

PART V

FLIGHT PLANNING AND SUPERVISION

*Flight Plans*

78. (1) Information in respect of an intended flight or portion of a flight, to be provided to the appropriate Air Traffic Control Facilities, shall be in the form of an Air Traffic Control flight plan (hereinafter referred to as a “flight plan”).

Submission of flight plan

(2) A flight plan under subregulation (1) shall be filed for all Visual Flight Rules and Instrument Flight Rules flights.

(3) A pilot in command shall submit a flight plan before departure or during flight, to the appropriate Air Traffic Control Facility, unless arrangements have been made for submission of a repetitive flight plan.

(4) Unless otherwise prescribed by the appropriate Air Traffic Control Facility, a pilot shall submit a flight plan to the appropriate Air Traffic Control Facility—

(a) at least sixty minutes before departure of the aircraft; or

(b) where submitted during flight, at a time which will ensure its receipt by the appropriate Air Traffic Control Facility at least ten minutes before the aircraft is estimated to reach—

(i) the intended point of entry into a control area or advisory area; or

(ii) the point of crossing an airway or advisory route.

*Commercial Air Transport Operations Air Traffic Control Flight Plan*

79. A person shall not take-off an aircraft in commercial air transport operations where a flight plan has not been filed, except as authorized by the Authority.

Air traffic control flight plan for commercial air transport operations

*Flight Plan Requirements*

80. (1) A person filing an Instrument Flight Rules flight plan or Visual Flight Rules flight plan shall provide the following information to Air Traffic Control Facility prior to departure of that aircraft—

Contents of a flight plan

(a) aircraft identification;

(b) flight rules and type of flight;

(c) number and type of aircraft and wake turbulence category;

- (d) equipment;
- (e) departure aerodrome and alternate, where required;
- (f) estimated off-block time;
- (g) cruising speed;
- (h) cruising level;
- (i) route to be followed;
- (j) destination aerodrome and total estimated elapsed time;
- (k) alternate aerodrome;
- (l) fuel endurance;
- (m) total number of persons on board;
- (n) emergency and survival equipment;
- (o) name of pilot in command; and
- (p) any other information as may be prescribed by the Authority.

(2) Whatever the purpose for which it is submitted, a flight plan under subregulation (1), shall contain information, as applicable, on the items set out in subregulation (1)(a) through (k) regarding the whole route or the portion thereof for which the flight plan is submitted.

### ***Planned Re-clearance Requirements***

Requirements  
for planned  
re-clearance

81. Where during flight planning a Flight Operation Officer or an equivalently qualified person determines that fuel endurance of the aircraft may permit the pilot in command to change the destination filed to one of greater distance during flight while still complying with the minimum fuel planning requirements he shall, where the pilot in command agrees, notify the appropriate Air Traffic Control Facility of this possibility when the flight plan is submitted.

### ***Changes to Flight Plan***

Procedures  
where there  
are changes  
to a flight  
plan

82. (1) When a flight plan is submitted for an Instrument Flight Rules flight or a Visual Flight Rules flight operated as a controlled flight, and a change occurs to such flight plan in respect of—

- (a) Instrument Flight Rules to Visual Flight Rules flight; or

(b) Visual Flight Rules Flight to Instrument Flight Rules Flight, the pilot shall report such change as soon as practicable to the appropriate Air Traffic Control Facility.

(2) For Visual Flight Rules flight other than that operated as a controlled flight, the pilot in command shall report significant changes to a flight plan as soon as practicable to the appropriate Air Traffic Control Facility.

(3) Operational instructions involving a change to the filed flight plan, shall when practicable, be co-ordinated with the appropriate Air Traffic Control Facility before transmission to the aircraft.

(4) Where information is submitted prior to departure regarding fuel endurance or total number of persons carried on board, is incorrect at time of departure, such circumstance constitutes a significant change under subregulation (2) and shall be reported to the Air Traffic Control Facility.

