accordance with TCAR OPS Part SPA, Subpart L — SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), the operator shall not operate a single-engined aeroplane:

(1) at night; or

(2) in IMC, except under special VFR.

(b) The operator shall treat two-engined aeroplanes that do not meet the climb requirements of CAT.POL.A.340 as single-engined aeroplanes.

CAT.POL.A.305 Take-off

(a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the pressure altitude and the ambient temperature at the aerodrome of departure.

(b) The unfactored take-off distance, specified in the AFM, shall not exceed:

(1) when multiplied by a factor of 1.25, the take-off run available (TORA); or

(2) when stop way and/or clearway is available, the following:

(i) the TORA;

(ii) when multiplied by a factor of 1.15, the take-off distance available (TODA); or

(iii) when multiplied by a factor of 1.3, the ASDA.

(c) When showing compliance with (b), the following shall be taken into account:

(1) the mass of the aeroplane at the commencement of the take-off run;

(2) the pressure altitude at the aerodrome;

(3) the ambient temperature at the aerodrome;

(4) the runway surface condition and the type of runway surface;

(5) the runway slope in the direction of take-off; and

(6) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.

CAT.POL.A.310 Take-off obstacle clearance — multi-engined aeroplanes

(a) The take-off flight path of aeroplanes with two or more engines shall be determined in such a way that the aeroplane clears all obstacles by a vertical distance of at least 50 ft, or by a horizontal distance of at least 90 m plus 0.125 × D, where D is the horizontal distance travelled by the aeroplane from the end of the TODA or the end of the take-off distance if a turn is scheduled before the end of the TODA, except as provided in (b) and (c). For aeroplanes with a wingspan of less than 60 m, a horizontal obstacle clearance of half the aeroplane wingspan plus 60 m plus 0.125 × D may be used. It shall be assumed that:

(1) the take-off flight path begins at a height of 50 ft above the surface at the end of the take-off distance required by CAT.POL.A.305(b) and ends at a height of 1 500 ft above the surface;

(2) the aeroplane is not banked before the aeroplane has reached a height of 50 ft above the surface, and thereafter the angle of bank does not exceed 15°;

(3) failure of the critical engine occurs at the point on the all engine take-off flight path where visual reference for the purpose of avoiding obstacles is expected to be lost;

(4) the gradient of the take-off flight path from 50 ft to the assumed engine failure height is equal to the average all-engines gradient during climb and transition to the en-route configuration, multiplied by a factor of 0.77; and

(5) the gradient of the take-off flight path from the height reached in accordance with (a)(4) to the end of the take-off flight path is equal to the OEI en-route climb gradient shown in the AFM.

(b) For cases where the intended flight path does not require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:

(1) 300 m, if the flight is conducted under conditions allowing visual course guidance navigation, or if navigational aids are available enabling the pilot to maintain the intended flight path with the same accuracy; or

(2) 600 m, for flights under all other conditions.

(c) For cases where the intended flight path requires track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:

(1) 600 m, for flights under conditions allowing visual course guidance navigation; or

(2) 900 m, for flights under all other conditions.

(d) When showing compliance with (a) to (c), the following shall be taken into account:

(1) the mass of the aeroplane at the commencement of the take-off run;

(2) the pressure altitude at the aerodrome;

(3) the ambient temperature at the aerodrome; and

(4) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.

(e) The requirements in (a)(3), (a)(4), (a)(5), (b)(2) and (c)(2) shall not be applicable to VFR operations by day.

CAT.POL.A.315 En-route — multi-engined aeroplanes

(a) The aeroplane, in the meteorological conditions expected for the flight and in the event of the failure of one engine, with the remaining engines operating within the maximum continuous power conditions specified, shall be capable of continuing flight at or above the relevant minimum altitudes for safe flight stated in the operations manual to a point of 1 000 ft above an aerodrome at which the performance requirements can be met.

(b) It shall be assumed that, at the point of engine failure:

(1) the aeroplane is not flying at an altitude exceeding that at which the rate of climb equals 300 ft per minute with all engines operating within the maximum continuous power conditions specified; and

(2) the en-route gradient with OEI shall be the gross gradient of descent or climb, as appropriate, respectively increased by a gradient of 0.5 %, or decreased by a gradient of 0.5 %.

CAT.POL.A.320 En-route — single-engined aeroplanes

(a) In the meteorological conditions expected for the flight, and in the event of engine failure, the aeroplane shall be capable of reaching a place at which a safe forced landing can be made, unless the operator is approved by the CAAT in accordance with TCAR OPS Part SPA, Subpart L — SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC) and makes use of a risk period.

(b) For the purposes of point (a), it shall be assumed that, at the point of engine failure:

(1) the aeroplane is not flying at an altitude exceeding that at which the rate of climb equals 300 ft per minute, with the engine operating within the maximum continuous power conditions specified; and

(2) the en-route gradient is the gross gradient of descent increased by a gradient of 0.5 %.

CAT.POL.A.325 Landing — destination and alternate aerodromes

The landing mass of the aeroplane determined in accordance with CAT.POL.A.105(a) shall not exceed the maximum landing mass specified for the altitude and the ambient temperature expected at the estimated time of landing at the destination aerodrome and alternate aerodrome.

CAT.POL.A.330 Landing — dry runways

(a) The landing mass of the aeroplane determined in accordance with point CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome and at any alternate aerodrome shall allow a full-stop landing from 50 ft above the threshold within 70 % of the LDA.

(b) By way of derogation from point (a), and where point CAT.POL.A.355 is complied with, the landing mass of the aeroplane determined in accordance with point CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome shall be such as to allow a full-stop landing from 50 ft above the threshold within 80 % of the LDA.

(c) When determining the landing mass, the operator shall take the following into account:

(1) the altitude at the aerodrome;

(2) not more than 50 % of the headwind component or not less than 150 % of the tailwind component;

(3) the type of runway surface;

(4) the runway slope in the direction of landing.

(d) For steep approach operations, the operator shall use landing distance data factored in accordance with point (a), based on a screen height of less than 60 ft, but not less than 35 ft, and comply with point CAT.POL.A.345.

(e) For short landing operations, the operator shall use landing distance data factored in accordance with point (a), and comply with point CAT.POL.A.350.

(f) For dispatching the aeroplane, the aeroplane shall either:

(1) land on the most favourable runway, in still air;

(2) land on the runway most likely to be assigned considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.

(g) If the operator is unable to comply with point (f)(2) for the destination aerodrome, the aeroplane shall only be dispatched if an alternate aerodrome is designated that permits full compliance with points (a) to (f).

CAT.POL.A.335 Landing — wet and contaminated runways

(a) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be wet, the LDA shall be one of the following distances:

(1) a landing distance provided in the AFM for use on wet runways at time of dispatch, but not less than that required by point CAT.POL.A.330;

(2) if a landing distance is not provided in the AFM for use on wet runways at time of dispatch, at least 115 % of the required landing distance, determined in accordance with point CAT.POL.A.330(a);

(3) a landing distance shorter than that required by point (a)(2), but not less than that required by point CAT.POL.A.330(a), as applicable, if the runway has specific friction improving characteristics and the AFM includes specific additional information for landing distance on that runway type;

(4) by way of derogation from points (a)(1), (a)(2) and (a)(3), for aeroplanes that are approved for reduced landing distance operations under point CAT.POL.A.355, the landing distance determined in accordance with point CAT.POL.A.355(b)(7)(iii).

(b) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be contaminated, the landing distance shall not exceed the LDA. The operator shall specify in the operations manual the landing distance data to be applied.

CAT.POL.A.340 Take-off and landing climb requirements

The operator of a two-engined aeroplane shall fulfil the following take-off and landing climb requirements.

(a) *Take-off climb*

(1) All engines operating

(i) The steady gradient of climb after take-off shall be at least 4 % with:

(A) take-off power on each engine;

(B) the landing gear extended, except that if the landing gear can be retracted in not more than seven seconds, it may be assumed to be retracted;

(C) the wing flaps in the take-off position(s); and

(D) a climb speed not less than the greater of 1.1 V_{MC} (minimum control speed on or near ground) and 1.2 V_{S1} (stall speed or minimum steady flight speed in the landing configuration).

(2) OEI

(i) The steady gradient of climb at an altitude of 400 ft above the take-off surface shall be measurably positive with:

(A) the critical engine inoperative and its propeller in the minimum drag position;

(B) the remaining engine at take-off power;

(C) the landing gear retracted;

(D) the wing flaps in the take-off position(s); and

(E) a climb speed equal to that achieved at 50 ft.

(ii) The steady gradient of climb shall be not less than 0.75 % at an altitude of 1 500 ft above the take-off surface with:

(A) the critical engine inoperative and its propeller in the minimum drag position;

(B) the remaining engine at not more than maximum continuous power;

(C) the landing gear retracted;

(D) the wing flaps retracted; and

(E) a climb speed not less than 1.2 V_{S1}.

(b) *Landing climb*

(1) All engines operating

(i) The steady gradient of climb shall be at least 2.5 % with:

(A) not more than the power or thrust that is available eight seconds after initiation of movement of the power controls from the minimum flight idle position;

(B) the landing gear extended;

(C) the wing flaps in the landing position; and

(D) a climb speed equal to V_{REF} (reference landing speed).

(2) OEI

(i) The steady gradient of climb shall be not less than 0.75 % at an altitude of 1 500 ft above the landing surface with:

(A) the critical engine inoperative and its propeller in the minimum drag position;

(B) the remaining engine at not more than maximum continuous power;

(C) the landing gear retracted;

(D) the wing flaps retracted; and

(E) a climb speed not less than 1.2 V_{S1}.

CAT.POL.A.345 Approval of steep approach operations

(a) Steep approach operations using glideslope angles of 4.5° or more and with screen heights of less than 60 ft, but not less than 35 ft, require prior approval by the CAAT.

(b) To obtain the approval, the operator shall provide evidence that the following conditions are met:

(1) the AFM states the maximum approved glideslope angle, any other limitations, normal, abnormal or emergency procedures for the steep approach as well as amendments to the field length data when using steep approach criteria; and

(2) for each aerodrome at which steep approach operations are to be conducted:

(i) a suitable glide path reference system, comprising at least a visual glide path indicating system, is available;

(ii) weather minima are specified; and

(iii) the following items are taken into consideration:

(A) the obstacle situation;

(B) the type of glide path reference and runway guidance;

(C) the minimum visual reference to be required at DH and MDA;

(D) available airborne equipment;

(E) pilot qualification and special aerodrome familiarisation;

(F) AFM limitations and procedures; and

(G) missed approach criteria.

CAT.POL.A.350 Approval of short landing operations

(a) Short landing operations require prior approval by the CAAT.

(b) To obtain the approval, the operator shall provide evidence that the following conditions are met:

(1) the distance used for the calculation of the permitted landing mass may consist of the usable length of the declared safe area plus the declared LDA;

(2) the use of the declared safe area is approved by the State of the aerodrome;

(3) the declared safe area is clear of obstructions or depressions that would endanger an aeroplane undershooting the runway and no mobile object is permitted on the declared safe area while the runway is being used for short landing operations;

(4) the slope of the declared safe area does not exceed 5 % upward nor 2 % downward slope in the direction of landing;

(5) the usable length of the declared safe area does not exceed 90 m;

(6) the width of the declared safe area is not less than twice the runway width, centred on the extended runway centreline;

(7) the crossing height over the beginning of the usable length of the declared safe area is not less than 50 ft;

(8) weather minima are specified for each runway to be used and are not less than the greater of VFR or NPA minima;

(9) pilot experience, training and special aerodrome familiarisation requirements are specified and met;

(10) additional conditions, if specified by the CAAT, taking into account the aeroplane type characteristics, orographic characteristics in the approach area, available approach aids and missed approach/balked landing considerations.

