

Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

ANNEX IV U.K.

COMMERCIAL AIR TRANSPORT OPERATIONS [PART-CAT]

SUBPART A GENERAL REQUIREMENTS

F1 CAT.GEN.100

Textual Amendments
F1 Annex 4 point CAT.GEN.100 omitted (31.12.2020) by virtue of The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, 366(2)(a) (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F2 CAT.GEN.105 Touring motor gliders and powered sailplanes U.K.

- (a)
(b) Touring motor gliders (TMGs) shall be operated following the requirements for: U.K.
(c)
(d)

Textual Amendments
F2 Deleted by Commission Implementing Regulation (EU) 2018/1975 of 14 December 2018 amending Regulation (EU) No 965/2012 as regards air operations requirements for sailplanes and electronic flight bags.

SECTION 1 U.K.

Motor-powered aircraft

CAT.GEN.CAT.A.100 Responsibilities U.K.

- (a) The crew member shall be responsible for the proper execution of his/her duties that are: U.K.
(1) related to the safety of the aircraft and its occupants; and
(2) specified in the instructions and procedures in the operations manual.
(b) The crew member shall: U.K.
(1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;
(2) report to the commander any incident that endangered, or could have endangered, the safety of the operation, if not already reported by another crew member;

- (3) comply with the relevant requirements of the operator's occurrence reporting schemes;
- (4) comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities;
- (5) when undertaking duties for more than one operator:
  - (i) maintain his/her individual records regarding flight and duty times and rest periods as referred to in applicable FTL requirements; and
  - (ii) provide each operator with the data needed to schedule activities in accordance with the applicable FTL requirements.
- (c) The crew member shall not perform duties on an aircraft: **U.K.**
  - (1) when under the influence of [<sup>F3</sup>a psychoactive substance] or when unfit due to injury, fatigue, medication, sickness or other similar causes;
  - (2) until a reasonable time period has elapsed after deep water diving or following blood donation;
  - (3) if applicable medical requirements are not fulfilled;
  - (4) if he/she is in any doubt of being able to accomplish his/her assigned duties; or
  - (5) if he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered.

#### Textual Amendments

**F3** Words in Annex 4 point CAT.GEN.MPA.100(c)(1) substituted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **11(2)(a)**

#### CAT.GEN.MPA.100 Responsibilities of the commander **U.K.**

- (a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: **U.K.**
  - (1) be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight;
  - (2) be responsible for the operation and safety of the aircraft:
    - (i) for aeroplanes, from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off, until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is(are) shut down;
    - (ii) for helicopters, when the rotors are turning;
  - (3) have authority to give all commands and take any appropriate actions for the purpose of securing the safety of the aircraft and of persons and/or property carried therein in accordance with 7.c of Annex IV to Regulation (EC) No 216/2008;
  - (4) have authority to disembark any person, or any part of the cargo, that may represent a potential hazard to the safety of the aircraft or its occupants;

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- (5) not allow a person to be carried in the aircraft who appears to be under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered;
- (6) have the right to refuse transportation of inadmissible passengers, deportees or persons in custody if their carriage increases the risk to the safety of the aircraft or its occupants;
- (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;
- (8) ensure that all operational procedures and checklists are complied with in accordance with the operations manual;
- (9) not permit any crew member to perform any activity during critical phases of flight, except duties required for the safe operation of the aircraft;
- (10) [<sup>F4</sup>ensure that:
  - (i) flight recorders are not disabled or switched off during flight;
  - (ii) in the event of an occurrence other than an accident or a serious incident that shall be reported according to ORO.GEN.160(a), flight recorders' recordings are not intentionally erased; and
  - (iii) in the event of an accident or a serious incident, or if preservation of recordings of flight recorders is directed by the investigating authority:
    - (A) flight recorders' recordings are not intentionally erased;
    - (B) flight recorders are deactivated immediately after the flight is completed; and
    - (C) precautionary measures to preserve the recordings of flight recorders are taken before leaving the flight crew compartment;]
- (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL);
- (12) [<sup>F5</sup>ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EU) No 1321/2014;
- (13) be satisfied that relevant emergency equipment remains easily accessible for immediate use;]
- (14) [<sup>F6</sup>record, at the termination of the flight, utilisation data and all known or suspected defects of the aircraft in the aircraft technical log or journey log of the aircraft to ensure continued flight safety.]

#### Textual Amendments

**F4** Substituted by [Commission Regulation \(EU\) 2015/2338 of 11 December 2015 amending Regulation \(EU\) No 965/2012 as regards requirements for flight recorders, underwater locating devices and aircraft tracking systems.](#)

**F5** Substituted by [Commission Implementing Regulation \(EU\) 2019/1384 of 24 July 2019 amending Regulations \(EU\) No 965/2012 and \(EU\) No 1321/2014 as regards the use of aircraft listed on an air operator certificate for non-commercial operations and specialised operations, the establishment of](#)

**Changes to legislation:** There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

operational requirements for the conduct of maintenance check flights, the establishment of rules on non-commercial operations with reduced cabin crew on board and introducing editorial updates concerning air operations requirements (Text with EEA relevance).

- F6** Inserted by Commission Implementing Regulation (EU) 2019/1384 of 24 July 2019 amending Regulations (EU) No 965/2012 and (EU) No 1321/2014 as regards the use of aircraft listed on an air operator certificate for non-commercial operations and specialised operations, the establishment of operational requirements for the conduct of maintenance check flights, the establishment of rules on non-commercial operations with reduced cabin crew on board and introducing editorial updates concerning air operations requirements (Text with EEA relevance).

- (b) The commander, or the pilot to whom conduct of the flight has been delegated, shall, in an emergency situation that requires immediate decision and action, take any action he/she considers necessary under the circumstances in accordance with 7.d of Annex IV to Regulation (EC) No 216/2008. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.
- (c) Whenever an aircraft in flight has manoeuvred in response to an airborne collision avoidance system (ACAS) resolution advisory (RA), the commander shall submit an ACAS report to the [F7CAA].

#### Textual Amendments

- F7** Word in Annex 4 Subpart A substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(2)(b)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (d) Bird hazards and strikes: **U.K.**
- (1) Whenever a potential bird hazard is observed, the commander shall inform the air traffic service (ATS) unit as soon as flight crew workload allows.
- (2) Whenever an aircraft for which the commander is responsible suffers a bird strike that results in significant damage to the aircraft or the loss or malfunction of any essential service, the commander shall submit a written bird strike report after landing to the [F7CAA].
- [F6(e) The commander shall, as soon as possible, report to the appropriate air traffic services (ATS) unit any hazardous weather or flight conditions encountered that are likely to affect the safety of other aircraft.]

#### **CAT.GEN.MPA.110 of the commander** **U.K.**

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

#### **CAT.GEN.MPA.115 or crew members other than cabin crew in the passenger compartment** **U.K.**

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

- (a) are not confused by the passengers with operating cabin crew members;
- (b) do not occupy required cabin crew assigned stations;

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

**CAT.GEN.MPA.012 Language** U.K.

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

**[<sup>F8</sup> CAT.GEN.MPA.014 Taxiing of aircraft** U.K.

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

**Textual Amendments**

**F8** Inserted by [Commission Regulation \(EU\) 2015/140 of 29 January 2015 amending Regulation \(EU\) No 965/2012 as regards sterile flight crew compartment and correcting that Regulation.](#)

**CAT.GEN.MPA.125 Aeroplanes** U.K.

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

- (a) is an appropriately qualified pilot; or
- (b) has been designated by the operator and:
  - (1) is trained to taxi the aircraft;
  - (2) is trained to use the radio telephone;
  - (3) has received instruction in respect of aerodrome layout, routes, signs, marking, lights, air traffic control (ATC) signals and instructions, phraseology and procedures;
  - (4) is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.

