

For Training Purpose Only



Bachelor of Aviation Maintenance Engineering  
Technology

**AVT 3413**  
**Aviation Legislation**

**CLO 4**  
**CAR-OPS1 Commercial & Private**  
**Air Transportation**

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## CAR PART IV OPERATIONS REGULATIONS

### CAR-OPS 1 Commercial & Private Air Transportation

#### SUB PART A. APPLICABILITY

##### CAR-OPS 1.001 Applicability

- (a) CAR-OPS 1 prescribes requirements applicable to the operation of any civil aeroplane for the purpose of commercial air transportation by any operator whose principal place of business is **in the United Arab Emirates**; and
- (b) For private operators, except where exempted.

##### CAR-OPS 1.003 Terminology

Terms used in this Subpart and not defined in CAR-1 have the following meaning:

- (a) **Air Transport Operator**. An Air Transport Operator is a commercial operator of an aeroplane **engaged in transportation of passengers**, cargo and mail for remuneration or hire offering service to the public on demand and **not to a published schedule**.
- (b) **Air Carrier**. An Air Carrier is a commercial operator of an aeroplane engaged in the transportation of passengers, **cargo and mail for remuneration** or hire and offering services to the public in accordance with a **published schedule**.
- (c) **Commercial Activities**. Unless otherwise specified by the Authority, the **following operations are categorized as commercial operations**;

(1) **Sightseeing flights ( A to A or A to B within UAE airspace )**;

(2) **Aerial work operations, including:**

(i) **Agricultural operations**

(ii) **External load operations**

(iii) **Aerial photography and survey**

(a) **Aerial reconnaissance**

(iv) **Aerial advertising**

(v) **Air shows and aerial demonstrations**

(vi) **Carriage and dropping of parachutists (operator of aircraft)**

(vii) **Navigation aid calibration**

(viii) **Other activities as determined by the Authority.**

- (d) **Operator.** An operator means a person, organization or enterprise engaged in offering to engage in an aeroplane operation. The definition, as used in this Part, applies to Private and Commercial operators as applicable.
- (e) **Private Operator.** Private operator means a person, organization or enterprise engaged in the carriage of persons or cargo not for hire or reward.

## SUB PART B. GENERAL

### CAR–OPS 1.005 General

- (a) An operator shall not operate an aeroplane for the purpose of commercial air transportation other than in accordance with CAR–OPS Part 1. For operations of Performance Class B aeroplanes; alleviated requirements, can be found in Appendix 1 to CAR-OPS 1.005(a).
- (b) An operator regulated under this regulation shall comply with the requirements of CAR-M of CAR Part V.
- (c) Each aeroplane shall be operated in compliance with the terms of its Certificate of Airworthiness and within the approved limitations contained in its Aeroplane Flight Manual.
- (d) All Synthetic Training Devices (STD), such as Flight Simulators or Flight Training Devices (FTD), replacing an aeroplane for training and/or checking purposes are to be qualified in accordance with CAR-STD requirements and user approved by the Authority for the exercises to be conducted.

## SUB PART C. OPERATOR CERTIFICATION AND SUPERVISION

### CAR–OPS 1.175 General rules for Air Operator Certification/Authorization

The air operator certificate shall contain at least the following:

- (1) the State of the Operator and the issuing authority;
- (2) the air operator certificate number and its expiration date;
- (3) the operator name, trading name (if different) and address of the principal place of business;
- (4) the date of issue and the name, signature and title of the authority representative; and
- (5) in an attachment of the air operator certificate, the contact details of operational management at which operational management can be contacted.

Unless otherwise specified by the Authority, **all private aircraft shall meet these requirements for the issuance of an authorization to operate.**