CAT.POL.A.355 Approval of reduced required landing distance operations

(a) Operations with a landing mass of the aeroplane that allows a full-stop landing within 80 % of the landing distance available (LDA) require prior approval by the CAAT. Such approval shall be obtained for each runway on which operations with reduced required landing distance are conducted.

(b) To obtain the approval referred to in point (a), the operator shall conduct a risk assessment to demonstrate that a level of safety equivalent to that intended by point CAT.POL.A.330(a) is achieved and at least the following conditions are met:

(1) the State of the aerodrome has determined a public interest and operational necessity for the operation, either due to the remoteness of the aerodrome or to physical limitations relating to the extension of the runway;

(2) short landing operations in accordance with point CAT.POL.A.350 and approaches outside stabilised approach criteria approved under point CAT.OP.MPA.115(a) are prohibited;

(3) landing on contaminated runways is prohibited;

(4) a specific control procedure of the touchdown area is defined in the operations manual (OM) and implemented; this procedure shall include adequate go-around and balked-landing instructions when touchdown in the defined area cannot be achieved;

(5) an adequate aerodrome training and checking programme for the flight crew is established;

(6) the flight crew is qualified and has recency in reduced required landing distance operations at the aerodrome concerned;

(7) an aerodrome landing analysis programme (ALAP) is established by the operator to ensure that the following conditions are met:

(i) no tailwind is forecast at the expected time of arrival;

(ii) if the runway is forecast to be wet at the expected time of arrival, the landing distance at dispatch shall either be determined in accordance with point CAT.OP.MPA.303(c), or shall be 115 % of the landing distance determined for dry runways, whichever is longer;

(iii) no forecast contaminated runway conditions exist at the expected time of arrival;

(iv) no forecast adverse weather conditions exist at the expected time of arrival;

(8) operational procedures are established to ensure that:

(i) all the equipment that affects landing performance and landing distance is operative before commencing the flight;

(ii) deceleration devices are correctly used by the flight crew;

(9) specific maintenance instructions and operational procedures are established for the aeroplane's deceleration devices to enhance the reliability of those systems;

(10) the final approach and landing are conducted under visual meteorological conditions (VMC) only;

(11) additional aerodrome conditions, if specified by the competent authority that has certified the aerodrome, taking into account orographic characteristics of the approach area, available approach aids, missed-approach and balked-landing considerations.

CHAPTER 4 Performance class C

CAT.POL.A.400 Take-off

(a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the pressure altitude and the ambient temperature at the aerodrome of departure.

(b) For aeroplanes that have take-off field length data contained in their AFM that do not include engine failure accountability, the distance from the start of the take-off roll required by the aeroplane to reach a height of 50 ft above the surface with all engines operating within the maximum take-off power conditions specified, when multiplied by a factor of either:

(1) 1.33 for aeroplanes having two engines;

(2) 1.25 for aeroplanes having three engines; or

(3) 1.18 for aeroplanes having four engines,

shall not exceed the take-off run available (TORA) at the aerodrome at which the take-off is to be made.

(c) For aeroplanes that have take-off field length data contained in their AFM which accounts for engine failure, the following requirements shall be met in accordance with the specifications in the AFM:

(1) the accelerate-stop distance shall not exceed the ASDA;

(2) the take-off distance shall not exceed the take-off distance available (TODA), with a clearway distance not exceeding half of the TORA;

(3) the take-off run shall not exceed the TORA;

(4) a single value of V_1 for the rejected and continued take-off shall be used; and

(5) on a wet or contaminated runway the take-off mass shall not exceed that permitted for a take-off on a dry runway under the same conditions.

(d) The following shall be taken into account:

(1) the pressure altitude at the aerodrome;

(2) the ambient temperature at the aerodrome;

(3) the runway surface condition and the type of runway surface;

(4) the runway slope in the direction of take-off;

(5) not more that 50 % of the reported headwind component or not less than 150 % of the reported tailwind component; and

(6) the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.

CAT.POL.A.405 Take-off obstacle clearance

(a) The take-off flight path with OEI shall be determined such that the aeroplane clears all obstacles by a vertical distance of at least 50 ft plus 0.01 × D, or by a horizontal distance of at least 90 m plus 0.125 × D, where D is the horizontal distance the aeroplane has travelled from the end of the

TODA. For aeroplanes with a wingspan of less than 60 m, a horizontal obstacle clearance of half the aeroplane wingspan plus 60 m plus 0.125 × D may be used.

(b) The take-off flight path shall begin at a height of 50 ft above the surface at the end of the take-off distance required by CAT.POL.A.400(b) or (c), as applicable, and end at a height of 1500 ft above the surface.

(c) When showing compliance with (a), the following shall be taken into account:

(1) the mass of the aeroplane at the commencement of the take-off run;

(2) the pressure altitude at the aerodrome;

(3) the ambient temperature at the aerodrome; and

(4) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.

(d) Track changes shall not be allowed up to that point of the take-off flight path where a height of 50 ft above the surface has been achieved. Thereafter, up to a height of 400 ft it is assumed that the aeroplane is banked by no more than 15°. Above 400 ft height bank angles greater than 15°, but not more than 25°, may be scheduled. Adequate allowance shall be made for the effect of bank angle on operating speeds and flight path, including the distance increments resulting from increased operating speeds.

(e) For cases that do not require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:

(1) 300 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or

(2) 600 m, for flights under all other conditions.

(f) For cases that do require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:

(1) 600 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or

(2) 900 m, for flights under all other conditions.

(g) The operator shall establish contingency procedures to satisfy (a) to (f) and to provide a safe route, avoiding obstacles, to enable the aeroplane to either comply with the en-route requirements of CAT.POL.A.410, or land at either the aerodrome of departure or at a take-off alternate aerodrome.

CAT.POL.A.410 En-route — all engines operating

(a) In the meteorological conditions expected for the flight, at any point on its route or on any planned diversion therefrom, the aeroplane shall be capable of a rate of climb of at least 300 ft per minute with all engines operating within the maximum continuous power conditions specified at:

(1) the minimum altitudes for safe flight on each stage of the route to be flown, or of any planned diversion therefrom, specified in or calculated from the information contained in the operations manual relating to the aeroplane; and

(2) the minimum altitudes necessary for compliance with the conditions prescribed in CAT.POL.A.415 and 420, as appropriate.

CAT.POL.A.415 En-route — OEI

(a) In the meteorological conditions expected for the flight, in the event of any one engine becoming inoperative at any point on its route or on any planned diversion therefrom and with the other engine(s) operating within the maximum continuous power conditions specified, the aeroplane shall be capable of continuing the flight from the cruising altitude to an aerodrome where a landing can be made in accordance with CAT.POL.A.430 or CAT.POL.A.435, as appropriate. The aeroplane shall clear obstacles within 9.3 km (5 NM) either side of the intended track by a vertical interval of at least:

(1) 1 000 ft, when the rate of climb is zero or greater; or
(2) 2 000 ft, when the rate of climb is less than zero.

(b) The flight path shall have a positive slope at an altitude of 450 m (1 500 ft) above the aerodrome where the landing is assumed to be made after the failure of one engine.

(c) The available rate of climb of the aeroplane shall be taken to be 150 ft per minute less than the gross rate of climb specified.

(d) The width margins provided for in point (a) shall be increased to 18.5 km (10 NM) if the navigational accuracy does not meet at least navigation specification RNAV 5.

(e) Fuel jettisoning is permitted to an extent consistent with reaching the aerodrome where the aeroplane is assumed to land after engine failure with the required fuel reserves in accordance with point CAT.OP.MPA.181, appropriate for an alternate aerodrome, if a safe procedure is used.

CAT.POL.A.420 En-route — aeroplanes with three or more engines, two engines inoperative

(a) An aeroplane that has three or more engines shall not be away from an aerodrome at which the requirements of point CAT.POL.A.430 for the expected landing mass are met, at any point along the intended track for more than 90 minutes with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, unless points (b) to (e) of this point are complied with.

(b) The two-engines-inoperative flight path shall permit the aeroplane to continue the flight, in the expected meteorological conditions, clearing all obstacles within 9.3 km (5 NM) on either side of the intended track by a vertical interval of at least 2 000 ft, to an aerodrome at which the performance requirements applicable for the expected landing mass are met.

(c) The two engines shall be assumed to fail at the most critical point of that portion of the route where the aeroplane is operated for more than 90 minutes, with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, away from the aerodrome referred to in point (a).

(d) The expected mass of the aeroplane at the point where the two engines are assumed to fail shall not be less than that which would include sufficient fuel/energy to proceed to an aerodrome where the landing is assumed to be made, and to arrive there at an altitude of at least 1 500ft (450 m) directly over the landing area, and thereafter, to fly for 15 minutes at cruising power or thrust, as appropriate.

(e) The available rate of climb of the aeroplane shall be 150 ft per minute less than that specified.

(f) The width margins provided for in point (b) shall be increased to 18.5 km (10 NM) if the navigational accuracy does not meet at least navigation specification RNAV 5.

(g) Fuel jettisoning is permitted to an extent consistent with reaching the aerodrome with the required fuel reserves in accordance with point (d), if a safe procedure is used.

CAT.POL.A.425 Landing — destination and alternate aerodromes

The landing mass of the aeroplane determined in accordance with CAT.POL.A.105(a) shall not exceed the maximum landing mass specified in the AFM for the altitude and, if accounted for in the AFM, the ambient temperature expected for the estimated time of landing at the destination aerodrome and alternate aerodrome.

CAT.POL.A.430 Landing — dry runways

(a) The landing mass of the aeroplane determined in accordance with CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome and any alternate aerodrome shall allow a full stop landing from 50 ft above the threshold within 70 % of the LDA taking into account:

(1) the altitude at the aerodrome;
(2) not more than 50 % of the headwind component or not less than 150 % of the tailwind component;
(3) the type of runway surface; and
(4) the runway slope in the direction of landing.

(b) For dispatching the aeroplane it shall be assumed that:

(1) the aeroplane will land on the most favourable runway in still air; and
(2) the aeroplane will land on the runway most likely to be assigned considering the probable wind speed and direction, the ground handling characteristics of the aeroplane and other conditions such as landing aids and terrain.

(c) If the operator is unable to comply with (b)(2) for the destination aerodrome, the aeroplane shall only be dispatched if an alternate aerodrome is designated that permits full compliance with (a) and (b).

CAT.POL.A.435 Landing — wet and contaminated runways

(a) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be wet, the LDA shall be one of the following distances:

(1) a landing distance provided in the AFM for use on wet runways at time of dispatch, but not less than that required by point CAT.POL.A.430;

(2) if a landing distance is not provided in the AFM for use on wet runways at time of dispatch, at least 115 % of the required landing distance, determined in accordance with point CAT.POL.A.430.

(b) When the appropriate weather reports and/or forecasts indicate that the runway at the estimated time of arrival may be contaminated, the landing distance shall not exceed the LDA. The operator shall specify in the operations manual the landing distance data to be applied.

SECTION 2 Helicopters

CHAPTER 1 General requirements

CAT.POL.H.100 Applicability

(a) Helicopters shall be operated in accordance with the applicable performance class requirements.

(b) Helicopters shall be operated in performance class 1:

(1) when operated to/from aerodromes or operating sites located in a congested hostile environment, except when operated to/from a public interest site (PIS) in accordance with CAT.POL.H.225; or

(2) when having an MOPSC of more than 19, except when operated to/from a helideck in performance class 2 under an approval in accordance with CAT.POL.H.305.

(c) Unless otherwise prescribed by (b), helicopters that have an MOPSC of 19 or less but more than nine shall be operated in performance class 1 or 2.

(d) Unless otherwise prescribed by (b), helicopters that have an MOPSC of nine or less shall be operated in performance class 1, 2 or 3.

CAT.POL.H.105 General

(a) The mass of the helicopter:

(1) at the start of the take-off; or

(2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies,

shall not be greater than the mass at which the applicable requirements of this Section can be complied with for the flight to be undertaken, taking into account expected reductions in mass as the flight proceeds and such fuel jettisoning as is provided for in the relevant requirement.