**CAT.GEN.MPA.130 Movement — helicopters** U.K.

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

**CAT.GEN.MPA.135 Access to the flight crew compartment** U.K.

- (a) The operator shall ensure that no person, other than a flight crew member assigned to a flight, is admitted to, or carried in, the flight crew compartment unless that person is: U.K.
  - (1) an operating crew member;
  - (2) a representative of the competent or inspecting authority, if required to be there for the performance of his/her official duties; or
  - (3) permitted by and carried in accordance with instructions contained in the operations manual.
- (b) The commander shall ensure that: U.K.

- (1) admission to the flight crew compartment does not cause distraction or interference with the operation of the flight; and
- (2) all persons carried in the flight crew compartment are made familiar with the relevant safety procedures.
- (c) The commander shall make the final decision regarding the admission to the flight crew compartment.

#### **CAT.GEN.MPA.140 Electronic devices** U.K.

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

#### **[<sup>F9</sup> CAT.GEN.MPA.141 Electronic flight bags (EFBs)]** U.K.

- (a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.
- (b) The operator shall not use a type B EFB application unless it is approved in accordance with Subpart M of Annex V (Part-SPA).]

#### **Textual Amendments**

- F9** Inserted by [Commission Implementing Regulation \(EU\) 2018/1975 of 14 December 2018 amending Regulation \(EU\) No 965/2012 as regards air operations requirements for sailplanes and electronic flight bags.](#)

#### **CAT.GEN.MPA.145 on emergency and survival equipment carried** U.K.

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

#### **[<sup>F5</sup> CAT.GEN.MPA.150 Ditching – aeroplanes]** U.K.

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

#### **CAT.GEN.MPA.151 weapons of war and munitions of war** U.K.

- (a) The operator shall only transport weapons of war or munitions of war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight.
- (b) Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are: U.K.
  - (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and
  - (2) in the case of firearms, unloaded.

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

**CAT.GEN.MPA.160 of sporting weapons and ammunition** U.K.

- (a) The operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to the operator.
- (b) The operator accepting the carriage of sporting weapons shall ensure that they are: U.K.
- (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and
  - (2) in the case of firearms or other weapons that can contain ammunition, unloaded.
- (c) Ammunition for sporting weapons may be carried in passengers' checked baggage, subject to certain limitations, in accordance with the technical instructions.

**CAT.GEN.MPA.160 of sporting weapons and ammunition — alleviations** U.K.

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

**CAT.GEN.MPA.165 Carriage of persons** U.K.

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

- (a) for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods therein; or
- (b) to a part of the aircraft in which cargo or supplies are carried, being a part that is designed to enable a person to have access thereto while the aircraft is in flight.

**[<sup>F10</sup> CAT.GEN.MPA.170 Psychoactive substances** U.K.

- (a) The operator shall take all reasonable measures to prevent a person boarding an aircraft or being on board an aircraft when that person is under the influence of a psychoactive substance and is behaving in such a way as to risk endangering the safety of the aircraft or of another person on board of the aircraft.
- (b) The operator shall develop and implement a policy on the prevention and detection of misuse of psychoactive substances by flight crew members and cabin crew members and by other safety-sensitive personnel under its direct control, in order to ensure that the safety of the aircraft or its occupants is not endangered.
- (c) The operator shall develop and implement an objective, transparent and non-discriminatory procedure for the prevention and detection of cases of misuse of psychoactive substances by its flight crew members and cabin crew members and other safety-sensitive personnel under its direct control.



- (d) The operator shall inform the CAA of any case of misuse of psychoactive substances by any person to whom the procedure in point (c) applies as soon as reasonably practicable.]

**Textual Amendments**

**F10** Annex 4 point CAT.GEN.MPA.170 substituted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **11(2)(b)**

**CAT.GEN.MPA.175, flying safety U.K.**

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

- (a) endanger an aircraft or person therein; or  
 (b) cause or permit an aircraft to endanger any person or property.

**CAT.GEN.MPA.180, manuals and information to be carried U.K.**

- (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: **U.K.**
- (1) the aircraft flight manual (AFM), or equivalent document(s);
  - (2) the original certificate of registration;
  - (3) the original certificate of airworthiness (CofA);
  - (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate;
  - (5) [<sup>F11</sup>a certified true copy of the air operator certificate (AOC), including an English translation when the AOC has been issued in another language;
  - (6) the operations specifications relevant to the aircraft type, issued with the AOC, including an English translation when the operations specifications have been issued in another language;]
  - (7) the original aircraft radio licence, if applicable;
  - (8) the third party liability insurance certificate(s);
  - (9) the journey log, or equivalent, for the aircraft;
  - (10) [<sup>F5</sup>the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014;]
  - (11) details of the filed ATS flight plan, if applicable;
  - (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
  - (13) procedures and visual signals information for use by intercepting and intercepted aircraft;
  - (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment;

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;
- (16) the MEL;
- (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation;
- (18) appropriate meteorological information;
- (19) cargo and/or passenger manifests, if applicable;
- (20) mass and balance documentation;
- (21) the operational flight plan, if applicable;
- (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and
- (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.

#### Textual Amendments

**F11** Substituted by [Commission Regulation \(EU\) No 379/2014 of 7 April 2014 amending Commission Regulation \(EU\) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation \(EC\) No 216/2008 of the European Parliament and of the Council.](#)

[<sup>F12</sup>(b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead:] **U.K.**

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

#### Textual Amendments

**F12** Substituted by [Commission Regulation \(EU\) 2015/140 of 29 January 2015 amending Regulation \(EU\) No 965/2012 as regards sterile flight crew compartment and correcting that Regulation.](#)

*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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

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

- (a) The operator shall ensure that at least for the duration of each flight or series of flights: U.K.
- (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground;
  - (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable
  - (3) the same information is carried in a fireproof container in the aircraft.
- (b) The information referred to in (a) includes: U.K.
- (1) a copy of the operational flight plan, where appropriate;
  - (2) copies of the relevant part(s) of the aircraft technical log;
  - (3) route-specific NOTAM documentation if specifically edited by the operator;
  - (4) mass and balance documentation if required; and
  - (5) special loads notification.

**CAT.GEN.MPA.190** **Retention of documentation and records** U.K.

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

<sup>F13</sup> **CAT.GEN.MPA.195** **Handling of flight recorder recordings: preservation, production, protection and use** U.K.

- (a) Following an accident, a serious incident or an occurrence identified by the investigating authority, the operator of an aircraft shall preserve the original recorded data of the flight recorders for a period of 60 days or until otherwise directed by the investigating authority.
- (b) The operator shall conduct operational checks and evaluations of the recordings to ensure the continued serviceability of the flight recorders which are required to be carried under this Regulation.
- (c) The operator shall ensure that the recordings of flight parameters and data link communication messages required to be recorded on flight recorders are preserved. However, for the purpose of testing and maintaining those flight recorders, up to 1 hour of the oldest recorded data at the time of testing may be erased.
- (d) The operator shall keep and maintain up to date documentation that presents the necessary information to convert raw flight data into flight parameters expressed in engineering units.
- (e) The operator shall make available any flight recorder recordings that have been preserved, if so determined by the [<sup>F7</sup>CAA].

