STATE OF KUWAIT
Directorate General of Civil Aviation

دولة الكويت
الإدارة العامة للطيران المدني

Date : 2020/02/17 التـــاريـخ :

Ref : 20/218/DDGASD/4 الإشـارة :

REGULATORY CIRCULAR (NO. 2020-04)

Subject:

Notice of Amendment to Kuwait Civil Aviation Safety Regulations KCASR (issue 4).

Purpose:

The purpose of this Regulatory Circular No. **2020-04** is to Amend **KCASR 6 – OPERATION OF AIRCRAFT - PART DEF – DEFINITIONS** (issue 4) .

This Regulatory Circular No. **2020-04** is based on (NPA) No. 2019-26 dated on 27/Nov/2019.

Revisions:

This amendment will be included in revision (3) of KCASR 6 – OPERATION OF AIRCRAFT - PART DEF – DEFINITIONS.

Regulatory Requirements:

This amendment shall apply to the following Organizations approved by the Directorate General of Civil Aviation (DGCA) or authorized to operate within the State of Kuwait:

1. Approved Maintenance Organizations (AMO) Holders;
2. Air Navigation Service Providers;
3. Air Operator Certificate (AOC) & Private Operator Certificate (POC) Holders;
4. Airport Operators;
5. Ground Handling Service Providers;
6. Flying Training Organizations;
7. All users of KCASRs.

Effective Date:

This new revision will be in effect from (12/Mar/2020).

Required Action:

All users of KCASR are required to comply with the provisions contained within this amendment from the effective date.

President of Civil Aviation

Eng. [illegible] Jelwi
Deputy [illegible] For Aviation
Safety, Air [illegible], Civil Aviation
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STATE OF KUWAIT
Directorate General of Civil Aviation

دولة الكويت
الإدارة العامة للطيران المدني

Date : 2020/02/13 التـــاريـخ :

Ref : 20/173/DDGASD/4 الإشـارة :

Deputy Director General for Air Navigation Affairs,
Directorate General of Civil Aviation,
Kuwait.

Sub.: ***Regulatory Circular No. 2020-04.***
Revision Number 03 to Kuwait Civil Aviation Safety Regulations – KCASR 6 – OPERATION OF AIRCRAFT - PART DEF – DEFINITIONS

Dear Sir,

Please find enclosed herewith the regulatory circular No. 2020-04 regarding the issuance of ***KCASR 6 – Operation of Aircraft - Part DEF – Definitions.*** This is for your information and distribution to all concerned departments.

Up to date KCASR Parts are published on the DGCA/ASD website (https://kcasr.dgca.gov.kw).

If required, the DGCA/Aviation Safety Department personnel are available to answer your questions on the interpretation and intended implementation of the proposed amendments.

KCASR 6 – Operation of Aircraft - Part DEF – Definitions will be in effect from the date of issue of the Regulatory Circular.

Yours Sincerely,

Deputy Director General for Aviation Safety
& Air Transport.

Eng. Emad F. Al-Jelwi
Deputy Director General For Aviation
Sefety, Air Transport, Civil Aviation
Security Department

Cc: President of Civil Aviation.
Director General of Civil Aviation.
Aviation Safety Director.
Air Transport Director.
Inspection & oversight Superintendent.
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ص.ب : ١٧ الصفاة - الرمز البريدي ١٣٠٠١ دولة الكويت - البدالة ٢٤٣٣٦٦٩٩ (٩٦٥+) - الرد الآلي : ١٦١ (٩٦٥+) - الفاكس : ٢٤٧١٣٥٠٤ (٩٦٥+)
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Kuwait Civil Aviation Safety Regulations

KCASR 6 – OPERATION OF AIRCRAFT

PART DEF – DEFINITIONS

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Amendment Record

Amendment No	Date of Issue	Remarks
1	June 2018	Part Rename
2	December 2018	Up to EASA Revision 11, July 2018
3	Feb 2020	NPA 2019-28 (EFB)

Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Law No (30) of the year 1960 and subsequent Ministerial Decisions No (3) of the year 1986, No (18) of the year 1990, and No (3) of the year 1996, based upon that Law and as reflected in the Preamble to the Kuwait Civil Aviation Safety Regulations, Issue 3, Rev.0, August 2013, the President of the Kuwait Directorate General of Civil Aviation is empowered to adopt and amend Kuwait Civil Aviation Safety Regulations. In accordance herewith, the following Regulation is hereby established for compliance by all persons concerned. This regulation shall be known as KCASR 6 – Part DEF Definitions and any reference to this title shall mean referring to these regulations governing the requirements to be met for the certification of operations of aircraft.