(b) The approved performance data contained in the AFM shall be used to determine compliance with the requirements of this Section, supplemented as necessary with other data as prescribed in the relevant requirement. The operator shall specify such other data in the operations manual. When applying the factors prescribed in this Section, account may be taken of any operational factors already incorporated in the AFM performance data to avoid double application of factors.

(c) When showing compliance with the requirements of this Section, account shall be taken of the following parameters:

(1) mass of the helicopter;

(2) the helicopter configuration;

(3) the environmental conditions, in particular:

(i) pressure altitude and temperature;

(ii) wind:

(A) except as provided in (C), for take-off, take-off flight path and landing requirements, accountability for wind shall be no more than 50 % of any reported steady headwind component of 5 kt or more;

(B) where take-off and landing with a tailwind component is permitted in the AFM, and in all cases for the take-off flight path, not less than 150 % of any reported tailwind component shall be taken into account; and

(C) where precise wind measuring equipment enables accurate measurement of wind velocity over the point of take-off and landing, wind components in excess of 50 % may be established by the operator, provided that the operator demonstrates to the CAAT that the proximity to the FATO and accuracy enhancements of the wind measuring equipment provide an equivalent level of safety;

(4) the operating techniques; and

(5) the operation of any systems that have an adverse effect on performance.

CAT.POL.H.110 Obstacle accountability

(a) For the purpose of obstacle clearance requirements, an obstacle located beyond the FATO, in the take-off flight path, or the missed approach flight path shall be considered if its lateral distance from the nearest point on the surface below the intended flight path is not further than the following:

(1) For operations under VFR:

(i) half of the minimum width defined in the AFM — or, when no width is defined, '0.75 × D', where D is the largest dimension of the helicopter when the rotors are turning;

(ii) plus, the greater of '0.25 × D' or '3 m';

(iii) plus:

(A) 0.10 × distance DR for operations under VFR by day; or

(B) 0.15 × distance DR for operations under VFR at night.

(2) For operations under IFR:

(i) '1.5 D' or 30 m, whichever is greater, plus:

(A) 0.10 × distance DR, for operations under IFR with accurate course guidance;

(B) 0.15 × distance DR, for operations under IFR with standard course guidance; or

(C) 0.30 × distance DR for operations under IFR without course guidance.

(ii) When considering the missed approach flight path, the divergence of the obstacle accountability area only applies after the end of the take-off distance available.

(3) For operations with initial take-off conducted visually and converted to IFR/IMC at a transition point, the criteria required in (1) apply up to the transition point, and the criteria required in (2) apply after the transition point. The transition point cannot be located before the end of the take-off distance required for helicopters (TODRH) operating in performance class 1 or before the defined point after take-off (DPATO) for helicopters operating in performance class 2.

(b) For take-off using a back-up or a lateral transition procedure, for the purpose of obstacle clearance requirements, an obstacle located in the back-up or lateral transition area shall be considered if its lateral distance from the nearest point on the surface below the intended flight path is not further than:

(1) half of the minimum width defined in the AFM or, when no width is defined, '0.75 × D';

(2) plus the greater of '0.25 × D' or '3 m';

(3) plus:

(i) for operations under VFR by day 0.10 × the distance travelled from the back of the FATO, or

(ii) for operations under VFR at night 0.15 × the distance travelled from the back of the FATO.

(c) Obstacles may be disregarded if they are situated beyond:

(1) 7 × rotor radius (R) for day operations, if it is assured that navigational accuracy can be achieved by reference to suitable visual cues during the climb;

(2) 10 × R for night operations, if it is assured that navigational accuracy can be achieved by reference to suitable visual cues during the climb;

(3) 300 m if navigational accuracy can be achieved by appropriate navigation aids; or

(4) 900 m in all other cases.

CHAPTER 2 Performance class 1

CAT.POL.H.200 General

Helicopters operated in performance class 1 shall be certified in category A or equivalent as determined by the CAAT. (or take out equivalency option completely)

CAT.POL.H.205 Take-off

(a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the procedure to be used.

(b) The take-off mass shall be such that:

(1) it is possible to reject the take-off and land on the FATO in case of the critical engine failure being recognised at or before the take-off decision point (TDP);

(2) the rejected take-off distance required (RTODRH) does not exceed the rejected take-off distance available (RTODAH); and

(3) the TODRH does not exceed the take-off distance available (TODAH).

(4) Notwithstanding (b)(3), the TODRH may exceed the TODAH if the helicopter, with the critical engine failure recognised at TDP can, when continuing the take-off, clear all obstacles to the end of the TODRH by a vertical margin of not less than 10.7 m (35 ft).

(c) When showing compliance with (a) and (b), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the aerodrome or operating site of departure.

(d) That part of the take-off up to and including TDP shall be conducted in sight of the surface such that a rejected take-off can be carried out.

(e) For take-off using a backup or lateral transition procedure, with the critical engine failure recognition at or before the TDP, all obstacles in the back-up or lateral transition area shall be cleared by an adequate margin.

CAT.POL.H.210 Take-off flight path

(a) From the end of the TODRH with the critical engine failure recognised at the TDP:

(1) The take-off mass shall be such that the take-off flight path provides a vertical clearance, above all obstacles located in the climb path, of not less than 10.7 m (35 ft) for operations under VFR and 10.7 m (35 ft) + 0.01 × distance DR for operations under IFR. Only obstacles as specified in CAT.POL.H.110 have to be considered.

(2) Where a change of direction of more than 15° is made, adequate allowance shall be made for the effect of bank angle on the ability to comply with the obstacle clearance requirements. This turn is not to be initiated before reaching a height of 61 m (200 ft) above the take-off surface unless it is part of an approved procedure in the AFM.

(b) When showing compliance with (a), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the aerodrome or operating site of departure.

CAT.POL.H.215 En-route — critical engine inoperative

(a) The mass of the helicopter and flight path at all points along the route, with the critical engine inoperative and the meteorological conditions expected for the flight, shall permit compliance with (1), (2) or (3):

(1) When it is intended that the flight will be conducted at any time out of sight of the surface, the mass of the helicopter permits a rate of climb of at least 50 ft/minute with the critical engine inoperative at an altitude of at least 300 m (1 000 ft), or 600 m (2 000 ft) in areas of mountainous terrain, above all terrain and obstacles along the route within 9.3 km (5 NM) on either side of the intended track.

(2) When it is intended that the flight will be conducted without the surface in sight, the flight path permits the helicopter to continue flight from the cruising altitude to a height of 300 m (1 000 ft) above a landing site where a landing can be made in accordance with CAT.POL.H.220. The flight path clears vertically, by at least 300 m (1 000 ft) or 600 m (2 000 ft) in areas of mountainous terrain, all terrain and obstacles along the route within 9.3 km (5 NM) on either side of the intended track. Drift-down techniques may be used.

(3) When it is intended that the flight will be conducted in VMC with the surface in sight, the flight path permits the helicopter to continue flight from the cruising altitude to a height of 300 m (1 000 ft) above a landing site where a landing can be made in accordance with CAT.POL.H.220, without flying at any time below the appropriate minimum flight altitude. Obstacles within 900 m on either side of the route need to be considered.

(b) When showing compliance with (a)(2) or (a)(3):

(1) the critical engine is assumed to fail at the most critical point along the route;
(2) account is taken of the effects of winds on the flight path;
(3) fuel jettisoning is planned to take place only to an extent consistent with reaching the aerodrome or operating site with the required fuel reserves and using a safe procedure; and
(4) fuel jettisoning is not planned below 1 000 ft above terrain.

(c) The width margins of (a)(1) and (a)(2) shall be increased to 18.5 km (10 NM) if the navigational accuracy cannot be met for 95 % of the total flight time.

CAT.POL.H.220 Landing

(a) The landing mass of the helicopter at the estimated time of landing shall not exceed the maximum mass specified in the AFM for the procedure to be used.

(b) In the event of the critical engine failure being recognised at any point at or before the landing decision point (LDP), it is possible either to land and stop within the FATO, or to perform a balked landing and clear all obstacles in the flight path by a vertical margin of 10.7 m (35 ft). Only obstacles as specified in CAT.POL.H.110 have to be considered.

(c) In the event of the critical engine failure being recognised at any point at or after the LDP, it is possible to:

(1) clear all obstacles in the approach path; and
(2) land and stop within the FATO.

(d) When showing compliance with (a) to (c), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) for the estimated time of landing at the destination aerodrome or operating site, or any alternate if required.

(e) That part of the landing from the LDP to touchdown shall be conducted in sight of the surface.

CAT.POL.H.225 Helicopter operations to/from a public interest site

(a) Operations to/from a public interest site (PIS) may be conducted in performance class 2, without complying with CAT.POL.H.310(b) or CAT.POL.H.325(b), provided that all of the following are complied with:

(1) the PIS was in use before 1 July 2002;
(2) the size of the PIS or obstacle environment does not permit compliance with the requirements for operation in performance class 1;
(3) the operation is conducted with a helicopter with an MOPSC of six or less;
(4) the operator complies with CAT.POL.H.305(b)(2) and (b)(3);
(5) the helicopter mass does not exceed the maximum mass specified in the AFM for a climb gradient of 8 % in still air at the appropriate take-off safety speed (V_{TOSS}) with the critical engine inoperative and the remaining engines operating at an appropriate power rating; and
(6) the operator has obtained prior approval for the operation from the CAAT. Before such operations take place in a foreign country, the operator shall obtain an endorsement from the competent authority of that foreign county.

(b) Site-specific procedures shall be established in the operations manual to minimise the period during which there would be danger to helicopter occupants and persons on the surface in the event of an engine failure during take-off and landing.

(c) The operations manual shall contain for each PIS: a diagram or annotated photograph, showing the main aspects, the dimensions, the non-conformance with the requirements performance class 1, the main hazards and the contingency plan should an incident occur.

CHAPTER 3 Performance class 2

CAT.POL.H.300 General

Helicopters operated in performance class 2 shall be certified in category A.

CAT.POL.H.305 Operations without an assured safe forced landing capability

(a) Operations without an assured safe forced landing capability during the take-off and landing phases shall only be conducted if the operator has been granted an approval by the CAAT

(b) To obtain and maintain such approval the operator shall:

(1) conduct a risk assessment, specifying:

(i) the type of helicopter; and

(ii) the type of operations;

(2) implement the following set of conditions:

(i) attain and maintain the helicopter/engine modification standard defined by the manufacturer;

(ii) conduct the preventive maintenance actions recommended by the helicopter or engine manufacturer;

(iii) include take-off and landing procedures in the operations manual, where they do not already exist in the AFM;

(iv) specify training for flight crew; and

(v) provide a system for reporting to the manufacturer loss of power, engine shutdown or engine failure events;

and

(3) implement a usage monitoring system (UMS).

CAT.POL.H.310 Take-off

(a) The take-off mass shall not exceed the maximum mass specified for a rate of climb of 150 ft/min at 300 m (1 000 ft) above the level of the aerodrome or operating site with the critical engine inoperative and the remaining engine(s) operating at an appropriate power rating.

(b) For operations other than those specified in CAT.POL.H.305, the take-off shall be conducted such that a safe forced landing can be executed until the point where safe continuation of the flight is possible.

(c) For operations in accordance with CAT.POL.H.305, in addition to the requirements of (a):

(1) the take-off mass shall not exceed the maximum mass specified in the AFM for an all engines operative out of ground effect (AEO OGE) hover in still air with all engines operating at an appropriate power rating; or

(2) for operations from a helideck:

(i) with a helicopter that has an MOPSC of more than 19; or

(ii) any helicopter operated from a helideck located in a hostile environment,

the take-off mass shall take into account: the procedure; deck-edge miss and drop down appropriate to the height of the helideck with the critical engine(s) inoperative and the remaining engines operating at an appropriate power rating.

