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GRENADA

STATUTORY RULES AND ORDERS NO. 7 OF 2020

THESE DIRECTIVES ARE ISSUED PURSUANT TO SECTION 11 OF THE CIVIL AVIATION ACT, CHAPTER 54A AND REGULATION 78 OF THE CIVIL AVIATION (FLIGHT SAFETY) REGULATIONS, SRO NO. 3 OF 2020 AND SHALL HAVE THE EFFECT OF A REGULATION MADE UNDER THE ACT–

(Gazetted 13th March, 2020).

DIRECTIVE FOR PART 2 OF THE SCHEDULE

1. Applicable Laws. This directive is issued pursuant to section 11 of the Civil Aviation Act Chapter 54A and Regulation 78 of the Civil Aviation (Flight Safety) Regulations No. 3 of 2020 and shall have the effect of a regulation made under the Act.

2. Purpose. Amendments 171 and 172 to Annex 1 of the Chicago Convention have since been issued. This directive is hereby issued to have the Civil Aviation (Flight Safety) Regulations Part 2 address these amendments for safety reasons.

The following changes to the sections of Part 2 of the Schedule under the compliance section of this directive shall be complied with.

3. Compliance.—(1) In addition to the requirements in Subsection 2.2.1.5–

> For the issue of an aeroplane category type rating, upset prevention and recovery training.

(2) In addition to the requirements in Subsection 2.3.1.6–

> Principles of operation, handling procedures and operating limitations of aircraft powerplants, effects of atmospheric conditions on engine performance.

4. Coming into force. This directive comes into force immediately upon publication in the *Official Gazette.*

DIRECTIVE FOR PART 5 OF THE SCHEDULE

5. Applicable Laws. This directive is issued pursuant to section 11 of the Civil Aviation Act Chapter 54A and Regulation 78 of the Civil Aviation (Flight Safety) Regulations No. 3 of 2020 and shall have the effect of a regulation made under the Act.

6. Purpose. Amendments 104 to Annex 8 of the Chicago Convention have since been issued. This directive is hereby issued to have the Civil Aviation (Flight Safety) Regulations Part 5 address these amendments for safety reasons.

The following changes to the sections of Part 5 of the Schedule under the compliance section of this directive shall be complied with.

7. Compliance. (1) In addition to the requirements in Subsection 5.4.1.11–

No person may operate an aircraft with a Special Airworthiness Certificate–

(i) except in accordance with the applicable CAR and in accordance with conditions and limitations which may be prescribed by the Authority as part of this certificate, or

(ii) over any foreign country without the permission of that country

8. Coming into force. This directive comes into force immediately upon publication in the *Official Gazette.*

DIRECTIVE FOR PART 6 OF THE SCHEDULE

9. Applicable Laws. This directive is issued pursuant to section 11 of the Civil Aviation Act Chapter 54A and Regulation 78 of the Civil Aviation (Flight Safety) Regulations No. 3 of 2020 and shall have the effect of a regulation made under the Act.

10. Purpose. Amendments 37A and 37B to Annex 6 Part I of the Chicago Convention have since been issued. This directive is hereby issued to have the Civil Aviation (Flight Safety) Regulations Part 6 address these amendments for safety reasons.

The following changes to the sections of Part 6 of the Schedule under the compliance section of this directive shall be complied with.

11. Compliance. In addition to the requirements in Subsection 6.3.1.2–

Location of the AMO–

(a) Principal place of business. An applicant for, or holder of, a certificated AMO under this Part shall establish and maintain a principal place of business office that is physically located at the address shown on its certificate.

(b) Additional fixed locations. An AMO may have additional fixed locations without certificating each facility as a stand-alone AMO, which may be approved by the Authority provided that–

(i) All of the facilities are localised and within a defined area, and

(ii) All locations operate under the approval of the AMO certificate and operations specifications.

(c) Foreign locations of AMOs. An AMO approved by the Authority may be located in a country outside Grenada and is subject to all the applicable requirements of this Part.

12. Coming into force. This directive comes into force immediately upon publication in the *Official Gazette.*

DIRECTIVE FOR PART 8 OF THE SCHEDULE

13. Applicable Laws. This directive is issued pursuant to section 11 of the Civil Aviation Act Chapter 54A and Regulation 78 of the Civil Aviation (Flight Safety) Regulations No. 3 of 2020 and shall have the effect of a regulation made under the Act.