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**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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- (f) Without prejudice to Regulation (EU) No 996/2010 and Regulation (EU) 2016/679 of the European Parliament and of the Council <sup>(1)</sup> :
- (1) Except for ensuring flight recorder serviceability, audio recordings from a flight recorder shall not be disclosed or used unless all of the following conditions are fulfilled:
- (i) a procedure related to the handling of such audio recordings and of their transcript is in place;
  - (ii) all crew members and maintenance personnel concerned have given their prior consent;
  - (iii) such audio recordings are used only for maintaining or improving safety.
- (1a) When inspecting flight recorder audio recordings to ensure flight recorder serviceability, the operator shall protect the privacy of those audio recordings and make sure that they are not disclosed or used for purposes other than for ensuring flight recorder serviceability.
- (2) Flight parameters or data link messages recorded by a flight recorder shall not be used for purposes other than for the investigation of an accident or an incident which is subject to mandatory reporting, unless such recordings meet any of the following conditions:
- (i) are used by the operator for airworthiness or maintenance purposes only;
  - (ii) are de-identified;
  - (iii) are disclosed under secure procedures.
- (3) Except for ensuring flight recorder serviceability, images of the flight crew compartment that are recorded by a flight recorder shall not be disclosed or used unless all of the following conditions are fulfilled:
- (i) a procedure related to the handling of such image recordings is in place;
  - (ii) all crew members and maintenance personnel concerned have given their prior consent;
  - (iii) such image recordings are used only for maintaining or improving safety.
- (3a) When images of the flight crew compartment that are recorded by a flight recorder are inspected for ensuring the serviceability of the flight recorder, then:
- (i) those images shall not be disclosed or used for purposes other than for ensuring flight recorder serviceability;
  - (ii) if body parts of crew members are likely to be visible on the images, the operator shall ensure the privacy of those images.]

*Changes to legislation:* There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

### Textual Amendments

- F13** Substituted by Commission Implementing Regulation (EU) 2019/1387 of 1 August 2019 amending Regulation (EU) No 965/2012 as regards requirements for aeroplane landing performance calculations and the standards for assessing the runway surface conditions, update on certain aircraft safety equipment and requirements and operations without holding an extended range operational approval.

### CAT.GEN.MPA.200 of dangerous goods **U.K.**

- (a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the ‘Technical instructions for the safe transport of dangerous goods by air’ (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.
- (b) Dangerous goods shall only be transported by an operator approved in accordance with Annex V (Part-SPA), Subpart G, except when: **U.K.**
- (1) they are not subject to the technical instructions in accordance with Part 1 of those instructions; or
- (2) they are carried by passengers or crew members, or are in baggage, in accordance with Part 8 of the technical instructions.
- (c) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently.
- (d) The operator shall provide personnel with the necessary information enabling them to carry out their responsibilities, as required by the technical instructions.
- (e) The operator shall, in accordance with the technical instructions, report without delay to the <sup>F7</sup>CAA] and the appropriate authority of the State of occurrence in the event of: **U.K.**
- (1) any dangerous goods accidents or incidents;
- (2) the discovery of undeclared or misdeclared dangerous goods in cargo or mail; or
- (3) the finding of dangerous goods carried by passengers or crew members, or in their baggage, when not in accordance with Part 8 of the technical instructions.
- (f) The operator shall ensure that passengers are provided with information about dangerous goods in accordance with the technical instructions.
- (g) The operator shall ensure that notices giving information about the transport of dangerous goods are provided at acceptance points for cargo as required by the technical instructions.

### <sup>F14</sup> CAT.GEN.MPA.205 tracking system — Aeroplanes **U.K.**

- (a) By 16 December 2018 at the latest, the operator shall establish and maintain, as part of the system for exercising operational control over the flights, an aircraft tracking system, which includes the flights eligible to (b) when performed with the following aeroplanes:
- (1) aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CofA before 16 December

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- 2018 , which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder;
- (2) all aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CofA on or after 16 December 2018 ; and
  - (3) all aeroplanes with an MCTOM of more than 45 500 kg and first issued with an individual CofA on or after 16 December 2018 .
- (b) Flights shall be tracked by the operator from take-off to landing, except when the planned route and the planned diversion routes are fully included in airspace blocks where:
- (1) ATS surveillance service is normally provided which is supported by ATC surveillance systems locating the aircraft at time intervals with adequate duration; and
  - (2) the operator has provided to competent air navigation service providers necessary contact information.]

#### Textual Amendments

**F14** Inserted by [Commission Regulation \(EU\) 2015/2338 of 11 December 2015 amending Regulation \(EU\) No 965/2012 as regards requirements for flight recorders, underwater locating devices and aircraft tracking systems.](#)

#### <sup>F5</sup> CAT.GEN.MPA.210 — Aeroplanes U.K.

<sup>F15</sup>From 1 January 2025, the] following aeroplanes shall be equipped with robust and automatic means to accurately determine, following an accident during which the aeroplane is severely damaged, the location of the point of end of flight:

#### Textual Amendments

**F15** Words in Annex 4 point CAT.GEN.MPA.210 substituted (23.12.2022) by [The Aviation Safety and Air Traffic Management \(Amendment\) Regulations 2022 \(S.I. 2022/1235\), regs. 1\(2\), 7\(2\)\(a\)](#)

- (1) all aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19 and first issued with an individual CofA on or after 1 January <sup>F16</sup>2024];
- (2) all aeroplanes with an MCTOM of more than 45 500 kg and first issued with an individual CofA on or after 1 January <sup>F17</sup>2024].]

#### Textual Amendments

**F16** Word in Annex 4 point CAT.GEN.MPA.210 substituted (23.12.2022) by [The Aviation Safety and Air Traffic Management \(Amendment\) Regulations 2022 \(S.I. 2022/1235\), regs. 1\(2\), 7\(2\)\(b\)](#)

**F17** Word in Annex 4 point CAT.GEN.MPA.210 substituted (23.12.2022) by [The Aviation Safety and Air Traffic Management \(Amendment\) Regulations 2022 \(S.I. 2022/1235\), regs. 1\(2\), 7\(2\)\(b\)](#)

#### <sup>F18</sup> CAT.GEN.MPA.215 — ~~amme~~ U.K.

*Changes to legislation:* There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

- (a) The operator shall make available to and ensure, enable and facilitate access to a proactive and non-punitive support programme for flight crew members that will assist those persons to recognise, cope with and overcome any problem which could negatively affect their ability to safely exercise the privileges of their licence.
- (b) The operator shall have adequate security measures in place for the protection and confidentiality of personal data contained within the support programme.]

**Textual Amendments**

**F18** Annex 4 point CAT.GEN.MPA.215 inserted (16.2.2022) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(4), **11(2)(c)**

<sup>F2</sup>SECTION 2 U.K.

*Non motor-powered aircraft*

**CAT.GEN.MPA.100 Responsibilities of the commander** U.K.

- (a) The commander shall: U.K.  
.....
- (b) The commander shall not perform duties on an aircraft: U.K.  
.....
- (c) .....
- (d) The commander of a balloon shall: U.K.  
.....

**CAT.GEN.MPA.105 Balloon crew member** U.K.

- (a) .....
- (b) The additional crew member shall not perform duties on a balloon: U.K.  
.....

**CAT.GEN.MPA.110 the commander** U.K.

**CAT.GEN.MPA.115 language** U.K.

**CAT.GEN.MPA.120 Electronic devices** U.K.

**CAT.GEN.MPA.125 Non emergency and survival equipment carried** U.K.

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

**CAT.GEN.NMBA.120 drugs U.K.**

**CAT.GEN.NMBA.125 safety U.K.**

**CAT.GEN.NMBA.130 manuals and information to be carried U.K.**

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

(b) Notwithstanding (a), the documents, manuals and information specified there may be carried in the retrieve vehicle or retained at the aerodrome or operating site on flights intending to: U.K.

**CAT.GEN.NMBA.145 documentation and records U.K.**

**CAT.GEN.NMBA.150 dangerous goods U.K.**

(a) The transport of dangerous goods shall not be permitted, except when: U.K.

(b) .....

(c) .....

**SUBPART OPERATING PROCEDURES U.K.**  
B

**SECTION 1 U.K.**

**Motor-powered aircraft**

**CAT.OP.MPA.100 traffic services U.K.**

(a) The operator shall ensure that: U.K.