(d) When showing compliance with (a) to (c), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the point of departure.

(e) That part of the take-off before the requirement of CAT.POL.H.315 is met shall be conducted in sight of the surface.

CAT.POL.H.315 Take-off flight path

From the defined point after take-off (DPATO) or, as an alternative, no later than 200 ft above the take-off surface, with the critical engine inoperative, the requirements of CAT.POL.H.210(a)(1), (a)(2) and (b) shall be complied with.

CAT.POL.H.320 En-route — critical engine inoperative

The requirement of CAT.POL.H.215 shall be complied with.

CAT.POL.H.325 Landing

(a) The landing mass at the estimated time of landing shall not exceed the maximum mass specified for a rate of climb of 150 ft/min at 300 m (1 000 ft) above the level of the aerodrome or operating site with the critical engine inoperative and the remaining engine(s) operating at an appropriate power rating.

(b) If the critical engine fails at any point in the approach path:

(1) a balked landing can be carried out meeting the requirement of CAT.POL.H.315; or

(2) for operations other than those specified in CAT.POL.H.305, the helicopter can perform a safe forced landing.

(c) For operations in accordance with CAT.POL.H.305, in addition to the requirements of (a):

(1) the landing mass shall not exceed the maximum mass specified in the AFM for an AEO OGE hover in still air with all engines operating at an appropriate power rating; or

(2) for operations to a helideck:

(i) with a helicopter that has an MOPSC of more than 19; or

(ii) any helicopter operated to a helideck located in a hostile environment,

the landing mass shall take into account the procedure and drop down appropriate to the height of the helideck with the critical engine inoperative and the remaining engine(s) operating at an appropriate power rating.

(d) When showing compliance with (a) to (c), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the destination aerodrome or any alternate, if required.

(e) That part of the landing after which the requirement of (b)(1) cannot be met shall be conducted in sight of the surface.

CHAPTER 4 Performance class 3

CAT.POL.H.400 General

(a) Helicopters operated in performance class 3 shall be certified in category A or equivalent as determined by the CAAT, or category B.

(b) Operations shall only be conducted in a non-hostile environment, except:

(1) when operating in accordance with CAT.POL.H.420; or

(2) for the take-off and landing phase, when operating in accordance with (c).

(c) Provided the operator is approved in accordance with CAT.POL.H.305, operations may be conducted to/from an aerodrome or operating site located outside a congested hostile environment without an assured safe forced landing capability:

(1) during take-off, before reaching V_Y (speed for best rate of climb) or 200 ft above the take-off surface; or

(2) during landing, below 200 ft above the landing surface.

(d) Operations shall not be conducted:

(1) out of sight of the surface;

(2) at night;

(3) when the ceiling is less than 600 ft; or

(4) when the visibility is less than 800 m.

CAT.POL.H.405 Take-off

(a) The take-off mass shall be the lower of:

(1) the MCTOM; or

(2) the maximum take-off mass specified for a hover in ground effect with all engines operating at take-off power, or if conditions are such that a hover in ground effect is not likely to be established, the take-off mass specified for a hover out of ground effect with all engines operating at take-off power.

(b) Except as provided in CAT.POL.H.400(b), in the event of an engine failure the helicopter shall be able to perform a safe forced landing.

CAT.POL.H.410 En-route

(a) The helicopter shall be able, with all engines operating within the maximum continuous power conditions, to continue along its intended route or to a planned diversion without flying at any point below the appropriate minimum flight altitude.

(b) Except as provided in CAT.POL.H.420, in the event of an engine failure the helicopter shall be able to perform a safe forced landing.

CAT.POL.H.415 Landing

(a) The landing mass of the helicopter at the estimated time of landing shall be the lower of:

(1) the maximum certified landing mass; or

(2) the maximum landing mass specified for a hover in ground effect, with all engines operating at take-off power, or if conditions are such that a hover in ground effect is not likely to be established, the landing mass for a hover out of ground effect with all engines operating at take-off power.

(b) Except as provided in CAT.POL.H.400(b), in the event of an engine failure, the helicopter shall be able to perform a safe forced landing.

CAT.POL.H.420 Helicopter operations over a hostile environment located outside a congested area

(a) Operations over a non-congested hostile environment without a safe forced landing capability with turbine-powered helicopters with an MOPSC of six or less shall only be conducted if the operator has been granted an approval by the CAAT, following a safety risk assessment performed by the operator. Before such operations take place in another Member State, the operator shall obtain an endorsement from the CAAT of that State.

(b) To obtain and maintain such approval the operator shall:

(1) only conduct these operations in the areas and under the conditions specified in the approval;

(2) not conduct these operations under a HEMS approval;

(3) substantiate that helicopter limitations, or other justifiable considerations, preclude the use of the appropriate performance criteria; and

(4) be approved in accordance with CAT.POL.H.305(b).

(c) Notwithstanding CAT.IDE.H.240, such operations may be conducted without supplemental oxygen equipment, provided the cabin altitude does not exceed 10 000 ft for a period in excess of 30 minutes and never exceeds 13 000 ft pressure altitude.

SECTION 3 Mass and balance

CHAPTER 1 Motor-powered aircraft

CAT.POL.MAB.100 Mass and balance, loading

(a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.

(b) The operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service and thereafter at intervals of four years if individual aircraft masses are used, or nine years if fleet masses are used. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known.

(c) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation.

(d) The operator shall determine the mass of all operating items and crew members included in the aircraft dry operating mass by weighing or by using standard masses. The influence of their position on the aircraft's CG shall be determined.

(e) The operator shall establish the mass of the traffic load, including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses.

(f) In addition to standard masses for passengers and checked baggage, the operator can use standard masses for other load items, if it demonstrates to the CAAT that these items have the same mass or that their masses are within specified tolerances.

(g) The operator shall determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the operations manual.

(h) The operator shall ensure that the loading of:

  (1) its aircraft is performed under the supervision of qualified personnel; and
  (2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance.

(i) The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading.

(j) The operator shall specify, in the operations manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements contained in (a) to (i). This system shall cover all types of intended operations.

CAT.POL.MAB.105 Mass and balance data and documentation

(a) The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information:

(1) Aircraft registration and type;
(2) Flight identification, number and date;
(3) Name of the commander;
(4) Name of the person who prepared the document;
(5) Dry operating mass and the corresponding CG of the aircraft:

(i) for performance class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is;

(6) Mass of the fuel at take-off and the mass of trip fuel;
(7) Mass of consumables other than fuel, if applicable;
(8) Load components including passengers, baggage, freight and ballast;
(9) Take-off mass, landing mass and zero fuel mass;
(10) Applicable aircraft CG positions; and
(11) The limiting mass and CG values.

The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.

(b) Where mass and balance data and documentation is generated by a computerised mass and balance system, the operator shall

(1) verify the integrity of the output data to ensure that the data are within AFM limitations; and
(2) specify the instructions and procedures for the operations manual

(c) The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The commander shall indicate his/her acceptance by hand signature or equivalent.

(d) The operator shall specify procedures for last minute changes to the load to ensure that:

(1) any last minute change after the completion of the mass and balance documentation is brought to the attention of the commander and entered in the flight planning documents containing the mass and balance documentation;
(2) the maximum last minute change allowed in passenger numbers or hold load is specified; and

(3) new mass and balance documentation is prepared if this maximum number is exceeded.

SUBPART D: INSTRUMENTS, DATA, EQUIPMENT

SECTION 1 Aeroplanes

CAT.IDE.A.100 Instruments and equipment — general

(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements except for the following items:

(1) Spare fuses;
(2) Independent portable lights;
(3) An accurate time piece;
(4) Chart holder;
(5) First-aid kits;
(6) Emergency medical kit;
(7) Megaphones;
(8) Survival and signalling equipment;
(9) Sea anchors and equipment for mooring; and
(10) Child restraint devices.

(b) Instruments and equipment not required under this Part as well as any other equipment which is not required under TCAR OPS, but carried on a flight, shall comply with the following requirements:

(1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with the requirements of the Air Navigation Act B.E 2497, Kingdom of Thailand Civil Aviation Regulations or CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345; and

(2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.

(c) If equipment is to be used by one flight crew member at his/her station during flight, it shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it shall be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.

(d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.

(e) All required emergency equipment shall be easily accessible for immediate use.

CAT.IDE.A.105 Minimum equipment for flight

A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:

(a) the aeroplane is operated in accordance with the operator's MEL; or

(b) the operator is approved by the CAAT to operate the aeroplane within the constraints of the master minimum equipment list (MMEL) in accordance with point ORO.MLR.105(j).

CAT.IDE.A.110 Spare electrical fuses

(a) Aeroplanes shall be equipped with spare electrical fuses, of the ratings required for complete circuit protection, for replacement of those fuses that are allowed to be replaced in flight.

(b) The number of spare fuses that are required to be carried shall be the higher of:

(1) 10 % of the number of fuses of each rating; or

(2) three fuses for each rating.

CAT.IDE.A.115 Operating lights

(a) Aeroplanes operated by day shall be equipped with:

(1) an anti-collision light system;

(2) lighting supplied from the aeroplane's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane;

(3) lighting supplied from the aeroplane's electrical system to provide illumination in all passenger compartments; and

(4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations.

(b) Aeroplanes operated at night shall in addition be equipped with:

(1) navigation/position lights;

(2) two landing lights or a single light having two separately energised filaments; and

(3) lights to conform with the International Regulations for Preventing Collisions at Sea if the aeroplane is operated as a seaplane.

CAT.IDE.A.120 Equipment to clear windshield

Aeroplanes with an MCTOM of more than 5 700 kg shall be equipped at each pilot station with a means to maintain a clear portion of the windshield during precipitation.

CAT.IDE.A.125 Operations under VFR by day — flight and navigational instruments and associated equipment

(a) Aeroplanes operated under VFR by day shall be equipped with the following equipment, available at the pilot's station:

(1) A means of measuring and displaying:

(i) Magnetic heading;

(ii) Time in hours, minutes, and seconds;

(iii) Barometric altitude;

(iv) Indicated airspeed;

(v) Vertical speed;

(vi) Turn and slip;

(vii) Attitude;

(viii) Heading;

(ix) Outside air temperature; and

(x) Mach number whenever speed limitations are expressed in terms of Mach number.

(2) A means of indicating when the supply of power to the required flight instruments is not adequate.

(b) Whenever two pilots are required for the operation, an additional separate means of displaying the following shall be available for the second pilot:

(1) Pressure altitude;
(2) Indicated airspeed;
(3) Vertical speed;
(4) Turn and slip;
(5) Attitude; and
(6) Heading.

(c) A means for preventing malfunction of the airspeed indicating systems due to condensation or icing shall be available for:

(1) aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine; and
(2) aeroplanes first issued with an individual CofA on or after 1 April 1999.

(d) Single engine aeroplanes first issued with an individual CofA before 22 May 1995 are exempted from the requirements of (a)(1)(vi), (a)(1)(vii), (a)(1)(viii) and (a)(1)(ix) if the compliance would require retrofitting.

CAT.IDE.A.130 Operations under IFR or at night — flight and navigational instruments and associated equipment

Aeroplanes operated under VFR at night or under IFR shall be equipped with the following equipment, available at the pilot's station:

(a) A means of measuring and displaying:

(1) Magnetic heading;
(2) Time in hours, minutes and seconds;
(3) Indicated airspeed;
(4) Vertical speed;

(5) Turn and slip, or in the case of aeroplanes equipped with a standby means of measuring and displaying attitude, slip;
(6) Attitude;
(7) Stabilised heading;
(8) Outside air temperature; and
(9) Mach number whenever speed limitations are expressed in terms of Mach number.

(b) Two means of measuring and displaying barometric altitude.

(c) A means of indicating when the supply of power to the required flight instruments is not adequate.

(d) A means for preventing malfunction of the airspeed indicating systems required in (a)(3) and (h)(2) due to condensation or icing.