### ***Closing a Flight Plan***

83. (1) A pilot in command shall make a report of arrival (hereinafter referred to as an “arrival report”) either in person or by radio to the appropriate Air Traffic Control Facility at the earliest opportunity upon landing at the destination aerodrome, unless the Air Traffic Control Facility automatically closes a flight plan.

Procedures  
for closing a  
flight plan

(2) Where a flight plan has been submitted for a portion of a flight, but not the arrival at destination, the pilot shall close that flight plan en route with the appropriate Air Traffic Control Facility.

(3) Where an Air Traffic Control Facility under subregulation (2) does not exist at the arrival aerodrome, the pilot shall contact the nearest Air Traffic Control Facility to close the flight plan as soon as practicable after landing and by the quickest means available.

(4) When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available prior to landing the aircraft, they shall transmit to the appropriate Air Traffic Control Facility, a message with all the arrival details which would normally be contained in an arrival report.

(5) An arrival report under this regulation shall include the following information:

(a) aircraft identification;

(b) departure aerodrome;

(c) destination aerodrome, only in the case of a diversionary landing;

- (d) arrival aerodrome; and
- (e) time of arrival.

(6) In this regulation “closing a flight plan” means an indication by the pilot in command of the end or intended end of a flight within an Air Traffic Control Facility.

***Flight Preparation***

84. (1) A pilot in command shall not operate an aeroplane in flight or a helicopter in a series of flight unless he is satisfied that—

- (a) the aircraft is airworthy, duly registered and that appropriate certificates are aboard the aircraft;
- (b) the instruments and equipment installed in the aircraft are appropriate, taking into account the expected flight conditions; and
- (c) any necessary maintenance has been performed and a Certificate of the Release to Service, has been issued in respect to the aircraft.

(2) For commercial air transport operations, a pilot in command shall certify by signing the aircraft technical log that he is satisfied that the requirements of subregulation (1), have been met for a particular flight or series of flights in the case of a helicopter.

(3) A pilot in command shall certify by signing the load sheet and operational flight plan that he is satisfied that—

- (a) the mass and centre of gravity of the aircraft are such that the flight can be conducted safely, taking into account the flight conditions expected;
- (b) any load carried is properly distributed and safely secured in accordance with the Aircraft Loading Manual;
- (c) a check has been completed indicating that the operating limitations of Part VI can be complied with for the flight to be undertaken.

***Adequacy of Operating Facilities***

85. (1) A person shall not commence a flight unless it has been determined by every reasonable means available that the ground or water areas and aerodrome facilities including communication facilities and navigational aids are available and directly required for such flight and for the safe operation of the aircraft, are adequate.

(2) In this regulation “every reasonable means” means the use at the point of departure of information available to the pilot in command either through official information published by the Aeronautical Information Services or readily obtainable from other sources.

Requirements  
for aircraft  
airworthiness  
and safety  
precautions

Requirement  
for adequacy  
of operating  
facilities

***Meteorological Information Requirement***

86. (1) Before commencing a flight, a pilot in command shall be familiar with all available meteorological information appropriate to the intended flight.

Pilot in command to be familiar with meteorological information

(2) A pilot in command shall include, during preparation for flight—

(a) a study of current weather reports and forecasts; and

(b) the planning of an alternative course of action to provide for the possibility that the flight cannot be completed as planned, because of advance weather conditions.

***Visual Flight Rules Weather Limitations***

87. A person shall not commence a flight to be conducted in accordance with Visual Flight Rules unless current meteorological reports, or a combination of current reports and forecasts, indicate that the meteorological conditions along the route, or that part of the route to be flown or in the intended area of operations under Visual Flight Rules, will, at the appropriate time, allow Visual Flight Rules operations.