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

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

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

(1) [F12 operations under VFR by day of other-than complex motor-powered aeroplanes;]



*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (2) helicopters with an MCTOM of 3 175 kg or less operated by day and over routes navigated by reference to visual landmarks; or
  - (3) local helicopter operations,
- provided that search and rescue service arrangements can be maintained.

**CAT.OP.MPA.105 Aerodromes and operating sites** U.K.

- (a) The operator shall only use aerodromes and operating sites that are adequate for the type(s) of aircraft and operation(s) concerned.
- (b) The use of operating sites shall only apply to: U.K.
  - (1) [F12 other-than complex motor-powered aeroplanes; and]
  - (2) helicopters.

**CAT.OP.MPA.106 Isolated aerodromes — aeroplanes** U.K.

- (a) Using an isolated aerodrome as destination aerodrome with aeroplanes requires the prior approval by the [F19 CAA].

**Textual Amendments**

**F19** Word in Annex 4 Subpart B substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\), regs. 1, 366\(3\)](#) (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (b) An isolated aerodrome is one for which the alternate and final fuel reserve required to the nearest adequate destination alternate aerodrome is more than: U.K.
  - (1) for aeroplanes with reciprocating engines, fuel to fly for 45 minutes plus 15 % of the flying time planned to be spent at cruising level or two hours, whichever is less; or
  - (2) for aeroplanes with turbine engines, fuel to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel.

**CAT.OP.MPA.107 Adequate aerodrome** U.K.

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

**CAT.OP.MPA.110 Head-up operating minima** U.K.

- (a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the [F19 CAA] shall be added to the minima.
- (b) The use of a head-up display (HUD), head-up guidance landing system (HUDLS) or enhanced vision system (EVS) may allow operations with lower visibilities than the established aerodrome operating minima if approved in accordance with SPA.LVO.

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**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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- (c) When establishing aerodrome operating minima, the operator shall take the following into account: **U.K.**
- (1) the type, performance and handling characteristics of the aircraft;
  - (2) the composition, competence and experience of the flight crew;
  - (3) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use;
  - (4) the adequacy and performance of the available visual and non-visual ground aids;
  - (5) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the take-off, the approach, the flare, the landing, rollout and the missed approach;
  - (6) for the determination of obstacle clearance, the obstacles in the approach, missed approach and the climb-out areas necessary for the execution of contingency procedures;
  - (7) the obstacle clearance altitude/height for the instrument approach procedures;
  - (8) the means to determine and report meteorological conditions; and
  - (9) the flight technique to be used during the final approach.
- (d) The operator shall specify the method of determining aerodrome operating minima in the operations manual.
- (e) The minima for a specific approach and landing procedure shall only be used if all the following conditions are met: **U.K.**
- (1) the ground equipment shown on the chart required for the intended procedure is operative;
  - (2) the aircraft systems required for the type of approach are operative;
  - (3) the required aircraft performance criteria are met; and
  - (4) the crew is appropriately qualified.

**CAT.OP.MPA.155 flight technique — aeroplanes** **U.K.**

- (a) All approaches shall be flown as stabilised approaches unless otherwise approved by the <sup>F19</sup>CAA] for a particular approach to a particular runway.
- (b) Non-precision approaches **U.K.**
  - (1) The continuous descent final approach (CDFA) technique shall be used for all non-precision approaches.
  - (2) Notwithstanding (1), another approach flight technique may be used for a particular approach/runway combination if approved by the <sup>F19</sup>CAA]. In such cases, the applicable minimum runway visual range (RVR): **U.K.**
    - (i) shall be increased by 200 m for category A and B aeroplanes and by 400 m for category C and D aeroplanes; or

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (ii) for aerodromes where there is a public interest to maintain current operations and the CDFA technique cannot be applied, shall be established and regularly reviewed by the [F19 CAA] taking into account the operator's experience, training programme and flight crew qualification.

**F20 CAT.OP.PPR.20 radar approaches (ARAs) for overwater operations — helicopters U.K.**

- (a) An ARA shall only be undertaken if: U.K.  
.....
- (b) .....
- (c) .....
- (d) .....
- (e) .....

**Textual Amendments**  
**F20** Deleted by Commission Regulation (EU) 2016/1199 of 22 July 2016 amending Regulation (EU) No 965/2012 as regards operational approval of performance-based navigation, certification and oversight of data services providers and helicopter offshore operations, and correcting that Regulation.

**CAT.OP.MPA.125 Instrument departure and approach procedures U.K.**

- (a) The operator shall ensure that instrument departure and approach procedures established by the State of the aerodrome are used.
- (b) Notwithstanding (a), the commander may accept an ATC clearance to deviate from a published departure or arrival route, provided obstacle clearance criteria are observed and full account is taken of the operating conditions. In any case, the final approach shall be flown visually or in accordance with the established instrument approach procedures.
- (c) Notwithstanding (a), the operator may use procedures other than those referred to in (a) provided they have been approved by the State in which the aerodrome is located and are specified in the operations manual.

**[F21 CAT.OP.MPA.126 Performance-based navigation U.K.]**

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

- (a) the relevant PBN navigation specification is stated in the AFM or other document that has been approved by the certifying authority as part of an airworthiness assessment or is based on such approval; and
- (b) the aircraft is operated in conformance with the relevant navigation specification and limitations in the AFM or other document referred above.]

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

#### Textual Amendments

**F21** Inserted by [Commission Regulation \(EU\) 2016/1199 of 22 July 2016 amending Regulation \(EU\) No 965/2012 as regards operational approval of performance-based navigation, certification and oversight of data services providers and helicopter offshore operations, and correcting that Regulation.](#)

#### CAT.OP.MPA.130 Noise abatement procedures — aeroplanes **U.K.**

- [<sup>F12</sup>(a) Except for VFR operations of other-than complex motor-powered aeroplanes, the operator shall establish appropriate operating departure and arrival/approach procedures for each aeroplane type taking into account the need to minimise the effect of aircraft noise.]
- (b) The procedures shall: **U.K.**
- (1) ensure that safety has priority over noise abatement; and
  - (2) be simple and safe to operate with no significant increase in crew workload during critical phases of flight.

#### CAT.OP.MPA.131 Noise abatement procedures — helicopters **U.K.**

- (a) The operator shall ensure that take-off and landing procedures take into account the need to minimise the effect of helicopter noise.
- (b) The procedures shall: **U.K.**
- (1) ensure that safety has priority over noise abatement; and
  - (2) be simple and safe to operate with no significant increase in crew workload during critical phases of flight.

#### CAT.OP.MPA.135 and areas of operation — general **U.K.**

- (a) The operator shall ensure that operations are only conducted along routes, or within areas, for which: **U.K.**
- (1) [<sup>F22</sup>space-based facilities, ground facilities and services, including meteorological services, adequate for the planned operation are provided;]
  - (2) the performance of the aircraft is adequate to comply with minimum flight altitude requirements;
  - (3) the equipment of the aircraft meets the minimum requirements for the planned operation; and
  - (4) appropriate maps and charts are available.

#### Textual Amendments

**F22** Substituted by [Commission Regulation \(EU\) 2016/1199 of 22 July 2016 amending Regulation \(EU\) No 965/2012 as regards operational approval of performance-based navigation, certification and oversight of data services providers and helicopter offshore operations, and correcting that Regulation.](#)

- (b) The operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the [<sup>F19</sup>CAA].

*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

[<sup>F12</sup>(c) point (a)(1) shall not apply to operations under VFR by day of other-than complex motor-powered aircraft on flights that depart from and arrive at the same aerodrome or operating site.]

[<sup>F23</sup> **CAT.OP.MPA.136** **Permitted areas of operation — single-engined aeroplanes** U.K.]