(e) A means of annunciating to the flight crew the failure of the means required in (d) for aeroplanes:

(1) issued with an individual CofA on or after 1 April 1998; or
(2) issued with an individual CofA before 1 April 1998 with an MCTOM of more than 5 700 kg, and with an MOPSC of more than nine.

(f) Except for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less, two independent static pressure systems.

(g) One static pressure system and one alternate source of static pressure for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less.

(h) Whenever two pilots are required for the operation, a separate means of displaying for the second pilot:

(1) Barometric altitude;
(2) Indicated airspeed;
(3) Vertical speed;
(4) Turn and slip;
(5) Attitude; and
(6) Stabilised heading.

(i) A standby means of measuring and displaying attitude capable of being used from either pilot's station for aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine that:

(1) is powered continuously during normal operation and, after a total failure of the normal electrical generating system, is powered from a source independent from the normal electrical generating system;
(2) provides reliable operation for a minimum of 30 minutes after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures;
(3) operates independently of any other means of measuring and displaying attitude;
(4) is operative automatically after total failure of the normal electrical generating system;

(5) is appropriately illuminated during all phases of operation, except for aeroplanes with an MCTOM of 5 700 kg or less, already registered in a Member State on 1 April 1995 and equipped with a standby attitude indicator in the left-hand instrument panel;

(6) is clearly evident to the flight crew when the standby attitude indicator is being operated by emergency power; and

(7) where the standby attitude indicator has its own dedicated power supply, has an associated indication, either on the instrument or on the instrument panel, when this supply is in use.

(j) A chart holder in an easily readable position that can be illuminated for night operations.

CAT.IDE.A.135 Additional equipment for single-pilot operation under IFR

Aeroplanes operated under IFR with a single-pilot shall be equipped with an autopilot with at least altitude hold and heading mode.

CAT.IDE.A.140 Altitude alerting system

(a) The following aeroplanes shall be equipped with an altitude alerting system:

(1) turbine propeller powered aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than nine; and

(2) aeroplanes powered by turbo-jet engines.

(b) The altitude alerting system shall be capable of:

(1) alerting the flight crew when approaching a preselected altitude; and

(2) alerting the flight crew by at least an aural signal, when deviating from a preselected altitude.

(c) Notwithstanding (a), aeroplanes with an MCTOM of 5 700 kg or less, having an MOPSC of more than nine, first issued with an individual CofA before 1 April 1972 and already registered in the Kingdom of Thailand on 1 April 1995 are exempted from being equipped with an altitude alerting system.

CAT.IDE.A.150 Terrain awareness warning system (TAWS)

(a) Turbine-powered aeroplanes having an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for Class A equipment as specified in an acceptable standard.

(b) Reciprocating-engine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirement for Class B equipment as specified in an acceptable standard.

(c) Turbine-powered aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2026and having an MCTOM of 5 700 kg or less and an MOPSC of six to nine shall be equipped with a TAWS that meets the requirements for Class B equipment, as specified in an acceptable standard.

CAT.IDE.A.151 Runway overrun awareness and alerting system (ROAAS)

All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 2026, shall be equipped with a runway overrun awareness and alerting system (ROAAS).

CAT.IDE.A.155 Airborne collision avoidance system (ACAS)

Turbine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than 19 shall be equipped with ACAS II.

CAT.IDE.A.160 Airborne weather detecting equipment

The following shall be equipped with airborne weather detecting equipment when operated at night or in IMC in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route:

(a) pressurised aeroplanes;

(b) non-pressurised aeroplanes with an MCTOM of more than 5 700 kg; and

(c) non-pressurised aeroplanes with an MOPSC of more than nine.

CAT.IDE.A.165 Additional equipment for operations in icing conditions at night

(a) Aeroplanes operated in expected or actual icing conditions at night shall be equipped with a means to illuminate or detect the formation of ice.

(b) The means to illuminate the formation of ice shall not cause glare or reflection that would handicap crew members in the performance of their duties.

CAT.IDE.A.170 Flight crew interphone system

Aeroplanes operated by more than one flight crew member shall be equipped with a flight crew interphone system, including headsets and microphones for use by all flight crew members.

CAT.IDE.A.175 Crew member interphone system

Aeroplanes with an MCTOM of more than 15 000 kg, or with an MOPSC of more than 19 shall be equipped with a crew member interphone system, except for aeroplanes first issued with an individual CofA before 1 April 1965 and already registered in a Member State on 1 April 1995.

CAT.IDE.A.180 Public address system

Aeroplanes with an MOPSC of more than 19 shall be equipped with a public address system.

CAT.IDE.A.185 Cockpit voice recorder

(a) The following aeroplanes shall be equipped with a cockpit voice recorder (CVR):

(1) aeroplanes with an MCTOM of more than 5 700 kg; and

(2) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 January 1990.

(b) Until 31 December 2018, the CVR shall be capable of retaining the data recorded during at least:

(1) the preceding 2 hours in the case of aeroplanes referred to in (a)(1) when the individual CofA has been issued on or after 1 April 1998;

(2) the preceding 30 minutes for aeroplanes referred to in (a)(1) when the individual CofA has been issued before 1 April 1998; or

(3) the preceding 30 minutes, in the case of aeroplanes referred to in (a)(2).

(c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least:

(1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2022 or

(2) the preceding 2 hours in all other cases.

(d) By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.

(e) The CVR shall record with reference to a timescale:

(1) voice communications transmitted from or received in the flight crew compartment by radio;

(2) flight crew members' voice communications using the interphone system and the public address system, if installed;

(3) the aural environment of the flight crew compartment, including without interruption:

(i) for aeroplanes first issued with an individual CofA on or after 1 April 1998, the audio signals received from each boom and mask microphone in use;

(ii) for aeroplanes referred to in (a)(2) and first issued with an individual CofA before 1 April 1998, the audio signals received from each boom and mask microphone, where practicable;

(4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.

(f) The CVR shall start to record prior to the aeroplane moving under its own power and shall continue to record until the termination of the flight when the aeroplane is no longer capable of moving under its own power. In addition, in the case of aeroplanes issued with an individual CofA on or after 1 April 1998, the CVR shall start automatically to record prior to the aeroplane moving under its own power and continue to record until the termination of the flight when the aeroplane is no longer capable of moving under its own power.

(g) In addition to (f), depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight, in the case of:

(1) aeroplanes referred to in (a)(1) and issued with an individual CofA on or after 1 April 1998; or

(2) aeroplanes referred to in (a)(2).

(h) If the CVR is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the CVR is deployable, it shall have an automatic emergency locator transmitter.

(i) Aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022 shall be equipped with an alternate power source to which the CVR and the cockpit- mounted area microphone are switched automatically in the event that all other power to the CVR is interrupted.

CAT.IDE.A.190 Flight data recorder

(a) The following aeroplanes shall be equipped with a flight data recorder (FDR) that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available:

(1) aeroplanes with an MCTOM of more than 5 700 kg and first issued with an individual CofA on or after 1 June 1990;

(2) turbine-engined aeroplanes with an MCTOM of more than 5 700 kg and first issued with an individual CofA before 1 June 1990; and

(3) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 April 1998.

(b) The FDR shall record:

(1) time, altitude, airspeed, normal acceleration and heading and be capable of retaining the data recorded during at least the preceding 25 hours for aeroplanes referred to in (a)(2) with an MCTOM of less than 27 000 kg;

(2) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) with an MCTOM of less than 27 000 kg and first issued with an individual CofA before 1 January 2016;

(3) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) and (a)(2) with an MCTOM of over 27 000 kg and first issued with an individual CofA before 1 January 2016;

(4) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices and be capable of

retaining the data recorded during at least the preceding 10 hours, in the case of aeroplanes referred to in (a)(3) and first issued with an individual CofA before 1 January 2016; or

(5) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) and (a)(3) and first issued with an individual CofA on or after 1 January 2016.

(c) Data shall be obtained from aeroplane sources that enable accurate correlation with information displayed to the flight crew.

(d) The FDR shall start to record the data prior to the aeroplane being capable of moving under its own power and shall stop after the aeroplane is incapable of moving under its own power. In addition, in the case of aeroplanes issued with an individual CofA on or after 1 April 1998, the FDR shall start automatically to record the data prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is incapable of moving under its own power.

(e) If the FDR is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the FDR is deployable, it shall have an automatic emergency locator transmitter.

CAT.IDE.A.191 Lightweight flight recorder

(a) Turbine-engined aeroplanes with an MCTOM of 2 250 kg or more and aeroplanes with an MOPSC of more than 9 shall be equipped with a flight recorder if all of the following conditions are met:

(1) they are not within the scope of point CAT.IDE.A.190(a);

(2) they are first issued with an individual CofA on or after 5 September 2022.

(b) The flight recorder shall record, by means of flight data or images, information that is sufficient to determine the flight path and aircraft speed.

(c) The flight recorder shall be capable of retaining the flight data and the images recorded during at least the preceding 5 hours.

(d) The flight recorder shall automatically start to record prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is no longer capable of moving under its own power.

(e) If the flight recorder records images or audio of the flight crew compartment, then a function shall be provided which can be operated by the commander and which modifies image and audio recordings made before the operation of that function, so that those recordings cannot be retrieved using normal replay or copying techniques.

CAT.IDE.A.195 Data link recording

(a) Aeroplanes first issued with an individual CofA on or after 8 April 2014 that have the capability to operate data link communications and are required to be equipped with a CVR, shall record on a recorder, where applicable:

(1) data link communication messages related to ATS communications to and from the aeroplane, including messages applying to the following applications:

(i) data link initiation;

(ii) controller-pilot communication;

(iii) addressed surveillance;

(iv) flight information;

(v) as far as is practicable, given the architecture of the system, aircraft broadcast surveillance;

(vi) as far as is practicable, given the architecture of the system, aircraft operational control data; and

(vii) as far as is practicable, given the architecture of the system, graphics;

(2) information that enables correlation to any associated records related to data link communications and stored separately from the aeroplane; and

(3) information on the time and priority of data link communications messages, taking into account the system's architecture.

(b) The recorder shall use a digital method of recording and storing data and information and a method for retrieving that data. The recording method shall allow the data to match the data recorded on the ground.

(c) The recorder shall be capable of retaining data recorded for at least the same duration as set out for CVRs in CAT.IDE.A.185.

(d) If the recorder is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the recorder is deployable, it shall have an automatic emergency locator transmitter.

(e) The requirements applicable to the start and stop logic of the data link recorder are the same as the requirements applicable to the start and stop logic of the cockpit voice recorder (CVR) that are contained in point CAT.IDE.A.185.

CAT.IDE.A.200 Combination recorder

Compliance with CVR and FDR requirements may be achieved by:

(a) one flight data and cockpit voice combination recorder in the case of aeroplanes required to be equipped with a CVR or an FDR;

(b) one flight data and cockpit voice combination recorder in the case of aeroplanes with an MCTOM of 5 700 kg or less and required to be equipped with a CVR and an FDR; or

(c) two flight data and cockpit voice combination recorders in the case of aeroplanes with an MCTOM of more than 5 700 kg and required to be equipped with a CVR and an FDR.

CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices

(a) Aeroplanes shall be equipped with:

(1) a seat or berth for each person on board who is aged 24 months or more;

(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);

(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of 5700 kg or less and with an MOPSC of nine or less, having an individual CofA first issued on or after 8 April 2015;

(4) a child restraint device (CRD) for each person on board younger than 24 months;

(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:

(i) on each flight crew seat and on any seat alongside a pilot's seat;

(ii) on each observer seat located in the flight crew compartment;

(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.

(b) A seat belt with upper torso restraint system shall have:

(1) a single point release;

(2) on the seats for the minimum required cabin crew, two shoulder straps and a seat belt that may be used independently; and

(3) on flight crew members' seats and on any seat alongside a pilot's seat either of the following:

(i) two shoulder straps and a seat belt that may be used independently; or

(ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes:

(A) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification;

(B) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are not compliant with the emergency landing dynamic conditions defined in the applicable certification specification and having an individual CofA first issued before 28 October 2014; and

(C) aeroplanes certified in accordance with EASA CS-VLA or equivalent and EASA CS-LSA or equivalent.