- (a) An operator shall not operate an aeroplane for the purpose of commercial/private air transportation otherwise than under, and in accordance with, **the terms and conditions of an Air Operators Certificate (AOC)/Authorization.**
- (b) **An applicant for an AOC/Authorization**, or variation of an AOC/Authorization, shall **allow** the Authority to examine all safety aspects of the proposed operation.
- (c) An applicant for an AOC/Authorization must:**
- (1) **Not hold an AOC/Authorization** issued by another Authority unless specifically approved by the Authorities concerned;
  - (2) Have **his principal place of business** and, if any, his registered office **located in the UAE;**
  - (3) Have **registered the aeroplanes** which are to be operated under the **AOC/Authorization in the UAE;** and
  - (4) **Satisfy the Authority that he is able to conduct safe operations.**
- (d) **Notwithstanding sub-paragraph (c) (3) above, an operator may operate, with the mutual agreement of the Authority issuing the AOC/Authorization and another Authority, aeroplanes registered on the national register of the second-named Authority.**
- (e) An **operator shall** **grant the Authority access to his organization and aeroplanes and shall ensure that, with respect to maintenance, access is granted to any associated CAR 145 maintenance organization,** to determine continued compliance with CAR-OPS.
- (f) **An AOC Authorization will be varied, suspended or revoked if the Authority is no longer satisfied that the operator can maintain safe operations.**
- (g) The operator must satisfy the Authority that:**
- (1) **Its organization and management are suitable** and **properly matched** to the scale and **scope of the operation;** and
  - (2) **Procedures for the supervision of operations have been defined.**
- (h) **The operator must have nominated an Accountable Manager acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority.**

- (i) The operator must have nominated post holders, acceptable to the Authority, who are responsible for the management and supervision of the following areas,
  - (1) Flight operations;
  - (2) The maintenance system;
  - (3) Crew training;
  - (4) Ground operations;
  - (5) Aviation Security;
  - (6) Quality Assurance.
  - (7) SMS
- (l) The operator must ensure that every flight is conducted in accordance with the provisions of the Operations Manual.
- (m) The operator must arrange appropriate ground handling facilities to ensure the safe handling of its flights. Operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them without undue delay.
- (n) The operator must ensure that its aeroplanes are equipped and its crews are qualified, as required for the area and type of operation.
- (o) The operator must comply with the maintenance requirements, in accordance with CAR V Chapter 4 CAR M, for all aeroplanes operated under the terms of its AOC/Authorization.
- (p) The operator must provide the Authority with a copy of the Operations Manual, as specified in Subpart P and all amendments or revisions to it.
- (q) The operator must maintain operational support facilities at the main operating base, appropriate for the area and type of operation.
- (r) The operator shall be subjected to a continued surveillance conducted by the Authority and must ensure that the required standards of operations established are maintained.



## Appendix 1 to CAR–OPS 1.175 Contents and conditions of the Air Operator Certificate

### Sample AOC

**AIR OPERATOR CERTIFICATE**  
**2 UNITED ARAB EMIRATES**  
**3 GENERAL CIVIL AVIATION AUTHORITY**

<sup>4</sup> AOC No:  <sup>4</sup> AT-023  <sup>5</sup> Expiry date:  23-Sep-10	<sup>6</sup> Emirates CAE Flight Training  <sup>7</sup> Dba Trading Name:  <b>OTHER NAME</b>  <sup>8</sup> Address : <b>Operator Address</b> <b>Ras Al Khaimah, UAE</b> <sup>9</sup> Phone <b>+971505066264</b> <sup>9</sup> Fax <b>97142111600</b> <sup>9</sup> Email <u><a href="mailto:Johnwinston@airlines.com">Johnwinston@airlines.com</a></u>	<sup>10</sup> OPERATIONAL POINTS OF CONTACT:  Contact details, at which operational management can be contacted without undue delay, are listed in:  <sup>11</sup> Operations Specifications page 4
<p><i>This certificate certifies that : <sup>12</sup> Operator name is authorized to perform: commercial air operations, as defined in the attached operations specification, in accordance with the operations manual and <sup>13</sup> UAE Civil Aviation Regulations.</i></p>		
<sup>14</sup> Date of Issue:  <b>23 September 2010</b>	<sup>15</sup> Name & Signature :  Title:	<b>Mohammad Saif Alsuwaidi</b>  <b>Director General</b>

Notes:

1. For the use of the Operator.
2. Name of the State of the Operator.
3. Identification of the issuing authority of the State of the Operator.
4. AOC number, AC: Air Carrier, AT: Air Transport, PO:Private Operator.
5. Date after which the AOC ceases to be valid (dd-mm-yyyy).
6. Operator's registered name.
7. Operator's trading name, if different. "dba" (for "doing business as").
8. Operator's principal place of business address.
9. Operator's principal place of telephone, fax and E-mail.