Weather limitations for Visual Flight Rules Flights

***Destination Aerodromes Instrument Flight Rules Requirements***

88. (1) A person shall not, for Instrument Flight Rules flight planning purposes, commence an Instrument Flight Rules flight unless approach minima are prescribed and the information indicates that the weather conditions at the aerodrome of intended landing and where required, at least one suitable alternate at the estimated time of arrival, will be at or above the—

Instrument Flight Rules, destination aerodrome requirements

(a) minimum ceiling and visibility values for the standard instrument approach procedure to be used; or

(b) minimum operating altitude, where no instrument approach procedure is to be used, that would allow a Visual Flight Rules descent to the aerodrome.

(2) Notwithstanding subregulation (1), where Instrument Flight Rules flight planning is required for commercial air transport, the weather at the destination is not required to be at or above the approach minima to release and commence a flight where the designated alternate aerodrome meets the Instrument Flight Rules weather selection criteria.

***Destination Alternate Instrument Flight Rules Requirement***

89. (1) A pilot in command shall for a flight to be conducted in accordance with the Instrument Flight Rules, ensure that at least one destination alternate aerodrome is selected and specified in the operational flight plan under regulation 103 and the Air Traffic Control flight plans, unless—

Instrument Flight Rules, destination alternate requirements

- (a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the aerodrome of intended landing and for a reasonable period before and after such time, the approach and landing may be made under Visual Flight Rules; or
- (b) the aerodrome of intended landing is isolated and there is no suitable destination alternate aerodrome; or
- (c) the heliport of intended landing is isolated and no suitable alternate aerodrome is available in which case a point of no return shall be determined.

(2) The requirements set out in subregulation (1), shall be satisfied where—

- (a) there is a standard instrument approach procedure prescribed for the aerodrome of intended landing by the appropriate authority; and
- (b) available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival:
  - (i) a cloud base of at least 1,000 feet above the approach minimum associated with the instrument approach procedure; and
  - (ii) visibility of 4 kilometers more than the approach minimum associated with the procedure or 5.5 kilometres whichever is the greater.

(3) The ceiling and visibility requirements of subregulation (2)(b) may be reduced upon approval of the Authority for—

- (a) helicopters; or
- (b) commercial air transport operations where no suitable destination alternate exists.

***Alternate Aerodrome Selection Criteria for Instrument Flight Rules***

90. (1) A pilot in command shall not designate an alternate aerodrome in an Instrument Flight Rules flight plan unless—

- (a) the current available forecast indicates that the meteorological conditions at that alternate aerodrome at the estimated time of arrival will be at or above approach minima for such alternate aerodrome; or
- (b) specifically authorized by the Authority.

(2) Unless otherwise specifically authorized by the Authority, where approach minima under this regulation are not published, and where there is no prohibition

Instrument  
Flight Rules,  
alternate  
aerodrome  
selection  
criteria

against using the aerodrome as an Instrument Flight Rules planning alternate, a pilot in command shall ensure that the meteorological conditions at that alternate at the estimated time of arrival will be at or above—

- (a) a ceiling of at least 600 feet and visibility of not less than 2 statute miles for a precision approach procedure; or
- (b) a ceiling of at least 800 feet and visibility of not less than 2 statute miles for a non-precision approach procedure.

***Off-Shore Alternates for Helicopter Operations Requirements***

91. (1) A person shall not designate an off-shore alternate aerodrome landing site for helicopter operations when it is possible to carry enough fuel to have an on-shore alternate landing site.

Requirements  
for off-shore  
alternates for  
helicopter  
operations

(2) A person selecting an off-shore alternate aerodrome landing site for helicopter operations shall consider the following:

- (a) calculating the point of no return;
- (b) the use of off-shore alternate only after a point of no return;
- (c) attaining one engine inoperative performance capability prior to arrival at the alternate;
- (d) guaranteeing helideck availability;
- (e) the weather information at the helideck shall be available from a source approved by the Authority; and
- (f) for Instrument Flight Rules operations, an instrument approach procedure shall be prescribed and available.

***Take-Off Alternate Aerodromes Requirements for Commercial Air Transport Operations***

92. (1) A person shall not release or take-off an aircraft without a suitable take-off alternate aerodrome specified in the flight release where it would not be possible to return to the aerodrome of departure.