CAT.IDE.A.210 Fasten seat belt and no smoking signs

Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.

CAT.IDE.A.215 Internal doors and curtains

Aeroplanes shall be equipped with:

(a) in the case of aeroplanes with an MOPSC of more than 19, a door between the passenger compartment and the flight crew compartment, with a placard indicating 'crew only' and a locking means to prevent passengers from opening it without the permission of a member of the flight crew;

(b) a readily accessible means for opening each door that separates a passenger compartment from another compartment that has emergency exits;

(c) a means for securing in the open position any doorway or curtain separating the passenger compartment from other areas that need to be accessed to reach any required emergency exit from any passenger seat;

(d) a placard on each internal door or adjacent to a curtain that is the means of access to a passenger emergency exit, to indicate that it shall be secured open during take-off and landing; and

(e) a means for any member of the crew to unlock any door that is normally accessible to passengers and that can be locked by passengers.

CAT.IDE.A.220 First-aid kit

(a) Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1.

Table 1

Number of first-aid kits required

Number of passenger seats installed	Number of first-aid kits required
0-100	1
101-200	2
201-300	3
301-400	4
401-500	5
501 or more	6

(b) First-aid kits shall be:

(1) readily accessible for use; and
(2) kept up to date.

CAT.IDE.A.225 Emergency medical kit

(a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit when any point on the planned route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available.

(b) The commander shall ensure that drugs are only administered by appropriately qualified persons.

(c) The emergency medical kit referred to in (a) shall be:

(1) dust and moisture proof;
(2) carried in a way that prevents unauthorised access; and
(3) kept up to date.

CAT.IDE.A.230 First-aid oxygen

(a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation.

(b) The oxygen supply referred to in (a) shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person.

(c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.

(d) The first-aid oxygen equipment shall be capable of generating a mass flow to each person.

CAT.IDE.A.235 Supplemental oxygen — pressurised aeroplanes

(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.

(b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:

(1) quick donning types of masks for flight crew members;
(2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;
(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and
(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.

(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within four minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.

(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.

(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within four minutes to a cabin pressure altitude of 13 000 ft.

(f) The required minimum supply in Table 1, row 1 item (b)(1) and row 2, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes and followed by 20 minutes at 10 000 ft.

(g) The required minimum supply in Table 1, row 1 item 1(b)(2), shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes followed by 110 minutes at 10 000 ft.

(h) The required minimum supply in Table 1, row 3, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 15 000 ft in 10 minutes.

Table 1 **Oxygen minimum requirements for pressurised aeroplanes**

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty	(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft. (b) The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 13 000 ft, after the initial 30 minutes at these altitudes, but in no case less than: (1) 30 minutes' supply for aeroplanes certified to fly at altitudes not exceeding 25 000 ft; and (2) 2 hours' supply for aeroplanes certified to fly at altitudes of more than 25 000 ft.
2. Required cabin crew members	(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft, but not less than 30 minutes' supply. (b) The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 13 000 ft, after the initial 30 minutes at these altitudes.
3. 100 % of passengers(1)	The entire flying time when the cabin pressure altitude exceeds 15 000 ft, but in no case less than 10 minutes' supply.
4. 30 % of passengers(1)	The entire flying time when the cabin pressure altitude exceeds 14000 ft but does not exceed 15 000 ft.
5. 10 % of passengers(1)	The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 14000 ft, after the initial 30 minutes at these altitudes.
(1) Passenger numbers in Table 1 refer to passengers actually carried on board, including persons younger than 24 months.	

CAT.IDE.A.240 Supplemental oxygen — non-pressurised aeroplanes

Non-pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with Table 1.

Table 1

Oxygen minimum requirements for non-pressurised aeroplanes

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty and crew members assisting flight crew in their duties	The entire flying time at pressure altitudes above 10 000 ft.
2. Required cabin crew members	The entire flying time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
3. Additional crew members and 100 % of passengers(1)	The entire flying time at pressure altitudes above 13 000 ft.
4. 10 % of passengers(1)	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
(1) Passenger numbers in Table 1 refer to passengers actually carried on board, including persons younger than 24 months.	

CAT.IDE.A.245 Crew protective breathing equipment

(a) All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes:

(1) oxygen for each flight crew member on duty in the flight crew compartment;
(2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and
(3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.

(b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station.

(c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.

(d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in CAT.IDE.A.250 (b) and (c), or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment.

(e) A PBE while in use shall not prevent the use of the means of communication referred to in CAT.IDE.A.170, CAT.IDE.A.175, CAT.IDE.A.270 and CAT.IDE.A.330.

CAT.IDE.A.250 Hand fire extinguishers

(a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.

(b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.

(c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.

(d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.

(e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.

Table 1 **Number of hand fire extinguishers**

MOPSC	Number of extinguishers
7-30	1
31-60	2
61-200	3
201-300	4
301-400	5
401-500	6
501-600	7
601 or more	8

CAT.IDE.A.255 Crash axe and crowbar

(a) Aeroplanes with an MCTOM of more than 5 700 kg or with an MOPSC of more than nine shall be equipped with at least one crash axe or crowbar located in the flight crew compartment.

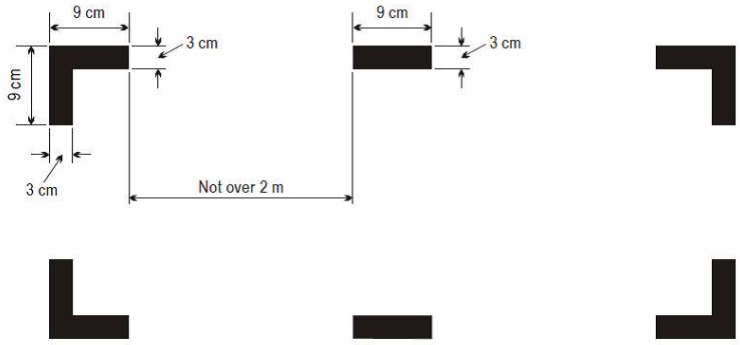
(b) For aircraft obtaining their Certificate of Registration (CofR) in the Kingdom of Thailand on or after 1 January 2027, an additional crash axe or crowbar shall be installed in or near the rearmost galley area for aeroplanes with an MOPSC of more than 200.

(c) Crash axes and crowbars located in the passenger compartment, when applicable, shall not be visible to passengers.

CAT.IDE.A.260 Marking of break-in points

If areas of the aeroplane's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.

Figure 1



CAT.IDE.A.265 Means for emergency evacuation

(a) Aeroplanes with passenger emergency exit sill heights of more than 1,83 m (6 ft) above the ground shall be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency.

(b) Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1,83 m (6 ft) from the ground with the aeroplane on the ground, the landing gear extended, and the flaps in the take-off or landing position, whichever flap position is higher from the ground.

(c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.

(d) The heights referred to in (a) and (c) shall be measured:

(1) with the landing gear extended; and

(2) after the collapse of, or failure to extend of, one or more legs of the landing gear, in the case of aeroplanes with a type certificate issued after 31 March 2000.

CAT.IDE.A.270 Megaphones

Aeroplanes with an MOPSC of more than 60 and carrying at least one passenger shall be equipped with the following quantities of portable battery-powered megaphones readily accessible for use by crew members during an emergency evacuation:

(a) For each passenger deck:

Table 1 **Number of megaphones**

Passenger seating configuration	Number of megaphones
61 to 99	1
100 or more	2

(b) For aeroplanes with more than one passenger deck, in all cases when the total passenger seating configuration is more than 60, at least one megaphone.

CAT.IDE.A.275 Emergency lighting and marking

(a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.

(b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:

(1) sources of general cabin illumination;
(2) internal lighting in floor level emergency exit areas;
(3) illuminated emergency exit marking and locating signs;
(4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required;
(5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and
(6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments.

(c) For aeroplanes with an MOPSC of 19 or less and type certified on the basis of the relevant certification specification or equivalent, the emergency lighting system referred to in point (a) shall include the equipment referred to in points (1), (2) and (3) of point (b)

(d) For aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the relevant certification specification or equivalent, the emergency lighting system referred to in point (a) shall include the equipment referred to in point (b)(1).

(e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.

CAT.IDE.A.280 Emergency locator transmitter (ELT)

(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:

(1) two ELTs, one of which shall be automatic, or one ELT and one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or

(2) one automatic ELT or two ELTs of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.

(b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:

(1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or

(2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN. MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.

(c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.

CAT.IDE.A.285 Flight over water

(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:

(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that the event of mishap there would be a likelihood of a ditching;

(2) landplanes flying en-route over water beyond gliding distance from the shore; and

(3) seaplanes operated over water.

(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.

(c) Seaplanes operated over water shall be equipped with the following:

(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, mass and handling characteristics;

(2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.

(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:

(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or

(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).

(e) Aeroplanes complying with (d) shall carry the following equipment:

(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;

(2) a survivor locator light in each life-raft;

(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and

(4) at least two survival ELTs (ELT(S)).

(f) By 1 January 2019 at the latest, aeroplanes with an MCTOM of more than 27 000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM of more than 45 500 kg shall be fitted with a securely attached underwater locating device that operates at a frequency of 8.8 kHz ± 1 kHz, unless:

(1) the aeroplane is operated over routes on which it is at no point at a distance of more than 180 NM from the shore; or

(2) the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.

CAT.IDE.A.305 Survival equipment

(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:

(1) signalling equipment to make the distress signals;

(2) at least one ELT(S); and

(3) additional survival equipment for the route to be flown taking account of the number of persons on board.

(b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:

(1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:

(i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or

(ii) 30 minutes at cruising speed for all other aeroplanes;

(2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.

CAT.IDE.A.325 Headset

(a) Aeroplanes shall be equipped with a headset with a boom or throat microphone or equivalent for each flight crew member at their assigned station in the flight crew compartment.

(b) Aeroplanes operated under IFR or at night shall be equipped with a transmit button on the manual pitch and roll control for each required flight crew member.

CAT.IDE.A.330 Radio communication equipment

(a) Aeroplanes shall be equipped with the radio communication equipment required by the applicable airspace requirements.

(b) The radio communication equipment shall provide for communication on the aeronautical emergency frequency 121.5 MHz.

(c) For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC), an aeroplane shall be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s)

CAT.IDE.A.335 Audio selector panel

Aeroplanes operated under IFR shall be equipped with an audio selector panel operable from each required flight crew member station.

CAT.IDE.A.340 Radio equipment for operations under VFR over routes navigated by reference to visual landmarks

Aeroplanes operated under VFR over routes navigated by reference to visual landmarks shall be equipped with radio communication equipment necessary under normal radio propagation conditions to fulfil the following:

(a) communicate with appropriate ground stations;

(b) communicate with appropriate ATC stations from any point in controlled airspace within which flights are intended; and

(c) receive meteorological information.

CAT.IDE.A.345 Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks

(a) Aeroplanes operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication, navigation and surveillance equipment in accordance with the applicable airspace requirements.

(b) Radio communication equipment shall include at least two independent radio communication systems necessary under normal operating conditions to communicate with an appropriate ground station from any point on the route, including diversions.

(c) Notwithstanding point (b), aeroplanes operated for short haul operations in the North Atlantic high-level (NAT HLA) airspace and not crossing the North Atlantic shall be equipped with at least one long range communication system, in case alternative communication procedures are published for the airspace concerned.

(d) Aeroplanes shall have sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment shall allow safe navigation in accordance with the flight plan.

(e) Aeroplanes operated on flights in which it is intended to land in IMC shall be equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodrome.

(f) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.

CAT.IDE.A.350 Transponder

Aeroplanes shall be equipped with a pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown.