Unless approved by the [<sup>F19</sup>CAA] in accordance with Annex V (Part-SPA), Subpart L — SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), the operator shall ensure that operations of single-engined aeroplanes are only conducted along routes, or within areas, where surfaces are available that permit a safe forced landing to be executed.]

**Textual Amendments**

**F23** Substituted by Commission Regulation (EU) 2017/363 of 1 March 2017 amending Regulation (EU) No 965/2012 as regards the specific approval of single-engined turbine aeroplane operations at night or in instrument meteorological conditions and the approval requirements for the dangerous goods training relating to commercial specialised operations, non-commercial operations of complex motor-powered aircraft and non-commercial specialised operations of complex motor-powered aircraft.

[<sup>F24</sup> **CAT.OP.MPA.137** **Permitted areas of operation — helicopters** U.K.]

The operator shall ensure that:

- (a) for helicopters operated in performance class 3, surfaces are available that permit a safe forced landing to be executed, except when the helicopter has an approval to operate in accordance with CAT.POL.H.420;
- (b) for helicopters operated in performance class 3 and conducting ‘coastal transit’ operations, the operations manual contains procedures to ensure that the width of the coastal corridor, and the equipment carried, is consistent with the conditions prevailing at the time.

[<sup>F14</sup> **CAT.OP.MPA.140** **Minimum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval** U.K.]

[<sup>F13</sup>(a) Unless approved by the [<sup>F19</sup>CAA] in accordance with Subpart F of Annex V (Part-SPA), the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than the appropriate distance for the given type of aeroplane among the following: U.K.]

- (1) for performance class A aeroplanes with a maximum operational passenger seating configuration (MOPSC) of 20 or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with point (b);
- (2) for performance class A aeroplanes with an MOPSC of 19 or less, the distance flown in 120 minutes or, subject to approval by the [<sup>F19</sup>CAA], up to 180 minutes for turbojet aeroplanes, at the OEI cruising speed determined in accordance with point (b);
- (3) for performance class B or C aeroplanes, whichever is less:
  - (i) the distance flown in 120 minutes at the OEI cruising speed determined in accordance with point (b);
  - (ii) 300 NM.]

**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

- (b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding  $V_{MO}$  (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative.
- (c) The operator shall include the following data, specific to each type or variant, in the operations manual: **U.K.**
- (1) the determined OEI cruising speed; and
- (2) the determined maximum distance from an adequate aerodrome.
- [<sup>F13</sup>(d) To obtain the approval referred to in point (a)(2), the operator shall provide evidence that: **U.K.**
- (1) procedures have been established for flight planning and dispatch;
- (2) specific maintenance instructions and procedures to ensure the intended levels of continued airworthiness and reliability of the aeroplane including its engines have been established and included in the operator's aircraft maintenance programme in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014, including:
- (i) an engine oil consumption programme;
- (ii) an engine condition monitoring programme.]

**CAT.OP.ESP.145 Establishment of minimum flight altitudes** **U.K.**

- (a) The operator shall establish for all route segments to be flown: **U.K.**
- (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and
- (2) a method for the flight crew to determine those altitudes.
- (b) The method for establishing minimum flight altitudes shall be approved by the [<sup>F19</sup>CAA].
- (c) Where the minimum flight altitudes established by the operator and a State overflow differ, the higher values shall apply.

**CAT.OP.MRA.150 Fuel policy** **U.K.**

- (a) The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the [<sup>F19</sup>CAA].
- (b) The operator shall ensure that the planning of flights is based upon at least: **U.K.**
- (1) procedures contained in the operations manual and:
- (i) data provided by the aircraft manufacturer; or
- (ii) current aircraft-specific data derived from a fuel consumption monitoring system;
- and

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**Changes to legislation:** There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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- (2) the operating conditions under which the flight is to be conducted including:
- (i) aircraft fuel consumption data;
  - (ii) anticipated masses;
  - (iii) expected meteorological conditions; and
  - (iv) air navigation services provider(s) procedures and restrictions.
- (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: **U.K.**
- (1) taxi fuel;
  - (2) trip fuel;
  - (3) reserve fuel consisting of:
    - (i) contingency fuel;
    - (ii) alternate fuel, if a destination alternate aerodrome is required;
    - (iii) final reserve fuel; and
    - (iv) additional fuel, if required by the type of operation;and
  - (4) extra fuel if required by the commander.
- (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: **U.K.**
- (1) trip fuel for the remainder of the flight; and
  - (2) reserve fuel consisting of:
    - (i) contingency fuel;
    - (ii) alternate fuel, if a destination alternate aerodrome is required;
    - (iii) final reserve fuel; and
    - (iv) additional fuel, if required by the type of operation;and
  - (3) extra fuel if required by the commander.

**CAT.OP.MPA.150(b) — alleviations** **U.K.**

- (a) Notwithstanding CAT.OP.MPA.150(b) to (d), for operations of performance class B aeroplanes the operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: **U.K.**
- (i) taxi fuel, if significant;
  - (ii) trip fuel;
  - (iii) reserve fuel, consisting of:

**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

- (A) contingency fuel that is not less than 5 % of the planned trip fuel or, in the event of in-flight replanning, 5 % of the trip fuel for the remainder of the flight; and
- (B) final reserve fuel to fly for an additional period of 45 minutes for reciprocating engines or 30 minutes for turbine engines;
- (iv) alternate fuel to reach the destination alternate aerodrome via the destination, if a destination alternate aerodrome is required; and
- (v) extra fuel, if specified by the commander.
- [<sup>F24</sup>(a1) Notwithstanding CAT.OP.MPA.150(b) to (d), for operations taking off and landing at the same aerodrome or operating site with ELA2 aeroplanes under VFR by day the operator shall specify the minimum final reserve fuel in the OM. This minimum final reserve fuel shall not be less than the amount needed to fly for a period of 45 minutes.]

#### Textual Amendments

**F24** Inserted by Commission Regulation (EU) No 379/2014 of 7 April 2014 amending Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

- (b) Notwithstanding CAT.OP.MPA.150(b) to (d), for helicopters with an MCTOM of 3 175 kg or less, by day and over routes navigated by reference to visual landmarks or local helicopter operations, the fuel policy shall ensure that, on completion of the flight, or series of flights the final reserve fuel is not less than an amount sufficient for: **U.K.**
  - (1) 30 minutes flying time at normal cruising speed; or
  - (2) 20 minutes flying time at normal cruising speed when operating within an area providing continuous and suitable precautionary landing sites.

#### CAT.OP.MPA.155 of special categories of passengers (SCPs) **U.K.**

- (a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least: **U.K.**
  - (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age;
  - (2) infants and unaccompanied children; and
  - (3) deportees, inadmissible passengers or prisoners in custody.
- (b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator.
- (c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could: **U.K.**
  - (1) impede crew members in their duties;



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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (2) obstruct access to emergency equipment; or
- (3) impede the emergency evacuation of the aircraft.
- (d) The commander shall be notified in advance when SCPs are to be carried on board.

#### **CAT.OP.MPA.160** **Of baggage and cargo** U.K.

The operator shall establish procedures to ensure that:

- (a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and
- (b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.

#### **CAT.OP.MPA.165** **Seating** U.K.

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

#### **CAT.OP.MPA.170** **Briefing** U.K.

The operator shall ensure that passengers are:

- (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and
- (b) [<sup>F5</sup>provided with a safety briefing card on which picture-type instructions indicate the operation of safety and emergency equipment and emergency exits likely to be used by passengers.]