Take-off  
alternate  
aerodromes  
for commercial  
air transport  
operations

(2) A national air operator shall ensure that each take-off alternate aerodrome specified under subregulation (1), shall be located within—

- (a) one hour flight time at single-engine cruise speed for two-engine aircraft; or
- (b) for three or four-engine aircraft, two hours flight time at one-engine

inoperative cruise speed.

(3) A take-off alternate aerodrome or heliport shall be selected and specified in the operational flight plan where the weather conditions at the aerodrome or heliport of departure are at or below the applicable aerodrome or heliport operating minima or it would not be possible to return to the aerodrome or heliport of departure for other reasons.

(4) An operator shall not select an alternate aerodrome unless—

- (a) the appropriate weather reports or forecast or any combination thereof indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather condition will be at or above the applicable landing minima specified for that aerodrome;
- (b) the height of the ceiling is taken into account when the only approaches available are non-precision and circling approaches; and
- (c) limitations related to one-engine inoperative operation are taken into account.

***Distance Requirement for Two-Engine Aeroplanes***

93. (1) Unless specifically approved by the Authority, a national air operator shall not operate a large two-engine aeroplane over a route which contains a point from an adequate aerodrome, further than the distance flown in sixty minutes at the one-engine-inoperative cruise speed determined in accordance with subregulation (2), with either—

- (a) a maximum approved passenger seating configuration greater than nineteen;  
or
- (b) a maximum take-off mass greater than forty-five thousand, three hundred and sixty kilogrammes.

(2) A national air operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engine aircraft type or variant operated, not exceeding the maximum operating speed based upon the true airspeed that the aircraft can maintain with one-engine-inoperative under the following conditions:

- (a) International Standard Atmosphere;
- (b) level flight—

Maximum distance from an adequate aerodrome for two-engine aeroplanes without an extended range operations approval

- (i) for turbine engine powered aeroplane at—
  - (A) Flight Level 170; or
  - (B) the maximum flight level to which the aeroplane, with one-engine-inoperative, can climb and maintain, using the gross rate of climb specified in the Aeroplane Flight Manual, whichever is less;

- (ii) for a propeller driven aeroplane at—

- (A) Flight Level 80; or
- (B) the maximum flight level to which the aeroplane, with one engine inoperative, can climb and maintain, using the gross rate of climb specified in the Aeroplane Flight Manual, whichever is less;

- (c) maximum continuous thrust or power on the remaining operating engine;

- (d) an aeroplane mass not less than that resulting from—

- (i) take-off at sea-level at maximum take-off mass until the time elapsed since take-off is equal to the applicable threshold prescribed in subregulation (1);
- (ii) all engines climb to the optimum long range cruise altitude until the time elapsed since take-off is equal to the applicable threshold prescribed in subregulation (1); and
- (iii) all engines cruise at the long range cruise speed at the optimum long range cruise altitude until the time elapsed since take-off is equal to the applicable threshold prescribed in subregulation (1).

(3) A national air operator shall ensure that the following data, specific to each type or variant, is included in the Operations Manual:

- (a) the one-engine-inoperative cruise speed, determined in accordance with subregulation (2);
- (b) the maximum distance from an adequate aerodrome determined in accordance with subregulations (1) and (2); and
- (c) any other pertinent data required by the Authority.

***Extended Range Operations with two-engine aeroplane***

Extended range operations with two engine aeroplane

94. (1) An operator shall not conduct operations beyond the threshold distance determined in accordance with regulation 93 unless so approved by the Authority.

(2) An operator wishing to conduct operations beyond the threshold distance determined in accordance with regulation 93 shall apply to the Authority for approval to do so.

(3) Where the Director General is satisfied that—

(a) the airworthiness certification of the aircraft type;

(b) the reliability of the propulsion system; and

(c) the maintenance procedures of the operator, operating practices, flight dispatch and crew training programmes,

meets the requirements these Regulations he may recommend the Authority approve the operation.