All Aeroplanes, including those for which the individual certificate of airworthiness is first issued after 1 January 2009, shall be equipped with a data source that provides press-altitude information, with a resoloution of 7.62 m (25 ft) or better.

CAT.IDE.A.355 Management of aeronautical databases

(a) Aeronautical databases used on certified aircraft system applications shall meet data quality requirements that are adequate for the intended use of the data.

(b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.

(c) Notwithstanding any other occurrence reporting requirements as defined in the Kingdom of Thailand Civil Aviation Occurrence reporting Regulation, or other national provisions the

operator shall report to the database provider instances of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight.

In such cases, the operator shall inform flight crew and other personnel concerned, and shall ensure that the affected data is not used.

CAT.IDE.A.360 Surveillance Equipment

(a) An aeroplane shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services

(b) For operations where surveillance equipment is required to meet RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition to the requirement specified at (a):

(i) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s);

CAT.IDE.A.365 Radiation Indicator – Aeroplanes

All aeroplanes intended to be operated above 15 000 m (49 000 ft) shall carry equipment to measure and indicate contiunuously the dose rate of total cosmic radiation being received (i.e. the total of ionizing and neutron radiation of galactic and solar origin) and the cumulative dose on each flight. The display unit of the equipment shall be readily visible to a flight crew member.

SECTION 2 Helicopters

CAT.IDE.H.100 Instruments and equipment — general

(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements, except for the following items:

(1) Independent portable lights;
(2) An accurate time piece;
(3) Chart holder;
(4) First-aid kit;
(5) Megaphones;
(6) Survival and signalling equipment;
(7) Sea anchors and equipment for mooring;
(8) Child restraint devices.

(b) Instruments and equipment not required by this Subpart that do not need to be approved in accordance with the applicable airworthiness requirements but are carried on a flight, shall comply with the following:

(1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with the the requirements of the Air Navigation Act B.E 2497, Kingdom of Thailand national aviation requirements or CAT.IDE.H.330, CAT.IDE.H.335, CAT.IDE.H.340 and CAT.IDE.H.345; and

(2) the instruments and equipment shall not affect the airworthiness of the helicopter, even in the case of failures or malfunction.

(c) If equipment is to be used by one flight crew member at his/her station during flight, it shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it shall be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.

(d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.

(e) All required emergency equipment shall be easily accessible for immediate use.

CAT.IDE.H.105 Minimum equipment for flight

A flight shall not be commenced when any of the helicopter's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:

(a) the helicopter is operated in accordance with the operator's MEL; or

(b) the operator is approved by the CAAT to operate the helicopter within the constraints of the MMEL in accordance with point ORO.MLR.105(j).

CAT.IDE.H.115 Operating lights

(a) Helicopters operated under VFR by day shall be equipped with an anti-collision light system.

(b) Helicopters operated at night or under IFR shall, in addition to (a), be equipped with:

(1) lighting supplied from the helicopter's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the helicopter;

(2) lighting supplied from the helicopter's electrical system to provide illumination in all passenger compartments;

(3) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations;

(4) navigation/position lights;

(5) two landing lights of which at least one is adjustable in flight so as to illuminate the ground in front of and below the helicopter and the ground on either side of the helicopter; and

(6) lights to conform with the International Regulations for Preventing Collisions at Sea if the helicopter is amphibious.

CAT.IDE.H.125 Operations under VFR by day — flight and navigational instruments and associated equipment

(a) Helicopters operated under VFR by day shall be equipped with the following equipment, available at the pilot's station:

(1) A means of measuring and displaying:

(i) Magnetic heading;

(ii) Time in hours, minutes, and seconds;

(iii) Barometric altitude;

(iv) Indicated airspeed;

(v) Vertical speed;

(vi) Slip; and

(vii) Outside air temperature.

(2) A means of indicating when the supply of power to the required flight instruments is not adequate.

(b) Whenever two pilots are required for the operation, an additional separate means of displaying the following shall be available for the second pilot:

(1) Barometric altitude;

(2) Indicated airspeed;

(3) Vertical speed; and

(4) Slip.

(c) Helicopters with an MCTOM of more than 3 175 kg or any helicopter operating over water when out of sight of land or when the visibility is less than 1 500 m, shall be equipped with a means of measuring and displaying:

(1) Attitude; and
(2) Heading.

(d) A means for preventing malfunction of the airspeed indicating systems due to condensation or icing shall be available for helicopters with an MCTOM of more than 3 175 kg or an MOPSC of more than nine.

CAT.IDE.H.130 Operations under IFR or at night — flight and navigational instruments and associated equipment

Helicopters operated under VFR at night or under IFR shall be equipped with the following equipment, available at the pilot's station:

(a) A means of measuring and displaying:

(1) Magnetic heading;
(2) Time in hours, minutes and seconds;
(3) Indicated airspeed;
(4) Vertical speed;
(5) Slip;
(6) Attitude;
(7) Stabilised heading; and
(8) Outside air temperature.

(b) Two means of measuring and displaying Barometric altitude. For single-pilot operations under VFR at night one pressure altimeter may be substituted by a radio altimeter.

(c) A means of indicating when the supply of power to the required flight instruments is not adequate.

(d) A means of preventing malfunction of the airspeed indicating systems required in (a)(3) and (h)(2) due to either condensation or icing.

(e) A means of annunciating to the flight crew the failure of the means required in (d) for helicopters:

(1) issued with an individual CofA on or after 1 August 1999; or
(2) issued with an individual CofA before 1 August 1999 with an MCTOM of more than 3 175 kg, and with an MOPSC of more than nine.

(f) A standby means of measuring and displaying attitude that:

(1) is powered continuously during normal operation and, in the event of a total failure of the normal electrical generating system, is powered from a source independent of the normal electrical generating system;
(2) operates independently of any other means of measuring and displaying attitude;

(3) is capable of being used from either pilot's station;

(4) is operative automatically after total failure of the normal electrical generating system;

(5) provides reliable operation for a minimum of 30 minutes or the time required to fly to a suitable alternate landing site when operating over hostile terrain or offshore, whichever is greater, after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures;

(6) is appropriately illuminated during all phases of operation; and

(7) is associated with a means to alert the flight crew when operating under its dedicated power supply, including when operated by emergency power.

(g) An alternate source of static pressure for the means of measuring altitude, airspeed and vertical speed.

(h) Whenever two pilots are required for the operation, a separate means for displaying for the second pilot:

(1) Barometric altitude;

(2) Indicated airspeed;

(3) Vertical speed;

(4) Slip;

(5) Attitude; and

(6) Stabilised heading.

(i) For IFR operations, a chart holder in an easily readable position that can be illuminated for night operations.

CAT.IDE.H.135 Additional equipment for single-pilot operation under IFR

(**Note Single-pilot IFR helicopter operations are not authorised in the Kingdom of Thailand**)

Helicopters operated under IFR with a single-pilot shall be equipped with an autopilot with at least altitude hold and heading mode.

CAT.IDE.H.145 Radio altimeters

(a) Helicopters on flights over water shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot, when operating:

(1) out of sight of the land;

(2) in a visibility of less than 1 500 m;

(3) at night; or

(4) at a distance from land corresponding to more than three minutes at normal cruising speed.

CAT.IDE.H.160 Airborne weather detecting equipment

Helicopters with an MOPSC of more than nine and operated under IFR or at night shall be equipped with airborne weather detecting equipment when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route to be flown.

CAT.IDE.H.165 Additional equipment for operations in icing conditions at night

(a) Helicopters operated in expected or actual icing conditions at night shall be equipped with a means to illuminate or detect the formation of ice.

(b) The means to illuminate the formation of ice shall not cause glare or reflection that would handicap crew members in the performance of their duties.

CAT.IDE.H.170 Flight crew interphone system

Helicopters operated by more than one flight crew member shall be equipped with a flight crew interphone system, including headsets and microphones for use by all flight crew members.

CAT.IDE.H.175 Crew member interphone system

Helicopters shall be equipped with a crew member interphone system when carrying a crew member other than a flight crew member.

CAT.IDE.H.180 Public address system

(a) Helicopters with an MOPSC of more than nine shall be equipped with a public address system, with the exception of (b).

(b) Notwithstanding (a) helicopters with an MOPSC of more than nine and less than 20 are exempted from having a public address system, if:

(1) the helicopter is designed without a bulkhead between pilot and passengers; and
(2) the operator is able to demonstrate that when in flight, the pilot's voice is audible and intelligible at all passengers' seats.

CAT.IDE.H.185 Cockpit voice recorder

(a) The following helicopter types shall be equipped with a cockpit voice recorder (CVR):

(1) all helicopters with an MCTOM of more than 7 000 kg; and
(2) helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 1 January 1987.

(b) The CVR shall be capable of retaining the data recorded during at least:

(1) the preceding two hours for helicopters referred to in (a)(1) and (a)(2), when first issued with an individual CofA on or after 1 January 2016;

(2) the preceding one hour for helicopters referred to in (a)(1), when first issued with an individual CofA on or after 1 August 1999 and before 1 January 2016;

(3) the preceding 30 minutes for helicopters referred to in (a)(1), when first issued with an individual CofA before 1 August 1999; or

(4) the preceding 30 minutes for helicopters referred to in (a)(2), when first issued with an individual CofA before 1 January 2016.

(c) By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.

(d) The CVR shall record with reference to a timescale:

(1) voice communications transmitted from or received in the flight crew compartment by radio;

(2) flight crew members' voice communications using the interphone system and the public address system, if installed;

(3) the aural environment of the flight crew compartment, including without interruption:

(i) for helicopters first issued with an individual CofA on or after 1 August 1999, the audio signals received from each crew microphone;

(ii) for helicopters first issued with an individual CofA before 1 August 1999, the audio signals received from each crew microphone, where practicable;

(4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.

(e) The CVR shall start to record prior to the helicopter moving under its own power and shall continue to record until the termination of the flight when the helicopter is no longer capable of moving under its own power.

(f) In addition to (e), for helicopters referred to in (a)(2) issued with an individual CofA on or after 1 August 1999:

(1) the CVR shall start automatically to record prior to the helicopter moving under its own power and continue to record until the termination of the flight when the helicopter is no longer capable of moving under its own power; and

(2) depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight.

(g) If the CVR is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the CVR is deployable, it shall have an automatic emergency locator transmitter.

CAT.IDE.H.190 Flight data recorder

(a) The following helicopters shall be equipped with an FDR that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available:

(1) helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 1 August 1999;

(2) helicopters with an MCTOM of more than 7 000 kg, or an MOPSC of more than nine, and first issued with an individual CofA on or after 1 January 1989 but before 1 August 1999.

(b) The FDR shall record the parameters required to determine accurately the:

(1) flight path, speed, attitude, engine power, operation and configuration and be capable of retaining the data recorded during at least the preceding 10 hours, for helicopters referred to in (a)(1) and first issued with an individual CofA on or after 1 January 2016;

(2) flight path, speed, attitude, engine power and operation and be capable of retaining the data recorded during at least the preceding eight hours, for helicopters referred to in (a)(1) and first issued with an individual CofA before 1 January 2016;

(3) flight path, speed, attitude, engine power and operation and be capable of retaining the data recorded during at least the preceding five hours, for helicopters referred to in (a)(2).

(c) Data shall be obtained from helicopter sources that enable accurate correlation with information displayed to the flight crew.

(d) The FDR shall automatically start to record the data prior to the helicopter being capable of moving under its own power and shall stop automatically after the helicopter is incapable of moving under its own power.

(e) If the FDR is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the FDR is deployable, it shall have an automatic emergency locator transmitter.

CAT.IDE.H.191 Lightweight flight recorder

(a) Turbine-engined helicopters with an MCTOM of 2 250 kg or more shall be equipped with a flight recorder if all of the following conditions are met:

(1) they are not within the scope of point CAT.IDE.H.190(a);

(2) they are first issued with an individual CofA on or after 5 September 2022.