DC.2 Authority for this Regulation

DC.2.1 This KCASR 6 – Part DEF Definitions is issued on the authority of the President of the Kuwait Directorate General of Civil Aviation.

DC.3 Applicability

DC.3.1 This KCASR 6 – Part DEF Definitions is applicable to the aviation industry of the State of Kuwait.

DC.4 Scope

DC.4.1 KCASR 6 Operation of Aircraft contains the operation of aircraft regulations of the State of Kuwait, and shows compliance with ICAO Annex 6. The regulations in KCASR 6 are separated into the following parts with cross references between parts where applicable.

Part ARO Authority Regulations for Air Operations

Part ORO Organisation Regulations for Air Operations

Part DEF Definitions

Part CAT Commercial Air Transport

Part SPA Specific Approvals

Part SPO Special Operations

Part NCC Non Commercial with Complex Motor-Powered Aircraft

Part NCO Non Commercial other than Complex Motor-Powered Aircraft

DC.5 Definitions

DC.5.1 Terms not defined shall have the meaning given to them in the relevant legal instruments or international legal instruments in which they appear, especially as they appear in the Convention and its Annexes.

Part DEF Definitions for terms used in Parts ARO, ORO, CAT, SPA, NCC, SPO and NCO

For the purpose of this Regulation, the following definitions shall apply:

(1) **'accelerate-stop distance available (ASDA)'** means the length of the take-off run available plus the length of stop way, if such stop way is declared available by the State of the aerodrome and is capable of bearing the mass of the aeroplane under the prevailing operating conditions;

(2) **'acceptable means of compliance (AMC)'** means non-binding standards adopted by Kuwait DGCA to illustrate means to establish compliance with the Regulations;

(3) **'acceptance checklist'** means a document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met with;

(4) **'adequate aerodrome'** means an aerodrome on which the aircraft can be operated, taking account of the applicable performance requirements and runway characteristics;

(5) For the purpose of passenger classification

(a) **'adult'** means a person of an age of 12 years and above;

(b) **'child/children'** means persons who are of an age of two years and above but who are less than 12 years of age;

(c) **'infant'** means a person under the age of two years;

(6) **'aeroplane'** means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings;

(7) **'aided night vision imaging system (NVIS) flight'** means, in the case of NVIS operations, that portion of a visual flight rules (VFR) flight performed at night when a crew member is using night vision goggles (NVG);

(8) **'aircraft'** means a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;

(8a) 'aircraft tracking system' means a system that relies on aircraft tracking in order to identify abnormal flight behaviour and provide alert;

(9) **'alternative means of compliance'** means those means that propose an alternative to an existing acceptable means of compliance or those that propose new means to establish compliance with the Regulations for which no associated AMC have been adopted by the Kuwait DGCA;

(10) **'anti-icing'**, in the case of ground procedures, means a procedure that provides protection against the formation of frost or ice and accumulation of snow on treated surfaces of the aircraft for a limited period of time (hold-over time);

(11) **approach procedure with vertical guidance (APV) operation'** means an instrument approach which utilises lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a decision height (DH) not lower than 250 ft and a runway visual range (RVR) of not less than 600 m;

(11a) 'balloon empty mass' means the mass determined by weighing the balloon with all the installed equipment a specified in the AFM;

(12) **'cabin crew member'** means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;

(13) **'category I (CAT I) approach operation'** means a precision instrument approach and landing using an instrument landing system (ILS), microwave landing system (MLS), GLS (ground-based augmented global navigation satellite system (GNSS/GBAS) landing system), precision approach radar (PAR) or GNSS using a satellite-based augmentation system (SBAS) with a decision height (DH) not lower than 200 ft and with a runway visual range (RVR) not less than 550 m for aeroplanes and 500 m for helicopters;