***En-Route Alternate Aerodromes for extended range operations Requirements***

Requirements for en-route alternate aerodromes for extended range operations

95. (1) Prior to conducting an Extended Range Operations flight, an air operator shall ensure that a suitable Extended Range Operations en-route alternate is available, within either the approved diversion time or a diversion time based on the Minimum Equipment List serviceability status of the aircraft, whichever is shorter.

(2) A pilot in command shall ensure that the required en-route alternates for Extended Range Operations are selected and specified in the flight plan in accordance with the Extended Range Operations diversion time approved by the Authority.

(3) A person shall not select an aerodrome as an Extended Range Operations en-route alternate aerodrome unless the appropriate weather reports or forecasts or any combination thereof, indicate that during a period commencing one hour before and ending one hour after the expected time of arrival at the aerodrome, the weather conditions will be at or above the planning minima prescribed in Schedule 2.

Schedule 2

***Fuel, Oil and Oxygen Planning and Contingency Factors***

Fuel, oil and oxygen planning and contingency factors

96. (1) A person shall not commence a flight unless the aircraft carries sufficient amounts of fuel, oil and oxygen including any reserves to be carried for contingencies needed to ensure the safe completion of the flight.

(2) In computing the amounts required under subregulation (1), a person shall ensure that additional fuel, oil and oxygen are carried to provide for the increased

consumption that would result from any of the following contingencies:

- (a) expected winds and other meteorological conditions;
- (b) possible variations in Air Traffic Control routings;
- (c) anticipated traffic delays;
- (d) for instrument flight rules flight, one instrument approach at the destination aerodrome, including a missed approach;
- (e) the procedures prescribed in the Operations Manual for loss of pressurization en-route where applicable;
- (f) loss of one power unit en-route; and
- (g) any other conditions that may delay landing of the aircraft or increase fuel and oil consumption.

(3) A person computing the required minimum fuel supply shall ensure that, for flights of more than two thousand nautical miles, the minimum fuel supply calculation includes an additional amount of fuel equal to that necessary to fly ten per cent of the total time for the flight from take-off to destination.

(4) A pilot in command shall not commence a flight to an aerodrome where a suitable alternate aerodrome is not available due to the destination aerodrome being isolated, without enough reserve fuel for two additional hours flight at normal cruise fuel consumption.

(4A) A pilot in command shall not commence a flight in accordance with instrument flight rules to an aerodrome or heliport where a suitable alternate is not available due to the destination aerodrome or heliport being isolated, without enough fuel carried to enable the helicopter to fly to the destination to which the flight is planned and thereafter for a period that will, based on geographic and environmental considerations, enable a safe landing to be made.

(5) The Authority may grant specific approval for commercial air transport operations to isolated aerodromes without regard to fuel consumption requirement of subregulation (4).

(6) A flight plan may be amended in flight in order to re-plan the flight to another aerodrome, provided that the requirements of this regulation can be complied with from the point where the flight has been re-planned.

(7) Notwithstanding subregulations (1) through (5) the Authority may require, in addition to any other requirement herein, extra fuel to be carried on a particular route or flight operation in the interest of safety.

(8) Any extra fuel under subregulation (7) shall be included in the computation of the minimum fuel requirement for that route.

***Minimum Fuel Supply for Visual Flight Rules Flights***

Fuel supply  
requirement  
for Visual  
Flight Rules  
Flight

97. (1) A person shall not commence a flight in an aeroplane under Visual Flight Rules unless, considering the wind and forecast weather conditions, there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed—

- (a) for flights during the day, for at least thirty minutes thereafter; or
- (b) for flights at night, for at least forty-five minutes thereafter; and
- (c) for international flights, for at least an additional fifteen per cent of the total flight time calculated for cruise flight.