#### **CAT.OP.MPA.175** **Preparation** U.K.

- (a) An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned.
- (b) The flight shall not be commenced unless the commander is satisfied that: U.K.
  - (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;
  - (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL);
  - (3) the parts of the operations manual that are required for the conduct of the flight are available;
  - (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board;
  - (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected;

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (6) [<sup>F22</sup>space-based facilities, ground facilities and services that are required for the planned flight are available and adequate;]
- (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; [<sup>F20</sup> and]
- (7a) [<sup>F21</sup>any navigational database required for performance-based navigation is suitable and current; and]
- (8) any additional operational limitation can be complied with.
- (c) Notwithstanding (a), an operational flight plan is not required for operations under VFR of: **U.K.**
- (1) [<sup>F12</sup>other-than complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site; or]
- (2) helicopters with an MCTOM of 3 175 kg or less, by day and over routes navigated by reference to visual landmarks in a local area as specified in the operations manual.

#### **CAT.OP.MPA.150 of aerodromes — aeroplanes** **U.K.**

- [<sup>F23</sup>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than: **U.K.**
- (1) for two-engined aeroplanes:
  - (i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or
  - (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass;
- (2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass;
- (3) for operations approved in accordance with Annex V (Part-SPA), Subpart L — SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), 30 minutes flying time at normal cruising speed in still air conditions, based on the actual take-off mass.

In the case of multi-engined aeroplanes, if the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power.]

- (b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or: **U.K.**
- (1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height + 500 ft, whichever is greater, and the ground visibility will be at least 5 km.
- (c) The operator shall select two destination alternate aerodromes when: **U.K.**
  - (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or
  - (2) no meteorological information is available.
- (d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.

**[<sup>F22</sup> CAT.OP.MPA.181] Selection of aerodromes and operating sites — helicopters **U.K.****

- (a) For flights under instrument meteorological conditions (IMC), the commander shall select a take-off alternate aerodrome within one hour flying time at normal cruising speed if it would not be possible to return to the site of departure due to meteorological reasons.
- (b) For IFR flights or when flying under VFR and navigating by means other than by reference to visual landmarks, the commander shall specify at least one destination alternate aerodrome in the operational flight plan unless:
  - (1) for a flight to any other land destination, the duration of the flight and the meteorological conditions prevailing are such that, at the estimated time of arrival at the site of intended landing, an approach and landing is possible under visual meteorological conditions (VMC); or
  - (2) the site of intended landing is isolated and no alternate is available; in this case, a point of no return (PNR) shall be determined.
- (c) The operator shall select two destination alternate aerodromes when:
  - (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or
  - (2) no meteorological information is available for the destination aerodrome.
- (d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.]

**[<sup>F21</sup> CAT.OP.MPA.182] Destination aerodromes — instrument approach operations **U.K.****

The operator shall ensure that sufficient means are available to navigate and land at the destination aerodrome or at any destination alternate aerodrome in the case of loss of capability for the intended approach and landing operation.]

**CAT.OP.MPA.185 minima for IFR flights — aeroplanes **U.K.****

- (a) *Planning minima for a take-off alternate aerodrome* **U.K.**

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account.

- (b) *Planning minima for a destination aerodrome other than an isolated destination aerodrome* U.K.

The operator shall only select the destination aerodrome when:

- (1) the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows:
- (i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and
  - (ii) for an NPA or a circling operation, the ceiling at or above MDH;
- or
- (2) two destination alternate aerodromes are selected.
- (c) *Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome* U.K.

The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1.

TABLE 1

**Planning minima Destination alternate aerodrome, isolated destination aerodrome, fuel ERA and ERA aerodrome**

Type of approach	Planning minima
CAT II and III	CAT I RVR
CATI	NPA RVR/VIS Ceiling shall be at or above MDH
NPA	NPA RVR/VIS + 1 000 m Ceiling shall be at or above MDH + 200 ft
Circling	Circling

**CAT.OP.MPA.116 minima for IFR flights — helicopters** U.K.

- (a) *Planning minima for take-off alternate aerodrome(s)* U.K.

The operator shall only select an aerodrome or landing site as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the take-off alternate aerodrome, the weather conditions will be at or above the applicable landing minima specified

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are NPA operations. Any limitation related to OEI operations shall be taken into account.

(b) *Planning minima for destination aerodrome and destination alternate aerodrome(s)* **U.K.**

The operator shall only select the destination and/or destination alternate aerodrome(s) when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome or operating site, the weather conditions will be at or above the applicable planning minima as follows:

- (1) except as provided in CAT.OP.MPA.181(d), planning minima for a destination aerodrome shall be:
  - (i) RVR/VIS specified in accordance with CAT.OP.MPA.110; and
  - (ii) for NPA operations, the ceiling at or above MDH;
- (2) planning minima for destination alternate aerodrome(s) are as shown in Table 1.

TABLE 1

**Planning minima destination alternate aerodrome**

Type of approach	Planning minima
CAT II and III	CAT I RVR
CAT I	CAT I + 200 ft/400 m visibility
NPA	NPA RVR/VIS + 400 m Ceiling shall be at or above MDH + 200 ft

**CAT.OP.MPA.190** *Submission of the ATS flight plan* **U.K.**

- (a) If an ATS flight plan is not submitted because it is not required by the rules of the air, adequate information shall be deposited in order to permit alerting services to be activated if required.
- (b) When operating from a site where it is impossible to submit an ATS flight plan, the ATS flight plan shall be transmitted as soon as possible after take-off by the commander or the operator.

**CAT.OP.MPA.195** *Refuelling/defuelling with passengers embarking, on board or disembarking* **U.K.**

- (a) An aircraft shall not be refuelled/defuelled with Avgas (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are embarking, on board or disembarking.
- (b) For all other types of fuel, necessary precautions shall be taken and the aircraft shall be properly manned by qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.

**CAT.OP.MPA.200** *Refuelling/defuelling with wide-cut fuel* **U.K.**

Refuelling/defuelling with wide-cut fuel shall only be conducted if the operator has established appropriate procedures taking into account the high risk of using wide-cut fuel types.

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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### **CAT.OP.MPA.005k and towing — aeroplanes U.K.**

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

### **CAT.OP.MPA.210 Members at stations U.K.**

#### (a) *Flight crew members U.K.*

- (1) During take-off and landing each flight crew member required to be on duty in the flight crew compartment shall be at the assigned station.
- (2) During all other phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain at the assigned station, unless absence is necessary for the performance of duties in connection with the operation or for physiological needs, provided at least one suitably qualified pilot remains at the controls of the aircraft at all times.
- (3) During all phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain alert. If a lack of alertness is encountered, appropriate countermeasures shall be used. If unexpected fatigue is experienced, a controlled rest procedure, organised by the commander, may be used if workload permits. Controlled rest taken in this way shall not be considered to be part of a rest period for purposes of calculating flight time limitations nor used to justify any extension of the duty period.

#### (b) *Cabin crew members U.K.*

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

### **CAT.OP.MPA.215 Headset — aeroplanes U.K.**

- (a) Each flight crew member required to be on duty in the flight crew compartment shall wear a headset with boom microphone or equivalent. The headset shall be used as the primary device for voice communications with ATS: **U.K.**
  - (1) when on the ground:
    - (i) when receiving the ATC departure clearance via voice communication; and
    - (ii) when engines are running;
  - (2) when in flight:
    - (i) below transition altitude; or
    - (ii) 10 000 ft, whichever is higher;
 and
  - (3) whenever deemed necessary by the commander.
- (b) In the conditions of (a), the boom microphone or equivalent shall be in a position that permits its use for two-way radio communications.

### **CAT.OP.MPA.216 Headset — helicopters U.K.**

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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

**CAT.OP.MPA.220 means for emergency evacuation U.K.**

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

**CAT.OP.MPA.225 Safety belts and restraint systems U.K.**

(a) *Crew members* U.K.

- (1) During take-off and landing, and whenever decided by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and restraint systems provided.
- (2) During other phases of the flight, each flight crew member in the flight crew compartment shall keep the assigned station safety belt fastened while at his/her station.

(b) *Passengers* U.K.