(14) **'category II (CAT II) operation'** means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH below 200 ft but not lower than 100 ft; and

(b) RVR of not less than 300 m;

(15) **'category IIIA (CAT IIIA) operation'** means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft; and

(b) RVR not less than 200 m;

(16) **'category IIIB (CAT IIIB) operation'** means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft, or no DH; and

(b) RVR lower than 200 m but not less than 75 m;

(17) **'category A with respect to helicopters'** means a multi-engined helicopter designed with engine and system isolation features specified in the applicable airworthiness codes and capable of operations using take-off and landing data scheduled under a critical engine failure concept that assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off in the event of engine failure;

(18) **'category B with respect to helicopters'** means a single-engined or multi-engined helicopter that does not meet category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and unscheduled landing is assumed;

(19) **'certification specifications'** (CS) means technical standards adopted by the Kuwait DGCA indicating means to show compliance with the Regulations and which can be used by an organisation for the purpose of certification;

(20) **'circling'** means the visual phase of an instrument approach to bring an aircraft into position for landing on a runway/FATO that is not suitably located for a straight-in approach;

(21) **'clearway'** means a defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height;

(22) **'cloud base'** means the height of the base of the lowest observed or forecast cloud element in the vicinity of an aerodrome or operating site or within a specified area of operations, normally measured above aerodrome elevation or, in the case of offshore operations, above mean sea level;

(23) **'code share'** means an arrangement under which an operator places its designator code on a flight operated by another operator, and sells and issues tickets for that flight;

(24) **'congested area'** means in relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes;

(25) **'contaminated runway'** means a runway of which more than 25 % of the runway surface area within the required length and width being used is covered by the following:

(a) surface water more than 3 mm (0,125 in) deep, or by slush, or loose snow, equivalent to more than 3 mm (0,125 in) of water;
(b) snow which has been compressed into a solid mass which resists further compression and will hold together or break into lumps if picked up (compacted snow); or
(c) ice, including wet ice;

(26) **'contingency fuel'** means the fuel required to compensate for unforeseen factors that could have an influence on the fuel consumption to the destination aerodrome;

(27) **'continuous descent final approach (CDFA)'** means a technique, consistent with stabilised approach procedures, for flying the final-approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre shall begin for the type of aircraft flown;

(28) **'converted meteorological visibility (CMV)'** means a value, equivalent to an RVR, which is derived from the reported meteorological visibility;

(29) **'crew member'** means a person assigned by an operator to perform duties on board an aircraft;

(30) **'critical phases of flight'** in the case of aeroplanes means the take-off run, the take-off flight path, the final approach, the missed approach, the landing, including the landing roll, and any other phases of flight as determined by the pilot-in-command or commander;

(31) **'critical phases of flight'** in the case of helicopters means taxiing, hovering, take-off, final approach, missed approach, the landing and any other phases of flight as determined by the pilot-in-command or commander;

(32) **'damp runway'** means a runway where the surface is not dry, but when the moisture on it does not give it a shiny appearance;

(33) **'dangerous goods (DG)'** means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the technical instructions or which are classified according to those instructions;

(34) **'dangerous goods accident'** means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage;

(35) **'dangerous goods incident'** means:

(a) an occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained;

(b) any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants;

(36) **'de-icing'**, in the case of ground procedures, means a procedure by which frost, ice, snow or slush is removed from an aircraft in order to provide uncontaminated surfaces;

(37) **'defined point after take-off (DPATO)'** means the point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required;

(38) **'defined point before landing (DPBL)'** means the point within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required;

(39) **'distance DR'** means the horizontal distance that the helicopter has travelled from the end of the take-off distance available;

(40) **"Dry lease agreement"** means an agreement between undertakings pursuant to which the aircraft is operated under the air operator certificate (AOC) of the lessee or, in the case of commercial operations other than CAT, under the responsibility of the lessee;

(41) **'dry operating mass'** means the total mass of the aircraft ready for a specific type of operation, excluding usable fuel and traffic load;