(b) The flight recorder shall record, by means of flight data or images, information that is sufficient to determine the flight path and aircraft speed.

(c) The flight recorder shall be capable of retaining the flight data and the images recorded during at least the preceding 5 hours.

(d) The flight recorder shall automatically start to record prior to the helicopter being capable of moving under its own power and shall stop automatically after the helicopter is no longer capable of moving under its own power.

(e) If the flight recorder records images or audio of the flight crew compartment, then a function shall be provided which can be operated by the commander and which modifies image and audio recordings made before the operation of that function, so that those recordings cannot be retrieved using normal replay or copying techniques.

CAT.IDE.H.195 Data link recording

(a) Helicopters first issued with an individual CofA on or after 8 April 2014 that have the capability to operate data link communications and are required to be equipped with a CVR, shall record on a recorder, where applicable:

(1) data link communication messages related to ATS communications to and from the helicopter, including messages applying to the following applications:

(i) data link initiation;

(ii) controller-pilot communication;

(iii) addressed surveillance;

(iv) flight information;

(v) as far as is practicable, given the architecture of the system, aircraft broadcast surveillance;

(vi) as far as is practicable, given the architecture of the system, aircraft operational control data;

(vii) as far as is practicable, given the architecture of the system, graphics;

(2) information that enables correlation to any associated records related to data link communications and stored separately from the helicopter; and

(3) information on the time and priority of data link communications messages, taking into account the system's architecture.

(b) The recorder shall use a digital method of recording and storing data and information and a method of readily retrieving that data shall be available. The recording method shall allow the data to match the data recorded on the ground.

(c) The recorder shall be capable of retaining data recorded for at least the same duration as set out for CVRs in CAT.IDE.H.185.

(d) If the recorder is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the recorder is deployable, it shall have an automatic emergency locator transmitter.

(e) The requirements applicable to the start and stop logic of the recorder are the same as the requirements applicable to the start and stop logic of the CVR contained in CAT.IDE.H.185(d) and (e).

CAT.IDE.H.200 Flight data and cockpit voice combination recorder

Compliance with CVR and FDR requirements may be achieved by the carriage of one combination recorder.

CAT.IDE.H.205 Seats, seat safety belts, restraint systems and child restraint devices

(a) Helicopters shall be equipped with:

(1) a seat or berth for each person on board who is aged 24 months or more;

(2) a seat belt on each passenger seat and restraining belts for each berth;

(3) for helicopters first issued with an individual CofA on or after 1 August 1999, a safety belt with upper torso restraint system for use on each passenger seat for each passenger aged 24 months or more;

(4) a child restraint device (CRD) for each person on board younger than 24 months;

(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration on each flight crew seat;

(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.

(b) A seat belt with upper torso restraint system shall:

(1) have a single point release; and

(2) on flight crew seats and on the seats for the minimum required cabin crew include two shoulder straps and a seat belt that may be used independently.

CAT.IDE.H.210 Fasten seat belt and no smoking signs

Helicopters in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.

CAT.IDE.H.220 First-aid kits

(a) Helicopters shall be equipped with at least one first-aid kit.

(b) First-aid kits shall be:

(1) readily accessible for use;

(2) kept up to date.

CAT.IDE.H.240 Supplemental oxygen — non-pressurised helicopters

Non-pressurised helicopters operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with the following tables.

***Table 1* Oxygen minimum requirements for complex non-pressurised helicopters**

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty and crew members assisting flight crew in their duties	The entire flying time at pressure altitudes above 10 000 ft.
2. Required cabin crew members	The entire flying time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
3. Additional crew members and 100 % of passengers(1)	The entire flying time at pressure altitudes above 13 000 ft.
4. 10 % of passengers(1)	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
(1) Passenger numbers in Table 1 refer to passengers actually carried on board including persons younger than 24 months.	

Table 2 Oxygen minimum requirements for other-than-complex non-pressurised helicopters

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty, crew members assisting flight crew in their duties, and required cabin crew members	The entire flying time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
2. Additional crew members and 100 % of passengers(1)	The entire flying time at pressure altitudes above 13 000 ft.
3. 10 % of passengers(1)	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
(1) Passenger numbers in Table 2 refer to passengers actually carried on board including persons younger than 24 months.	

CAT.IDE.H.250 Hand fire extinguishers

(a) Helicopters shall be equipped with at least one hand fire extinguisher in the flight crew compartment.

(b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.

(c) At least one hand fire extinguisher shall be available for use in each cargo compartment that is accessible to crew members in flight.

(d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.

(e) The helicopter shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.

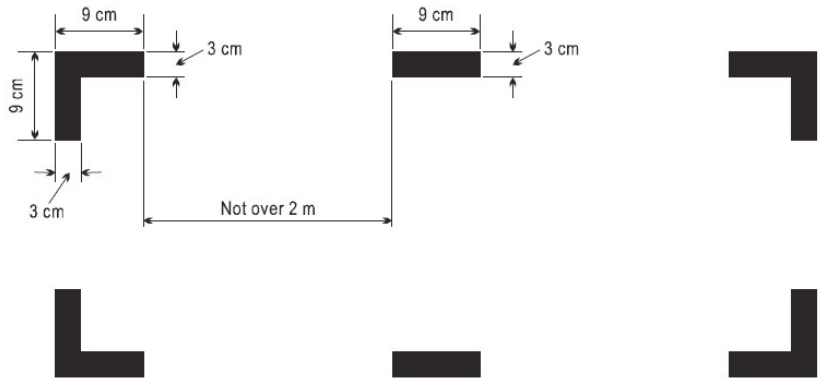
Table 1 **Number of hand fire extinguishers**

MOPSC	Number of extinguishers
7-30	1
31-60	2
61-200	3

CAT.IDE.H.260 Marking of break-in points

If areas of the helicopter's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.

Figure 1



CAT.IDE.H.270 Megaphones

Helicopters with an MOPSC of more than 19 shall be equipped with one portable battery-powered megaphone readily accessible for use by crew members during an emergency evacuation.

CAT.IDE.H.275 Emergency lighting and marking

(a) Helicopters with an MOPSC of more than 19 shall be equipped with:

(1) an emergency lighting system having an independent power supply to provide a source of general cabin illumination to facilitate the evacuation of the helicopter; and

(2) emergency exit marking and locating signs visible in daylight or in the dark.

(b) Helicopters shall be equipped with emergency exit markings visible in daylight or in the dark when operated:

(1) in performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed;

(2) in performance class 3 on a flight over water at a distance corresponding to more than three minutes flying time at normal cruising speed.

CAT.IDE.H.280 Emergency locator transmitter (ELT)

(a) Helicopters shall be equipped with at least one automatic ELT.

(b) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.

CAT.IDE.H.290 Life-jackets

(a) Helicopters shall be equipped with a life-jacket for each person on board or equivalent floatation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided, when operated in:

(1) performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed;

(2) performance class 3 on a flight over water beyond autorotational distance from land;

(3) performance class 2 or 3 when taking off or landing at an aerodrome or operating site where the take-off or approach path is over water.

(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.

CAT.IDE.H.295 Crew survival suits

Each crew member shall wear a survival suit when operating in performance class 3 on a flight over water beyond autorotational distance or safe forced landing distance from land, when the weather report or forecasts available to the commander indicate that the sea temperature will be less than plus 10 °C during the flight.

CAT.IDE.H.300 Life-rafts, survival ELTs and survival equipment on extended overwater flights

Helicopters operated:

(a) in performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed;

(b) in performance class 3 on a flight over water at a distance corresponding to more than three minutes flying time at normal cruising speed, shall be equipped with:

(1) in the case of a helicopter carrying less than 12 persons, at least one life-raft with a rated capacity of not less than the maximum number of persons on board, stowed so as to facilitate its ready use in an emergency;

(2) in the case of a helicopter carrying more than 11 persons, at least two life-rafts, stowed so as to facilitate their ready use in an emergency, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life-raft(S) having, the overload capacity sufficient to accommodate all persons on the helicopter;

(3) at least one survival ELT (ELT(S)) for each required life-raft; and

(4) life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.

CAT.IDE.H.305 Survival equipment

Helicopters operated over areas in which search and rescue would be especially difficult shall be equipped with:

(a) signalling equipment to make distress signals;

(b) at least one ELT(S); and

(c) additional survival equipment for the route to be flown taking account of the number of persons on board.

CAT.IDE.H.315 Helicopters certified for operating on water — miscellaneous equipment

Helicopters certified for operating on water shall be equipped with:

(a) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the helicopter on water, appropriate to its size, mass and handling characteristics; and

(b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.

CAT.IDE.H.320 All helicopters on flights over water — ditching

(a) Helicopters shall be designed for landing on water or certified for ditching in accordance with the relevant certification specification or equivalent airworthiness requirement acceptable to the

CAAT when operated in performance class 1 or 2 on a flight over water in a hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruise speed.

(b) Helicopters shall be designed for landing on water or certified for ditching in accordance the relevant certification specification or equivalent airworthiness requirement acceptable to the CAAT or fitted with emergency flotation equipment when operated in:

(1) performance class 1 or 2 on a flight over water in a non-hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruise speed;

(2) performance class 2, when taking off or landing over water, except in the case of helicopter emergency medical services (HEMS) operations, where for the purpose of minimising exposure, the landing or take-off at a HEMS operating site located in a congested environment is conducted over water;

(3) performance class 3 on a flight over water beyond safe forced landing distance from land.

CAT.IDE.H.325 Headset

Whenever a radio communication and/or radio navigation system is required, helicopters shall be equipped with a headset with boom microphone or equivalent and a transmit button on the flight controls for each required pilot and/or crew member at his/her assigned station.

CAT.IDE.H.330 Radio communication equipment

(a) Helicopters shall be equipped with the radio communication equipment required by the applicable airspace requirements.

(b) The radio communication equipment shall provide for communication on the aeronautical emergency frequency 121.5 MHz.

(c) For operations where communication equipment is required to meet an RCP specification for performance-based communicatio (PBC), an helicopter shall be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s)

CAT.IDE.H.335 Audio selector panel

Helicopters operated under IFR shall be equipped with an audio selector panel operable from each required flight crew member station.

CAT.IDE.H.340 Radio equipment for operations under VFR over routes navigated by reference to visual landmarks

Helicopters operated under VFR over routes that can be navigated by reference to visual landmarks shall be equipped with radio communication equipment necessary under normal radio propagation conditions to fulfil the following:

(a) communicate with appropriate ground stations;

(b) communicate with appropriate ATC stations from any point in controlled airspace within which flights are intended; and

(c) receive meteorological information.

CAT.IDE.H.345 Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks

(a) Helicopters operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication, navigation and surveillance equipment in accordance with the applicable airspace requirements.

(b) Radio communication equipment shall include at least two independent radio communication systems necessary under normal operating conditions to communicate with an appropriate ground station from any point on the route, including diversions.

(c) Helicopters shall have sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment shall allow safe navigation in accordance with the flight plan.

(d) Helicopters operated on flights in which it is intended to land in IMC shall be equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodromes.

(e) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.

CAT.IDE.H.350 Transponder

Helicopters shall be equipped with a pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown.

CAT.IDE.H.355 Management of aeronautical databases

(a) Aeronautical databases used on certified aircraft system applications shall meet data quality requirements that are adequate for the intended use of the data.

(b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.

(c) Notwithstanding any other occurrence reporting requirements as defined in in the Kingdom of Thailand Civil Aviation Occurrence reporting Regulation, or other national provisions, the operator shall report to the database provider instances of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight.

In such cases, the operator shall inform flight crew and other personnel concerned, and shall ensure that the affected data is not used.

CAT.IDE.H.360 Surveillance Equipment

(a) An helicopter shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services

(b) For operations where surveillance equipment is required to meet RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition to the requirement specified at (a):

(i) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s);