- (1) Before take-off and landing, and during taxiing, and whenever deemed necessary in the interest of safety, the commander shall be satisfied that each passenger on board occupies a seat or berth with his/her safety belt or restraint system properly secured.
- (2) The operator shall make provisions for multiple occupancy of aircraft seats that is only allowed on specified seats. The commander shall be satisfied that multiple occupancy does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other restraint device.

**CAT.OP.MPA.230 of passenger compartment and galley(s) U.K.**

- (a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.
- (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.

**CAT.OP.MPA.235 Seats — helicopters U.K.**

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

**CAT.OP.MPA.240 Smoking on board U.K.**

The commander shall not allow smoking on board:

- (a) whenever considered necessary in the interest of safety;
- (b) during refuelling and defuelling of the aircraft;
- (c) while the aircraft is on the surface unless the operator has determined procedures to mitigate the risks during ground operations;
- (d) outside designated smoking areas, in the aisle(s) and lavatory(ies);

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (e) in cargo compartments and/or other areas where cargo is carried that is not stored in flame-resistant containers or covered by flame-resistant canvas; and
- (f) in those areas of the passenger compartment where oxygen is being supplied.

**CAT.OP.MPA.245 Meteorological conditions — all aircraft** U.K.

- (a) On IFR flights the commander shall only: U.K.
  - (1) commence take-off; or
  - (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning,

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

- (b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima.
- (c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.

**CAT.OP.MPA.246 Meteorological conditions — aeroplanes** U.K.

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

- (a) the decision point when using the reduced contingency fuel (RCF) procedure; or
- (b) the pre-determined point when using the pre-determined point (PDP) procedure,

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

**CAT.OP.MPA.247 Meteorological conditions — helicopters** U.K.

In addition to CAT.OP.MPA.245:

- (a) On VFR flights overwater out of sight of land with helicopters, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the cloud ceiling will be above 600 ft by day or 1 200 ft by night.
- (b) F20 ...
- (c) Flight with helicopters to a helideck or elevated FATO shall only be operated when the mean wind speed at the helideck or elevated FATO is reported to be less than 60 kt.

**CAT.OP.MPA.250 Other contaminants — ground procedures** U.K.

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



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*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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

**CAT.OP.MPA.255 Other contaminants — flight procedures** U.K.

- (a) The operator shall establish procedures for flights in expected or actual icing conditions.
- (b) The commander shall only commence a flight or intentionally fly into expected or actual icing conditions if the aircraft is certified and equipped to cope with such conditions.
- (c) If icing exceeds the intensity of icing for which the aircraft is certified or if an aircraft not certified for flight in known icing conditions encounters icing, the commander shall exit the icing conditions without delay, by a change of level and/or route, if necessary by declaring an emergency to ATC.

**CAT.OP.MPA.260 Oil supply** U.K.

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

**CAT.OP.MPA.265 Conditions** U.K.

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

- (a) according to the information available to him/her, the weather at the aerodrome or operating site and the condition of the runway or FATO intended to be used would not prevent a safe take-off and departure; and
- (b) established aerodrome operating minima will be complied with.

**CAT.OP.MPA.270 Flight altitudes** U.K.

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

- (a) necessary for take-off or landing; or
- (b) descending in accordance with procedures approved by the [<sup>F19</sup>CAA].

**CAT.OP.MPA.275 Abnormal situations in flight** U.K.

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

- (a) abnormal or emergency situations that require the application of abnormal or emergency procedures; or
- (b) flight in IMC by artificial means.

**CAT.OP.MPA.280 Fuel management — aeroplanes** U.K.

The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria.

- (a) *In-flight fuel checks* U.K.

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*Changes to legislation:* There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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- (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: **U.K.**
  - (i) compare actual consumption with planned consumption;
  - (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and
  - (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome.
- (2) The relevant fuel data shall be recorded.
- (b) *In-flight fuel management* **U.K.**
  - (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: **U.K.**
    - (i) the required alternate fuel plus final reserve fuel; or
    - (ii) the final reserve fuel if no alternate aerodrome is required.
  - (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: **U.K.**
    - (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or
    - (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel.
  - (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel.
  - (4) Additional conditions for specific procedures **U.K.**
    - (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of:
      - (A) trip fuel from the decision point to the destination 1 aerodrome;
      - (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome;
      - (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and
      - (D) final reserve fuel.
    - (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of:
      - (A) trip fuel from the PDP to the destination aerodrome;

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (B) contingency fuel from the PDP to the destination aerodrome; and
- (C) additional fuel.

#### **CAT.OP.MPA.281 fuel management — helicopters U.K.**

- (a) The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out.
- (b) The commander shall ensure that the amount of usable fuel remaining in flight is not less than the fuel required to proceed to an aerodrome or operating site where a safe landing can be made, with final reserve fuel remaining.
- (c) The commander shall declare an emergency when the actual usable fuel on board is less than final reserve fuel.

#### **CAT.OP.MPA.285 supplemental oxygen U.K.**

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

#### **CAT.OP.MPA.290 proximity detection U.K.**

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

#### **[<sup>F22</sup>CAT.OP.MPA.295] ~~Use of airborne collision avoidance system (ACAS)~~ U.K.**

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

#### **CAT.OP.MPA.300 ~~Approach and landing conditions~~ U.K.**

Before commencing an approach to land, the commander shall be satisfied that, according to the information available to him/her, the weather at the aerodrome and the condition of the runway or FATO intended to be used should not prevent a safe approach, landing or missed approach, having regard to the performance information contained in the operations manual.

#### **[<sup>F25</sup>CAT.OP.MPA.305] ~~On-flight check of the landing distance at time of arrival — aeroplanes~~ U.K.**

- (a) No approach to land shall be continued unless the landing distance available (LDA) on the intended runway is at least 115% of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the landing distance at time of arrival (LDTA) and the approach to land is performed with performance class A aeroplanes that are certified in accordance with either of the following certification specifications, as indicated in the type-certificate:
  - 1 CS-25 or equivalent;
  - 2 CS-23 at level 4 with performance level “High speed” or equivalent.
- (b) For performance class A aeroplanes other than those referred to in point (a), no approach to land shall be continued, except where:

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- 1 the LDA on the intended runway is at least 115% of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the LDTA; or
  - 2 if performance information for the assessment of the LDTA is not available, the LDA on the intended runway at the estimated time of landing is at least the required landing distance determined in accordance with point CAT.POL.A.230 or point CAT.POL.A.235, as applicable.
- (c) For performance class B aeroplanes, no approach to land shall be continued, except in either of the following situations:
- 1 the LDA on the intended runway is at least 115% of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the LDTA; or
  - 2 if performance information for the assessment of the LDTA is not available, the LDA on the intended runway at the estimated time of landing is at least the required landing distance determined in accordance with point CAT.POL.A.330 or point CAT.POL.A.335, as applicable.
- (d) For performance class C aeroplanes, no approach to land shall be continued, except in either of the following situations:
- 1 the LDA on the intended runway is at least 115% of the landing distance at the estimated time of landing, determined in accordance with the performance information for the assessment of the LDTA; or
  - 2 if performance information for the assessment of the LDTA is not available, the LDA on the intended runway at the estimated time of landing is at least the required landing distance determined in accordance with point CAT.POL.A.430 or point CAT.POL.A.435, as applicable.
- (e) Performance information for the assessment of the LDTA shall be based on approved data contained in the AFM. When approved data contained in the AFM are insufficient in respect of the assessment of the LDTA, they shall be supplemented with other data which are either determined in accordance with the applicable certification standards for aeroplanes or determined in line with the AMCs issued by the CAA.
- (f) The operator shall specify in the OM the performance information for the assessment of the LDTA and the assumptions made for its development, including other data that, in accordance with point (e), may be used to supplement that contained in the AFM.]