(42) **'dry runway'** means a runway which is neither wet nor contaminated, and includes those paved runways which have been specially prepared with grooves or porous pavement and maintained to retain 'effectively dry' braking action even when moisture is present;

(43) **'EFB application'** means a software application installed on an EFB host platform that provides one or more specific operational functions which support flight operations;

(44) **'EFB host platform'** means the hardware equipment in which the computing capabilities and basic software reside, including the operating system and the input/output software;

(45) **'EFB system'** means the hardware equipment (including any battery, connectivity provisions, input/output components) and software (including databases and the operating system) needed to support the intended EFB application(s);

(46) **'electronic flight bag (EFB)'** means an electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties;

(47) **'elevated final approach and take-off area (elevated FATO)'** means a FATO that is at least 3 m above the surrounding surface;

(48) **'ELA1 aircraft'** means the following manned European Light Aircraft:

(a) an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;

(b) a sailplane or powered sailplane of 1 200 kg MTOM or less;

(c) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m3 for hot air balloons, 1 050 m3 for gas balloons, 300 m3 for tethered gas balloons;

'ELA2 aircraft' means the following manned European Light Aircraft:

(a) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;

(b) a sailplane or powered sailplane of 2 000 kg MTOM or less;

(c) a balloon;

(d) a Very Light Rotorcraft with a MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and/or rocket engines; restricted to VFR day operations;

(49) **'elevated final approach and take-off area (elevated FATO)'** means a FATO that is at least 3 m above the surrounding surface;

(50) **'en-route alternate (ERA) aerodrome'** means an adequate aerodrome along the route, which may be required at the planning stage;

(51) **'enhanced vision system (EVS)'** means a system to display electronic real-time images of the external scene achieved through the use of imaging sensors;

(52) **'final approach and take-off area (FATO)'** means a defined area for helicopter operations, over which the final phase of the approach manoeuvre to hover or land is completed, and from which the take-off manoeuvre is commenced. In the case of helicopters operating in performance class 1, the defined area includes the rejected take-off area available;

(53) **'flight data monitoring (FDM)'** means the proactive and non-punitive use of digital flight data from routine operations to improve aviation safety;

(54) **'flight simulation training device (FSTD)'** means a training device which is:

(a) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT), or a basic instrument training device (BITD);

(b) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT);

(55) **'fuel ERA aerodrome'** means an ERA aerodrome selected for the purpose of reducing contingency fuel;

(56) **'GBAS landing system (GLS)'** means an approach landing system using ground based augmented global navigation satellite system (GNSS/GBAS) information to

provide guidance to the aircraft based on its lateral and vertical GNSS position. It uses geometric altitude reference for its final approach slope;

(57) **'ground emergency service personnel'** means any ground emergency service personnel (such as policemen, firemen, etc.) involved with helicopter emergency medical services (HEMSs) and whose tasks are to any extent pertinent to helicopter operations;

(58) **'grounding'** means the formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it;

(59) **'head-up display (HUD)'** means a display system which presents flight information to the pilot's forward external field of view and which does not significantly restrict the external view;

(60) **'head-up guidance landing system (HUDLS)'** means the total airborne system that provides head-up guidance to the pilot during the approach and landing and/or missed approach procedure. It includes all sensors, computers, power supplies, indications and controls;

(61) **'helicopter'** means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

(62) **'helicopter hoist operation (HHO) crew member'** means a technical crew member who performs assigned duties relating to the operation of a hoist;

(63) **'helideck'** means a FATO located on a floating or fixed offshore structure;

(64) **'HEMS crew member'** means a technical crew member who is assigned to a HEMS flight for the purpose of attending to any person in need of medical assistance carried in the helicopter and assisting the pilot during the mission;

(65) **'HEMS flight'** means a flight by a helicopter operating under a HEMS approval, the purpose of which is to facilitate emergency medical assistance, where immediate and rapid transportation is essential, by carrying:

(a) medical personnel;

(b) medical supplies (equipment, blood, organs, drugs); or

(c) ill or injured persons and other persons directly involved;

(66) **'HEMS operating base'** means an aerodrome at which the HEMS crew members and the HEMS helicopter may be on stand-by for HEMS operations;