10. *The contact details include the telephone and fax numbers, including the country code, and the e-mail address (if available) at which operational management can be contacted without undue delay for issues related to flight operations, airworthiness, flight and cabin crew competency, dangerous goods and other matters as appropriate will be in operations specifications.*
11. *Insert the controlled document, carried on board, in which the contact details are listed, with the appropriate paragraph or page reference, e.g.: “Contact details as listed in the operations manual, Gen/Basic, Chapter 1, 1.1 “or “... are listed in the operations specifications, page 1” or are listed in an attachment to this document “.*
12. *Operator’s registered name.*
13. *Insertion of reference to the appropriate civil aviation regulations.*
14. *Issuance date of the AOC (dd-mm-yyyy).*
15. *Title, name and signature of the authority representative. In addition, an official stamp may be applied on the AOC.*

**Note 1:** An Authorization issued to a Private Operator may contain similar content and conditions Refer also to CAAP 8 Air Operator Certifications for detail operations specifications

## CAR–OPS 1.180 Issue, variation and continued validity of an AOC/Authorization

An operator will not be granted an AOC/Authorization, or a variation to an AOC/Authorization, and that AOC/Authorization will not remain valid unless:

- (1) Aeroplanes operated have a valid Certificate of Airworthiness;
- (2) The maintenance system has been approved by the Authority in accordance with CAR PART V, Chapter 4, CAR M; and
- (3) He has satisfied the Authority that he has the ability to:
  - (i) Establish and maintain an adequate organization;
  - (ii) Establish and maintain a quality system
  - (iii) Comply with required training programmes;
  - (iv) Comply with maintenance requirements, consistent with the nature and extent of the operations specified
  - (v) Comply with Safety Management System requirements

If the Authority is not satisfied that the requirements of subparagraph (a) above have been met, the Authority may require the conduct of one or more demonstration flights, operated as if they were commercial air transport flights.

## SUB PART B. GENERAL

### Operator's Responsibilities

#### CAR-OPS 1.020 Laws, Regulations and Procedures – Operator's Responsibilities

(a) An operator must ensure that:

(1) All employees are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and which are pertinent to the performance of their duties; and

(2) All crew members are familiar with the laws, regulations and procedures pertinent to the performance of their duties.

#### CAR-OPS 1.025 Common Language

(a) An operator must ensure that all crew members can communicate in a common language.

(b) An operator must ensure that all operations personnel are able to understand the language in which those parts of the Operations Manual which pertain to their duties and responsibilities are written.

(c) Aeroplane pilots who are required to use the radio telephone aboard an aircraft shall demonstrate the ability to speak and understand the English language as used for radiotelephony communications.

#### CAR-OPS 1.030 Minimum Equipment Lists – Operator's Responsibilities

(a) An operator shall establish, for each aeroplane, a Minimum Equipment List (MEL) approved by the Authority. This shall be based upon, but no less restrictive than, the relevant Master Minimum Equipment List (MMEL) (if this exists) accepted by the Authority.

(b) An operator shall not operate an aeroplane other than in accordance with the MEL unless permitted by the Authority. Any such permission will in no circumstances permit operation outside the constraints of the MMEL.

### CAR-OPS 1.035 **Quality system**

- (a) An operator shall establish one Quality System and designate one Quality Manager to monitor compliance with, and the adequacy of, procedures required to ensure safe operational practices and airworthy aeroplanes. Compliance monitoring must include a feed-back system to the Accountable Manager (See also CAR-OPS 1.175(h)) to ensure corrective action as necessary.
- (b) The Quality System must include a Quality Assurance Programme that contains procedures designed to verify that all operations are being conducted in accordance with all applicable requirements, standards and procedures.
- (c) The Quality System and the Quality Manager must be acceptable to the Authority.
- d) The quality system must be described in relevant documentation.

The terms used in the context of the requirement for an operator's Quality System have the following meanings:

- i. **Accountable Manager.** The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator.
- ii. **Quality Assurance.** All those planned and systematic actions necessary to provide adequate confidence that operational and maintenance practices satisfy given requirements.
- iii. **Quality Manager.** The manager, acceptable to the Authority, responsible for the management of the Quality System, monitoring function and requesting corrective actions.

### IEM OPS 1.037 **Safety Management System**

(a) An operator shall submit to the Authority an establishment and implementation plan of safety management system as specified in CAR PART X, acceptable to the Authority and, as a minimum:

- (1) identifies safety hazards;
- (2) ensures that remedial action necessary to maintain an acceptable level of safety is implemented;
- (3) provides for continuous monitoring and regular assessment of the safety level achieved; and
- (4) aims to make continuous improvement to the overall level of safety.

(b) A safety management system shall clearly define lines of safety accountability throughout the operator's organization, including a direct accountability for safety on the part of senior management.