14. Purpose. Amendments 44 to Annex 2, amendments 37A and 37B to Annex 6 Part I, amendments 32A and 32B to Annex 6 Part II and amendments 18A and 18B to Annex 6 Part III of the Chicago Convention have since been issued. This directive is hereby issued to have the Civil Aviation (Flight Safety) Regulations Part 8 address these amendments for safety reasons.

The following additions to the requirements of Part 8 of the Schedule under the compliance section of this directive are to be complied with.

15. Compliance.—(1) In addition to the requirements in Subsection 8.4.1.11–

No person may act as co-pilot of an aircraft type certified for more than one pilot unless, since the beginning of the past 12 calendar-months, he or she has logged 3 takeoff and landings as the sole manipulator of the controls in the aircraft of the same type.

(2) In addition to the requirements in Subsection 8.6.1.3–

Enroute alternate aerodrome (if required)

(3) In addition to the requirements in Subsection 8.6.2.5–

At the time of take-off, the meteorological conditions at the departure aerodrome are at or above the operator's established aerodrome operating minima for that operation.

(4) In addition to the requirements of Subsection 8.6.2.8–

When the environment around the offshore alternate is hostile

(5) In addition to the requirements of 8.6.2.11–

In requesting EDTO approval, each AOC holder shall show to the satisfaction of the Authority that–

(a) For all aeroplanes,

the most limiting EDTO significant system time limitation, if any indicated in the Aeroplane Flight Manual (directly or by reference) and relevant to that particular operation is not exceeded; and the additional fuel required by Subsection 8.6.2.15 shall include the fuel necessary to comply with the EDTO critical fuel scenario as established by the Authority;

(b) For aeroplanes with two turbine engines, the aeroplane is EDTO certified and has verified,

the reliability of the propulsion system Airworthiness certification for EDTO of the aeroplane type; and

EDTO maintenance programme;

(c) It has conducted a safety risk assessment which demonstrates how an equivalent level of safety will be maintained, taking into account the following–

Capabilities of the operator;

Overall reliability of the aeroplane;

Reliability of each time limited system;

Relevant information from the aeroplane manufacturer; and

Specific mitigation measures.

(d) No AOC holder shall commence a flight unless, during the possible period of arrival, the required en-route alternate aerodrome will be available and the available information indicates that conditions at the aerodrome will be at or above the aerodrome operating minima approved for the operation.

(e) No AOC holder shall conduct operations beyond 60 minutes, from a point on a route to an en-route alternate aerodrome unless it ensures that–

For all aeroplanes,

en-route alternate aerodromes are identified; and the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions;

For aeroplanes with two turbine engines,

the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use.

These requirements are incorporated into the operator's operational control and flight dispatch procedures, operating procedures and training programmes.

(f) No AOC Holder shall proceed beyond the threshold time approved by the Authority unless–

the identified en-route alternate aerodromes have been re-evaluated for availability; and the most up to date information indicates that, during the estimated time of use, conditions at those aerodromes will be at or above the operator's established aerodrome operating minima for that operation; or

conditions are identified that would preclude a safe approach and landing at that aerodrome during the estimated time of use and an alternative course of action has been determined.

(6) In addition to the requirements of 8.6.2.12–

The ceiling and visibility requirements for operations conducted in accordance with paragraphs (a) and (b) may be reduced upon approval of the Authority for–

Commercial air transport where the Authority has approved alternate minima as an equivalent level of safety based on the results of a specific safety risk assessment demonstrated by the operator, which contains the following–

Capabilities of the operator;

Overall capability of the aeroplane and its systems;

Available aerodrome technologies, capabilities and infrastructure;

Quality and reliability of meteorological information;

Identified hazards and safety risks associated with each alternate aerodrome variation;

Specific mitigation measures.

(7) In addition to the requirements of 8.6.2.13–

For aeroplanes in AOC operations, the amount of usable fuel to be carried shall, as a minimum, be based on–

Current aeroplane-specific data derived from a fuel consumption monitoring system, if available; or if current aeroplane-specific data are not available, data provided by the aeroplane manufacturer.

For helicopters, each person computing the required minimum fuel and oil supply shall ensure that additional fuel and oil are carried to provide for the increased consumption that would result from any additional operating conditions for aeroplanes as applied to helicopters.

[AAC] In-flight fuel management, The PIC shall–

Continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome/heliport where a safe landing can be made with the planned final reserve fuel remaining upon landing.

Request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome/ heliport with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome/heliport.

Advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome/ heliport may result in landing with less than planned final reserve fuel.

Declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome/heliport where a safe landing can be made is less than the planned final reserve fuel.