(67) **'HEMS operating site'** means a site selected by the commander during a HEMS flight for helicopter hoist operations, landing and take-off;

(68) **'HHO flight'** means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist;

(69) **'HHO offshore'** means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist from or to a vessel or structure in a sea area or to the sea itself;

(70) **'HHO passenger'** means a person who is to be transferred by means of a helicopter hoist; (64) 'HHO site' means a specified area at which a helicopter performs a hoist transfer;

(71) **'HHO site'** means a specified area at which a helicopter performs a hoist transfer;

(72) **'hold-over time (HoT)'** means the estimated time the anti-icing fluid will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aeroplane;

(73) **'hostile environment'** means:

(a) an environment in which:

(i) a safe forced landing cannot be accomplished because the surface is inadequate;

(ii) the helicopter occupants cannot be adequately protected from the elements;

(iii) search and rescue response/capability is not provided consistent with anticipated exposure; or

(iv) there is an unacceptable risk of endangering persons or property on the ground;

(b) in any case, the following areas:

(i) for overwater operations, the open sea areas north of 45N and south of 45S designated by the authority of the State concerned;

(ii) those parts of a congested area without adequate safe forced landing areas;

(74) **'landing decision point (LDP)'** means the point used in determining landing performance from which, an engine failure having been recognised at this point, the landing may be safely continued or a balked landing initiated;

(75) **'landing distance available (LDA)'** means the length of the runway which is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane landing;

(76) **'landplane'** means a fixed wing aircraft which is designed for taking off and landing on land and includes amphibians operated as landplanes;

(77) **'local helicopter operation'** means a commercial air transport operation of helicopters with a maximum certified take-off mass (MCTOM) over 3175 kg and a maximum operational passenger seating configuration (MOPSC) of nine or less, by day, over routes navigated by reference to visual landmarks, conducted within a local and defined geographical area specified in the operations manual;

(78) **'low visibility procedures (LVP)'** means procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than standard category I, other than standard category II, category II and III approaches and low visibility take-offs;

(79) **'low visibility take-off (LVTO)'** means a take-off with an RVR lower than 400 m but not less than 75 m;

(80) **'lower than standard category I (LTS CAT I) operation'** means a category I instrument approach and landing operation using category I DH, with an RVR lower than would normally be associated with the applicable DH but not lower than 400 m;

(81) **'maximum operational passenger seating configuration (MOPSC)'** means the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operations manual. Taking as a baseline the maximum passenger seating configuration established during the certification process conducted for the type certificate (TC), supplemental type certificate (STC) or change to the TC or STC as relevant to the individual aircraft, the MOPSC may establish an equal or lower number of seats, depending on the operational constraints;

(82) **'medical passenger'** means a medical person carried in a helicopter during a HEMS flight, including but not limited to doctors, nurses and paramedics;

(78a) "misuse of substances" means the use of one or more psychoactive substances by flight crew, cabin crew members and other safety-sensitive personnel in a way that: (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others, and/or (b) causes or worsens an occupational, social, mental or physical problem or disorder;

(83) **'night'** means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the Kuwait DGCA;

(84) **'night vision goggles (NVG)'** means a head-mounted, binocular, light intensification appliance that enhances the ability to maintain visual surface references at night;

(85) **'night vision imaging system (NVIS)'** means the integration of all elements required to successfully and safely use NVGs while operating a helicopter. The system includes as a minimum: NVGs, NVIS lighting, helicopter components, training and continuing airworthiness;

(86) **'non-hostile environment'** means an environment in which:

(a) a safe forced landing can be accomplished;

(b) the helicopter occupants can be protected from the elements; and

(c) search and rescue response/capability is provided consistent with the anticipated exposure.