(2) A person shall not commence a flight in a helicopter under Visual Flight Rules unless, considering the wind and forecast weather conditions there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed—

- (a) for twenty minutes thereafter; or
- (b) for international flights, for at least an additional ten per cent of the total flight time calculated, plus a reserve for contingencies specified by the operator and approved by the Authority.

***Minimum fuel supply for Instrument Flight Rules Flight***

Fuel supply  
requirement  
for  
Instrument  
Flight Rules  
flight

98. (1) A person shall not commence a flight under Instrument Flight Rules unless there is enough fuel supply, considering weather reports and forecasts, to—

- (a) fly to the first point of intended landing;
- (b) fly from that aerodrome to the planned alternate aerodrome, where required; and
- (c) fly thereafter at normal cruising speed—
  - (i) in a propeller-driven aeroplane, for forty-five minutes; and
  - (ii) in a rotorcraft, turbojet or turbofan aeroplane, for thirty minutes in a holding pattern at 1,500 feet above the aerodrome, plus a reserve for contingencies specified by the operator and approved by the Authority.

(2) For Instrument Flight Rules flight to isolated aerodromes, the two hour minimum reserve specified in subregulation 96(4) shall apply.

(3) Notwithstanding subregulation (2), regulation 96(5) shall not apply to commercial air transport operations unless specifically approved by the Authority.

***Commercial Air Transport Flight Planning Document Distribution and Retention***

99. (1) For commercial air transport operations, a pilot in command shall complete and sign the following flight preparation documents prior to departure:

Requirements  
for flight  
planning  
document  
distribution  
and retention  
for commercial  
air transport  
operations

- (a) an operational flight plan, which takes into consideration Notices to Airmen and weather pertinent to the flight planning decisions regarding minimum fuel supply, en-route performance, destination, aerodrome and alternate aerodromes.
- (b) a load manifest, which takes into consideration the distribution of the load, center of gravity, take-off and landing weights and compliance with maximum operating weight limitations and performance analysis.
- (c) an applicable technical log page, where—
  - (i) mechanical irregularities were entered after previous flight;
  - (ii) maintenance or inspection functions were performed; or
  - (iii) fuel and oil uplift were recorded; and
  - (iv) a Certificate of Release to Service was issued at the departure aerodrome.

(2) A person shall not take-off an aircraft in commercial air transport unless all flight release documents, signed by the pilot in command, are retained and available at the point of departure.

(3) A pilot in command shall carry on the aircraft a copy of the documents specified in subregulation (1), to the destination aerodrome.

(4) Completed flight preparation documents shall be kept by a national air operator in the manner set out in the Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulations, 2004 for a period of not less than three months.

(5) An operational flight plan shall be completed for every intended flight of an aircraft or series of flight of a helicopter and shall be approved and signed by the pilot in command and signed by the Flight Operations Officer.

(6) A copy of the operational flight plan under subregulation (5) shall be filed at the designated retention location.

(7) Where the procedures under subregulation (6), are not possible the flight plan shall be left with the aerodrome authority or on record at the appropriate Authority specified by the national air operator in his Operations Manual.

(8) Notwithstanding subregulation (6), the Authority may approve a different retention location where all documents can be available for subsequent review.

(9) In this regulation “retention location” means the operator or an agent designated by him.

### ***Aircraft Loading, Mass and Balance Requirements***

Requirements  
for aircraft  
loading, mass  
and balance

100. (1) A person shall not operate an aircraft unless all loads carried are properly distributed and safely secured on the aircraft in accordance with the approved loading manual for such aircraft or the procedures of the manufacturer in the case of small aeroplanes.

(2) A person shall not operate an aircraft unless the calculations for the mass and center of gravity location of the aircraft indicate that the flight can be conducted safely, taking into account the flight conditions expected.

(3) A pilot in command may delegate his responsibility for the proper loading of an aircraft to suitably qualified persons provided by the national air operator, who shall be responsible for supervising such loading.

(4) Notwithstanding subregulation (3), a pilot in command shall ascertain that proper loading procedures are followed.