(8) In addition to the requirements of 8.8.1.1–

No person shall taxi an aircraft under the guidance of a signalman unless–

The standard marshalling signals to the aircraft are provided in a clear and precise manner using the signals as prescribed by the Authority in IS: 8.8.2.11;

The signalman is wearing a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation;

The signalman and all participating ground staff are using daylight-fluorescent wands, table-tennis bats or gloves for all signaling during daylight hours and illuminated wands at night or in low visibility

(9) In addition to the requirements of 8.8.1.7–

Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows–

Type A: a minimum descent height or decision height at or above 75 m (250 ft); and,

Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as–

(a) Category I (CAT I): a decision height not lower than 60 m (200 ft) with either a visibility not less than 800 m or a runway visual range not less than 550 m;

(b) Category II (CAT II): a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m;

(c) Category IIIA (CAT IIIA): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range not less than 175 m;

(d) Category IIIB (CAT IIIB): a decision height lower than 15m (50 ft) or no decision height and a runway visual range less than 175 m but not less than 50 m; and,

(e) Category IIIC (CAT IIIC): no decision height and no runway visual range limitations.

The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions.

The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.

Note 1: Where DH and RVR fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most demanding category (e.g., an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).

Note 2: The required visual reference means that section of the visual aids or of the approach area which should be been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation the required visual reference is the runway environment.

(10) In addition to the requirements of 8.8.1.12–

If in controlled airspace, in accordance with conditions prescribed by the appropriate air traffic authority, which includes that–

The formation operates as a single aircraft with regard to navigation and position reporting;

Separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots in command of the other aircraft in flight;

Separation between aircraft shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and break-away; and

A distance not exceeding 1 km (1/2 nautical mile) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.

(11) In addition to the requirements of 8.8.1.13–

Surface movement of aircraft;

Approaching head-on: When aircraft are approaching each other head-on, or approximately so, each pilot of each aircraft shall stop, or wherever practicable alter course to the right so as to keep well clear;

Converging: When aircraft are converging on a course, the pilot who has the other aircraft on his right shall give way;

Overtaking: Each aircraft that is being overtaken has the right-of-way and each pilot of an overtaking aircraft shall keep well clear;

Aircraft taxiing on the manoeuvring area of an aerodrome–

The pilot of an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless otherwise authorised by the aerodrome control tower;

The pilot of an aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off;

The pilot of an aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft–

taking off or about to take off;

landing or in the final stages of an approach to landing.

(12) In addition to the requirements of 8.8.1.23–

Each pilot operating an aircraft either on or in the vicinity of an aerodrome shall–

Observe other aerodrome traffic for the purpose of avoiding collision; and

Conform with or avoid the pattern of traffic formed by other aircraft in operation.

Each pilot of an aircraft when operating to, from, or through an aerodrome having an operational control tower shall also comply with the requirements at Subsection 8.8.2.8.

Aerodrome traffic management at controlled and uncontrolled aerodromes may be supplemented or directed by the use of universal aviation signals, such as the light displays and visual markings described in IS: 8.8.2.11.

(13) In addition to the requirements of 8.8.3.1–

Airspace and VMC Minimums*			
Airspace Class	**A***B C D E	**F G**	
		Above 900 m (3000 ft) AMSL or above 300 m (1000 ft) above terrain, whichever is the higher	At and below 900 m (3000 ft) AMSL or 300 m (I000 ft) above terrain, whichever is the higher
Distance from cloud	1500 m (4920 ft) horizontally 300 m (1000 ft) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km (5 statute miles) at and above 3050 m (10000 ft) AMSL 5 km (3 statute miles) below 3050 m (10000 ft) AMSL		5 km (3 statute miles) **
*When the height of the transition altitude is lower than 3050 m (10000 ft) AMSL, FL 100 should be used in lieu of 10000 ft.			
** When so prescribed by the appropriate ATC Authority lower flight visibilities to 1500 m (4920 ft) may be permitted for flights operating: 1. at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2. in circumstances in which the probability of encounters with other traffic would normally be low, e.g., in areas of low volume traffic and for aerial work at low levels. **Helicopters may be permitted to operate in less than 1500 m (4920 ft) flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.**			
***The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.**			

(14) In addition to the requirements of 8.8.3.9–

In the event of communications failure, the pilot shall attempt to establish communications with the appropriate air traffic control unit using all other available means.