#### CAR-OPS 1.145 Power to inspect

An operator shall ensure that any person authorized by the Authority is permitted at any time to board and fly in any aeroplane operated in accordance with an AOC or authorization issued by that Authority and to enter and remain on the flight deck provided that the commander may refuse access to the flight deck if, in his opinion, the safety of the aeroplane would thereby be endangered.

#### CAR-OPS 1.150 Production of documentation and records

(a) An operator shall:

- (1) Give any person authorized by the Authority access to any documents and records which are related to flight operations or maintenance; and
- (2) Produce all such documents and records, when requested to do so by the Authority, within a reasonable period of time.

(b) The commander shall, within a reasonable time of being requested to do so by a person authorized by an Authority, produce to that person the documentation required to be carried on board.

## Documents to be carried

### CAR–OPS 1.125 (Subpart B)

(a) An operator shall ensure that the following are carried on each flight:

(1) The Certificate of Registration.

(2) The Certificate of Airworthiness;

(3) The original or a copy of the Noise Certificate (if applicable),

(4) The original or a certified true copy of the Air Operator Certificate and a copy of Operations Specification relevant to the aeroplane type, issued in conjunction with the certificate;

(5) The Aircraft Radio Station License;

(6) The original or a copy of the Insurance Certificate(s), which cover the aircraft, its crew, passengers and third party liability clauses.

(7) Airworthiness Review Certificates (ARC) if applicable

(8) Journey Log or General Declaration.

(b) Each flight crew member shall, on each flight, carry a valid flight crew license with appropriate rating(s) for the purpose of the flight.

### Appendix 1 to CAR-OPS 1.125 Documents to be carried

In case of loss or theft of documents specified in CAR-OPS 1.125, the operation is allowed to continue until the flight reaches the base or a place where a replacement document can be provided.

## Manuals to be carried

### CAR–OPS 1.130 (Subpart B)

See: AMC OPS 1.130 Manuals to be carried & CAAP 18 EFB

an operator shall ensure that:

1) The current parts of the Operations Manual relevant to the duties of the crew are carried on each flight

2) Those parts of the Operations Manual which are required for the conduct of a flight are easily accessible to the crew on board the aeroplane; and

- 3) The current Aeroplane Flight Manual is carried in the aeroplane unless the Authority has accepted that the Operations Manual prescribed in CAR–OPS 1.1045, Appendix 1, and PartB contains relevant information for that aeroplane.

### AMC OPS 1.130 Manuals to be carried

- (1) The carriage of an approved electronic version of the Operations Manual is acceptable.

### Additional information and forms to be carried

#### CAR–OPS 1.135 (Subpart B)

- (a) An operator shall ensure that, in addition to the documents and manuals prescribed in CAR–OPS 1.125 and CAR–OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight:

- (1) Operational Flight Plan containing at least the information required in CAR–OPS 1.1060  
Operational flight plan
- (2) Operator's technical log system;
- (3) Details of the filed ATS flight plan;
- (4) Appropriate NOTAM/AIP/AIRAC/AIC/AIS briefing documentation;\*\*
- (5) Appropriate meteorological information;
- (6) Mass and balance documentation as specified in Subpart J;
- (7) Notification of special categories of passenger such as security personnel, if not considered as crew, handicapped persons, inadmissible passengers, deportees and persons in custody;
- (8) Notification of special loads including dangerous goods including written information to the commander as prescribed in AC OPS (IEM) 1.1160(c)(1) Scope – Dangerous goods carried by passengers or crew;
- (9) Current maps and charts and associated documents as prescribed in CAR–OPS 1.290  
Flight preparation (b)(7)
- (10) Passenger manifest, cargo manifest, mail declaration, navigation certificates etc.; (if applicable) and
- (11) Forms to comply with the reporting requirements of the Authority and the operator.

(b) The Authority may permit the information detailed in sub-paragraph (a) above, or parts thereof, to be presented in a form other than on printed paper. An acceptable standard of accessibility, usability and reliability must be assured.

- NOTAM — Notice to Airmen
- AIS — Aeronautical Information Service
- AIP — Airport Improvement Plan
- AIRAC--- Aeronautical information regulation and control
- AIC --- Aeronautical Information Circular

## Aircraft Placarding (Markings)

### CAR–OPS 1.740 Placards (Subpart K)

An operator shall not operate an aeroplane unless the following placards are installed:

- (1) Every exit from the aircraft shall be marked with the words "Exit" and "Emergency Exit" in both English and Arabic script.
- (2) Every exit from and to the aircraft shall be marked with instructions in English and Arabic to indicate the correct method of opening the exit.