In any case, those parts of a congested area with adequate safe forced landing areas shall be considered non-hostile;

(87) **'non-precision approach (NPA) operation'** means an instrument approach with a minimum descent height (MDH), or DH when flying a CDFA technique, not lower than 250 ft and an RVR/CMV of not less than 750 m for aeroplanes and 600 m for helicopters;

(88) **'NVIS crew member'** means a technical crew member assigned to an NVIS flight;

(89) **'NVIS flight'** means a flight under night visual meteorological conditions (VMC) with the flight crew using NVGs in a helicopter operating under an NVIS approval;

(90) **'offshore operations'** means operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations;

(86a) **'offshore location'** means a facility intended to be used for helicopter operations on a fixed or floating offshore structure or a vessel;

(86b) **'open sea area'** means the area of water to seaward of the coastline;

(91) **'operating site'** means a site, other than an aerodrome, selected by the operator or pilot-in-command or commander for landing, take-off and/or external load operations;

(92) **'operation in performance class 1'** means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs;

(93) **'operation in performance class 2'** means an operation that, in the event of failure of the critical engine, performance is available to enable the helicopter to safely continue the flight, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required;

(94) **'operation in performance class 3'** means an operation that, in the event of an engine failure at any time during the flight, a forced landing may be required in a multi-engined helicopter and will be required in a single-engined helicopter;

(95) **'operational control'** means the responsibility for the initiation, continuation, termination or diversion of a flight in the interest of safety;

(96) **'other than standard category II (OTS CAT II) operation'** means a precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach category II light system are not available, and with:

(a) DH below 200 ft but not lower than 100 ft; and

(b) RVR of not less than 350 m;

(97) **'performance class A aeroplanes'** means multi-engined aeroplanes powered by turbo-propeller engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5700 kg, and all multi-engined turbo-jet powered aeroplanes;

(98) **'performance class B aeroplanes'** means aeroplanes powered by propeller engines with an MOPSC of nine or less and a maximum take-off mass of 5700 kg or less;

(99) **'performance class C aeroplanes'** means aeroplanes powered by reciprocating engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5700 kg;

(100) **'pilot-in-command'** means the pilot designated as being in command and charged with the safe conduct of the flight. For the purpose of commercial air transport operations, the 'pilot-in-command' shall be termed the 'commander';

(101) **'principal place of business'** means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;

(102) **'prioritisation of ramp inspections'** means the dedication of an appropriate portion of the total number of ramp inspections conducted by or on behalf of the Local authority on an annual basis as provided in Part-ARO;

(103) **'portable EFB'** means a portable EFB host platform, used on the flight deck, which is not part of the configuration of the certified aircraft;

(98a) '**psychoactive substances'** means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, with the exception of caffeine and tobacco;

(104) **'public interest site (PIS)'** means a site used exclusively for operations in the public interest;

(105) **'ramp inspection'** means the inspection of aircraft, of flight and cabin crew qualifications and of flight documentation in order to verify the compliance with the applicable requirements;

(106) **'rectification interval'** means a limitation on the duration of operations with inoperative equipment;

(107) **'rejected take-off distance available (RTODAH)'** means the length of the final approach and take-off area declared available and suitable for helicopters operated in performance class 1 to complete a rejected take-off;

(108) **'rejected take-off distance required (RTODRH)'** means the horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following an engine failure and rejection of the take-off at the take-off decision point;

(103a) **'required navigation performance (RNP) specification'** means a navigation specification for PBN operations which includes a requirement for on-board navigation performance monitoring and alerting;

(109) **'runway visual range (RVR)'** means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;

(110) **'safe forced landing'** means an unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface;

(105a) **'safety-sensitive personnel'** means persons who might endanger aviation safety if they perform their duties and functions improperly, including flight crew and cabin crew members, aircraft maintenance personnel and air traffic controllers;

(111) **'seaplane'** means a fixed wing aircraft which is designed for taking off and landing on water and includes amphibians operated as seaplanes;

(112) **'Separate runways'** means runways at the same aerodrome that are separate landing surfaces. These runways may overlay or cross in such a way that if one of the runways is blocked, it will not prevent the planned type of operations on the other runway. Each runway shall have a separate approach procedure based on a separate navigation aid;

(113) **'special VFR flight'** means a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC;

(114) **'stabilised approach (SAp)'** means an approach that is flown in a controlled and appropriate manner in terms of configuration, energy and control of the flight path from a pre-determined point or altitude/height down to a point 50 ft above the threshold or the point where the flare manoeuvre is initiated if higher;