(5) For commercial air transport operations, a pilot in command shall not commence a flight unless he is satisfied that the loading and mass and balance calculations contained in the load manifest are accurate and comply with the aircraft limitations.

Schedule 3

(6) A national air operator shall establish mass and balance documentation in the manner set out in Schedule 3, prior to the departure of each flight specifying the load and its distribution which shall enable the pilot in command to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded.

(7) The person preparing the mass and balance documentation under subregulation (6), shall be named in such documentation.

(8) The person supervising the loading of the aircraft shall confirm by signature that the load and its distribution are in accordance with the mass and balance documentation.

(9) The document shall be acceptable to the pilot in command and his acceptance shall be indicated by countersignature or equivalent.

(10) An operator shall specify procedures for last minute changes to the load.

(11) Subject to the approval of the Authority, a national air operator may use documentation procedures other than those required by this regulation.

***Maximum Allowable Weights to be Considered on All Load Manifests***

101. A pilot in command shall ensure that the maximum allowable weight for a flight does not exceed the maximum allowable take-off weight—

Allowable weights on all load manifests

(a) for the specific runway and conditions existing at the take-off time; and

(b) considering anticipated fuel and oil consumption that allows compliance with applicable en-route performance, landing weight and landing distance limitations for destination and alternate aerodromes.

***Commercial Air Transport Operations Flight Release Requirements***

102. (1) A person shall not commence a flight under a flight following system without specific authority from the person authorized by the air operator to exercise operational control over the flight.

Requirement for flight release for commercial air transport operations

(2) A person shall not commence a passenger-carrying flight in commercial air transport operations for which there is a published schedule, unless a qualified person authorized by the air operator to perform operational control functions has issued a flight release for that specific operation or series of operations.

(3) The pilot in command and Flight Operations Officer shall sign the flight release document.

***Commercial Air Transport Operations Operational Flight Plan Requirements***

103. (1) A national air operator shall not permit a person to commence a flight unless his operational flight plan meets the requirements set out in Schedule 4 and has been prepared in accordance with the procedures specified in the Operations Manual of the national air operator and signed by the pilot in command and the Flight Operations Officer.

Requirements For operational flight plan for commercial air transport operations

Schedule 4

(2) A pilot in command shall sign the operational flight plan only when he and the Flight Operations Officer exercising operational supervision have determined that the flight can be safely completed.

(3) The operational flight plan under this regulation shall include the routing and fuel calculations with respect to the meteorological and other factors expected to complete the flight to the destination and all required alternates.

(4) A pilot in command signing an operational flight plan shall have access to the applicable flight planning information for fuel supply, alternate aerodromes, weather reports, forecasts and notices to Airmen for the routing and aerodromes of operation.

(5) A person shall not continue a flight from an intermediate aerodrome without a new operational flight plan where the aircraft has been on the ground more than six hours.

(6) A pilot in command of an aircraft shall ensure that one copy of the operational flight plan is left at a point of departure, in accordance with the procedures specified in the company Operations Manual and that another copy is carried on board the aircraft until the aircraft reaches the final destination of the flight.

(7) A national air operator shall specify in its company Operations Manual—

(a) the period for which the operational flight plan shall be kept;

(b) the method of recording the formal approval of the plan by the flight operations officer; and

(c) the method of recording the formal approval of the plan by the pilot in command.

(8) A national air operator shall keep a copy of the operational flight plan, including any amendments to the plan, for not less than ninety days.

***Commercial Air Transport Records of Emergency and Survival  
Equipment Requirement***

Requirement to keep records of emergency and survival equipment for commercial air transport operations

104. (1) An air operator shall at all times have available for immediate communication to rescue centres, lists containing information on the emergency and survival equipment carried on board any of their aircrafts engaged in international air transportation.

(2) The information required under subregulation (1), shall include as applicable the number, colours and type of life rafts and pyrotechnics, details of emergency medical supplies and type and frequencies of the emergency portable radio equipment.