The markings shall be placed on or near the inside surface of the door or other closure of the exit and, if it is operable, from the outside of the aircraft on or near the exterior surface.

- (3) Every safety related placards intended to be used by passengers and external emergency evacuation crew shall be in both Arabic and English scripts. Bilingual placards shall meet the applicable airworthiness requirements.

## IEM OPS 1.740 Placards

### 1. The markings required must:

- (a) Be painted, or affixed by other equally permanent means;
- (b) Be red in color, and in any case in which the color of the adjacent back-ground is such as to render red markings not readily visible,
- (c) Be outlined in white or some other contrasting color in such a manner as to render them readily visible; be kept at all times clean and un-obscured.
- (d) Arabic script is written by connected letters.
- (e) If they are symbolic signs, then the exit universal symbols standard acceptable to EASA, FAA & Transport Canada are considered acceptable for respective State of Design aircraft.

### 2. Placards required by CAR-OPS 1.740 (c) are:

- (a). Break in marking, if applicable, is an example of a safety related placard to be used by external emergency evacuation crew.
- (b). Examples of safety related placards to be used by passengers are "Fasten Seat Belts", "No Smoking Signs" etc.

### اللافتات المطلوبة بموجب .

- (أ). علامة التوقف، إذا كانت قابلة للتطبيق، هي مثال على لافتة تتعلق بالسلامة لاستخدامها من قبل طاقم الإخلاء في حالات الطوارئ الخارجية.
- (ب). أمثلة على اللافتات المتعلقة بالسلامة لاستخدامها من قبل الركاب هي "ربط أحزمة الأمان"، "علامات منع التدخين" وما إلى ذلك.

## Marking of Break-In Points

### CAR-OPS 1.800 (Subpart K)

An operator shall ensure that, if areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane.

Such areas shall be marked as shown below.

- (1) The color of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.
- (2) If the corner markings are more than 2 meters apart, intermediate lines 9 cm x 3 cm shall be inserted so that there is no more than 2 meters between adjacent marks.

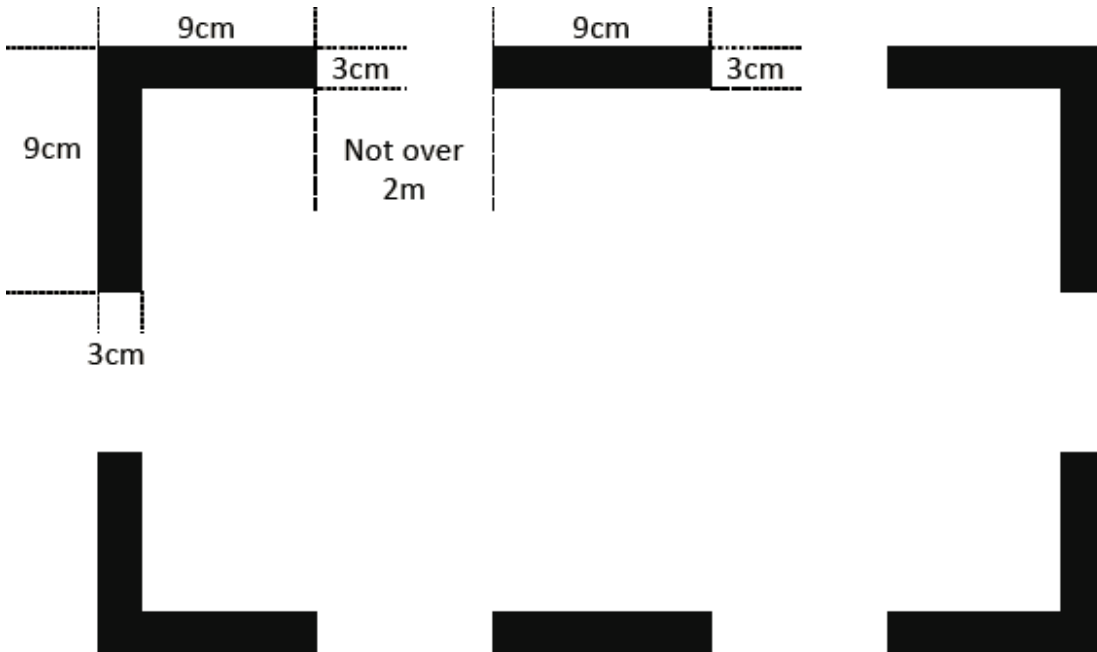


Figure 3. Marking break-in points