(109a) **'sterile flight crew compartment'** means any period of time when the flight crew members are not disturbed or distracted, except for matters critical to the safe operation of the aircraft or the safety of the occupants;

(115) **'take-off alternate aerodrome'** means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and if it is not possible to use the aerodrome of departure;

(116) **'take-off decision point (TDP)'** means the point used in determining take-off performance from which, an engine failure having been recognised at this point, either a rejected take-off may be made or a take-off safely continued;

(117) **'take-off distance available (TODA)'** in the case of aeroplanes means the length of the take-off run available plus the length of the clearway, if provided;

(118) **'take-off distance available (TODAH)'** in the case of helicopters means the length of the final approach and take-off area plus, if provided, the length of helicopter clearway declared available and suitable for helicopters to complete the take-off;

(119) **'take-off distance required (TODRH)'** in the case of helicopters means the horizontal distance required from the start of the take-off to the point at which take-off safety speed (V_{TOSS}), a selected height and a positive climb gradient are achieved, following failure of the critical engine being recognised at the TDP, the remaining engines operating within approved operating limits;

(120) **'take-off flight path'** means the vertical and horizontal path, with the critical engine inoperative, from a specified point in the take-off for aeroplanes to 1500 ft above the surface and for helicopters to 1000 ft above the surface;

(121) **'take-off mass'** means the mass including everything and everyone carried at the commencement of the take-off for helicopters and take-off run for aeroplanes;

(122) **'take-off run available (TORA)'** means the length of runway that is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane taking off;

(117a) **"Task specialist"** means a person assigned by the operator or a third party, or acting as an undertaking, who performs tasks on the ground directly associated with a specialised task or performs specialised tasks on board or from the aircraft.'.

(123) **'technical crew member'** means a crew member in commercial air transport HEMS, HHO or NVIS operations other than a flight or cabin crew member, assigned by the operator to duties in the aircraft or on the ground for the purpose of assisting the pilot during HEMS, HHO or NVIS operations, which may require the operation of specialised on-board equipment;

(124) **'technical instructions (TI)'** means the latest effective edition of the 'Technical instructions for the safe transport of dangerous goods by air', including the supplement and any addenda, approved and published by the International Civil Aviation Organisation;

(125) **'traffic load'** means the total mass of passengers, baggage, cargo and carry-on specialist equipment, including any ballast;

(126) 'type **A EFB application'** means an EFB application whose malfunction or misuse has no safety effect;

(127) **'type B EFB application'** means an EFB application:

(a) whose malfunction or misuse is classified as minor failure condition or below; and

(b) which neither replaces nor duplicates any system or functionality required byairworthiness regulations, airspace requirements, or operational rules;

(128) **'unaided NVIS flight'** means, in the case of NVIS operations, that portion of a VFR flight performed at night when a crew member is not using NVG;

(129) **'undertaking'** means any natural or legal person, whether profit-making or not, or any official body whether having its own personality or not;

(130) **'V_1'** means the maximum speed in the take-off at which the pilot must take the first action to stop the aeroplane within the accelerate-stop distance. V_1 also means the minimum speed in the take-off, following a failure of the critical engine at V_{EF}, at which the pilot can continue the take-off and achieve the required height above the take- off surface within the take-off distance;

(131) **'V_{EF}'** means the speed at which the critical engine is assumed to fail during take-off;

(132) **'visual approach'** means an approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain;

(133) **'weather-permissible aerodrome'** means an adequate aerodrome where, for the anticipated time of use, weather reports, or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the required aerodrome operating minima, and the runway surface condition reports indicate that a safe landing will be possible;

(134) **'wet lease agreement'** means an agreement:

– in the case of CAT operations, between air carriers pursuant to which the aircraft is operated under the AOC of the lessor; or

– in the case of commercial operations other than CAT, between operators pursuant to which the aircraft is operated under the responsibility of the lessor;

(135) **'wet runway'** means a runway of which the surface is covered with water, or equivalent, less than specified by the 'contaminated runway' definition or when there is sufficient moisture on the runway surface to cause it to appear reflective, but without significant areas of standing water.