In addition, the pilot shall, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

(15) In addition to the requirements of 8.8.4.18–

In the event of communications failure, the pilot shall attempt to establish communications with the appropriate air traffic control unit using all other available means.

In addition, the pilot shall, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

If radio failure occurs in VMC while under ATC control, or if VMC conditions are encountered after the failure, each pilot shall–

Continue the flight under VMC;

Land at the nearest suitable aerodrome; and

Report arrival to the appropriate ATC services unit by the most expeditious means possible.

(16) In addition to the requirements of 8.9.1.4–

During takeoff and landing, and whenever by reason of turbulence or any emergency occurring during flight the precaution is considered necessary, cabin crewmembers shall ensure that all passengers aboard the aircraft fasten their seat belts so as to be secured in their seats.

(17) In addition to the requirements of 8.10.1.45–

A crewmember or flight operations officer may complete the curricula required by this Part concurrently or intermixed with other required

curricula, but completion of each of these curricula shall be recorded separately.

(18) In addition to the requirements of 8.10.1.48–

If approved by the Authority, a person need not complete the programmed hours of cabin crew or flight operations officer training if he or she–

Progresses successfully through cabin crew or flight operations officer training, is recommended by their instructor; and

Successfully completes the appropriate competency check with a check person.

(19) In addition to the requirements of 8.12.1.5–

The dispatch or flight release/operational flight plan shall be signed by the PIC and, when applicable, the flight operations officer, and a copy shall be filed with operator or a designated agent. If these procedures are not possible, it shall be left with the aerodrome authority or on record at a suitable place at the point of departure.

(20) In addition to the requirements of 8.12.1.6–

No person may issue a flight release for a commercial air transport operation using an aircraft unless a maintenance release has been issued for that aircraft.

No person may issue a flight release for a commercial air transport operation unless the requirements of Subsection 8.12.1.5 for operational flight planning have been met.

Completed flight preparation forms shall be kept by an operator for a period of three (3) months.

(21) In addition to the requirements of 8.12.1.7, 8.12.1.8, 8.12.1.9 and 8.12.1.11–

No person may issue a flight release for a commercial air transport operation, unless the requirements of Subsection 8.12.1.5 for operational flight planning have been met.

Completed flight preparation forms shall be kept by an operator for a period of three (3) months.

(22) In addition to the requirements of 8.12.1.12–

No person may issue a flight release for a commercial air transport operation, unless any load carried is properly distributed and safely secured.

No person may issue a flight release for a commercial air transport operation, unless the requirements of Subsection 8.12.1.5 for operational flight planning have been met.

Completed flight preparation forms shall be kept by an operator for a period of three (3) months.

(23) In addition to the requirements of 8.12.1.13 and 8.12.1.14–

No person may issue a flight release for a commercial air transport operation, unless the requirements of Subsection 8.12.1.5 for operational flight planning have been met.

Completed flight preparation forms shall be kept by an operator for a period of three (3) months.

16. Coming into force. This directive comes into force immediately upon publication in the *Official Gazette.*

DIRECTIVE FOR PART 9 OF THE SCHEDULE

17. Applicable Laws. This directive is issued pursuant to section 11 of the Civil Aviation Act Chapter 54A and Regulation 78 of the Civil Aviation (Flight Safety) Regulations No. 3 of 2020 and shall have the effect of a regulation made under the Act.

18. Purpose. Amendments 37A and 37B to Annex 6 Part I, amendments 18A and 18B to Annex 6 Part III and amendment 11 to Annex 18 of the Chicago Convention have since been issued. This directive is hereby issued to have the Civil Aviation Regulations Part 8 address these amendments for safety reasons.

The following changes to the sections of Part 9 of the Schedule under the compliance section of this directive shall be complied with.

19. Compliance. In addition to the requirements in Subsections 9.2.4.1–

(a) Each AOC holder shall not commence a flight unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safety operation of the aircraft and the protection of the passengers, are adequate for type of operation under which the flight is to be conducted and are adequately operated for this purpose.

Note. "Reasonable means" is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily available from other sources.

(b) Each AOC holder shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible without delay.

(c) Each AOC holder shall, as part of its safety management system, asses the level or rescue and fire fighting service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aircraft intended to be used.

(d) Each AOC holder shall include in its operations manual information related to the level of RFFS protection that is deemed acceptable.

20. Coming into force. This directive comes into force immediately upon publication in the *Official Gazette.*

Issued by the Director-General this 4th day of March, 2020.

DONALD MC PHAIL
Director-General,
Eastern Caribbean Civil Aviation Authority.

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