#### Textual Amendments

**F25** Annex 4 point CAT.OP.MPA.303 inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **11(3)(a)**

#### **CAT.OP.MPA.305** **Commencement and continuation of approach** **U.K.**

- (a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS.
- (b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: **U.K.**

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (1) below 1 000 ft above the aerodrome; or
- (2) into the final approach segment in the case where the DA/H or MDA/H is more than 1 000 ft above the aerodrome.
- (c) Where the RVR is not available, RVR values may be derived by converting the reported visibility.
- (d) If, after passing 1 000 ft above the aerodrome, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H.
- (e) The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the visual reference adequate for the type of approach operation and for the intended runway is established at the DA/H or MDA/H and is maintained.
- (f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.

#### **CAT.OP.MPA.310g procedures — threshold crossing height — aeroplanes** U.K.

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

#### **[<sup>F26</sup>CAT.OP.MPA.311] Reporting runway braking action** U.K.

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

#### **Textual Amendments**

**F26** Annex 4 point CAT.OP.MPA.311 inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **11(3)(b)**

#### **CAT.OP.MPA.315 hours reporting — helicopters** U.K.

The operator shall make available to the [<sup>F19</sup>CAA] the hours flown for each helicopter operated during the previous calendar year.

#### **[<sup>F5</sup>CAT.OP.MPA.320] Aeroplane categories** U.K.

- (a) Aeroplane categories shall be based on the indicated airspeed at threshold ( $V_{AT}$ ) which is equal to the stalling speed ( $V_{SO}$ ) multiplied by 1,3 or one-g (gravity) stall speed ( $V_{S1g}$ ) multiplied by 1,23 in the landing configuration at the maximum certified landing mass. If both  $V_{SO}$  and  $V_{S1g}$  are available, the higher resulting  $V_{AT}$  shall be used.
- (b) The aeroplane categories specified in the table below shall be used.

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

Table 1: Aeroplane categories corresponding to V<sub>AT</sub> values

Aeroplane category	V <sub>AT</sub>
A	Less than 91 kt
B	From 91 to 120 kt
C	From 121 to 140 kt
D	From 141 to 165 kt
E	From 166 to 210 kt

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

(d) The operator may apply a lower landing mass for determining the V<sub>AT</sub> if approved by the [F<sup>19</sup>CAA]. Such a lower landing mass shall be a permanent value, independent of the changing conditions of day-to-day operations.]

F<sup>2</sup>SECTION 2 U.K.

Non motor-powered aircraft

CAT.OP.NMBA 100 Aerodromes and operating sites U.K.

CAT.OP.NMBA 105 Release procedures — powered sailplanes U.K.

CAT.OP.NMBA 110 Ballast supply and planning — balloons U.K.

- (a) .....
- (b) Fuel or ballast supply calculations shall be based upon at least the following operating conditions under which the flight is to be conducted: U.K.
- (c) .....

CAT.OP.NMBA 115 Special categories of passengers (SCPs) U.K.

CAT.OP.NMBA 120 Briefing U.K.

CAT.OP.NMBA 125 Preparation U.K.

CAT.OP.NMBA 130 Items of the ATS flight plan U.K.

- (a) .....

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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(b) .....

**CAT.OP.NMBA.135** of passenger and pilot compartments — balloons **U.K.**

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**CAT.OP.NMBA.140** on board **U.K.**

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**CAT.OP.NMBA.145** gical conditions **U.K.**

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**CAT.OP.NMBA.150** er contaminants — ground procedures **U.K.**

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**CAT.OP.NMBA.155** nditions **U.K.**

.....

**CAT.OP.NMBA.160** abnormal situations in flight **U.K.**

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**CAT.OP.NMBA.165** el and ballast management — balloons **U.K.**

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**CAT.OP.NMBA.170** plemental oxygen **U.K.**

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**CAT.OP.NMBA.175** and landing conditions **U.K.**

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**CAT.OP.NMBA.180** al limitations — hot-air balloons **U.K.**

(a) .....

(b) .....

**CAT.OP.NMBA.185** al limitations — sailplanes **U.K.**

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**SUBPART AIRCRAFT PERFORMANCE AND OPERATING LIMITATIONS** **U.K.**

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*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

**SECTION 1 U.K.**

**Aeroplanes**

**CHAPTER 1 U.K.**

**General requirements**

**CAT.POL.A.100 Performance classes U.K.**

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

**CAT.POL.A.105 Mass U.K.**

- (a) The mass of the aeroplane: U.K.
  - (1) at the start of the take-off; or
  - (2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies,

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

- (b) The approved performance data contained in the AFM shall be used to determine compliance with the requirements of the appropriate chapter, supplemented as necessary with other data as prescribed in the relevant chapter. The operator shall specify other data in the operations manual. When applying the factors prescribed in the appropriate chapter, account may be taken of any operational factors already incorporated in the AFM performance data to avoid double application of factors.
- (c) Due account shall be taken of aeroplane configuration, environmental conditions and the operation of systems that have an adverse effect on performance.
- [<sup>F27</sup>(d) The operator shall take account of charting accuracy when assessing the take-off requirements of the applicable chapters.]

**Textual Amendments**  
**F27** Annex 4 point CAT.POL.A.105(d) substituted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **11(4)(a)**

<sup>F28</sup>(e) .....

**Textual Amendments**  
**F28** Deleted by [Commission Implementing Regulation \(EU\) 2019/1387 of 1 August 2019 amending Regulation \(EU\) No 965/2012 as regards requirements for aeroplane landing performance calculations](#)



*Changes to legislation:* There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

and the standards for assessing the runway surface conditions, update on certain aircraft safety equipment and requirements and operations without holding an extended range operational approval.

## CHAPTER 2 U.K.

### Performance class A

#### CAT.POL.A.2001 U.K.

- (a) The approved performance data in the AFM shall be supplemented as necessary with other data if the approved performance data in the AFM is insufficient in respect of items such as: U.K.
- (1) accounting for reasonably expected adverse operating conditions such as take-off and landing on contaminated runways; and
  - (2) consideration of engine failure in all flight phases.
- (b) For wet and contaminated runways, performance data determined in accordance with applicable standards on certification of large aeroplanes or equivalent shall be used.
- (c) The use of other data referred to in (a) and equivalent requirements referred to in (b) shall be specified in the operations manual.

#### CAT.POL.A.2001 U.K.

- (a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the pressure altitude and the ambient temperature at the aerodrome of departure.
- (b) The following requirements shall be met when determining the maximum permitted take-off mass: U.K.
- (1) the accelerate-stop distance shall not exceed the accelerate-stop distance available (ASDA);
  - (2) the take-off distance shall not exceed the take-off distance available, with a clearway distance not exceeding half of the take-off run available (TORA);
  - (3) the take-off run shall not exceed the TORA;
  - (4) a single value of  $V_1$  shall be used for the rejected and continued take-off; and
  - (5) on a wet or contaminated runway, the take-off mass shall not exceed that permitted for a take-off on a dry runway under the same conditions.
- (c) When showing compliance with (b), the following shall be taken into account: U.K.
- (1) the pressure altitude at the aerodrome;
  - (2) the ambient temperature at the aerodrome;
  - (3) the runway surface condition and the type of runway surface;
  - (4) the runway slope in the direction of take-off;
  - (5) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component; and

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

**CAT.POL.A.210ff obstacle clearance U.K.**

- (a) The net take-off flight path shall be determined in such a way that the aeroplane clears all obstacles by a vertical distance of at least 35 ft or by a horizontal distance of at least 90 m plus  $0,125 \times D$ , where D is the horizontal distance the aeroplane has travelled from the end of the take-off distance available (TODA) or the end of the take-off distance if a turn is scheduled before the end of the TODA. For aeroplanes with a wingspan of less than 60 m, a horizontal obstacle clearance of half the aeroplane wingspan plus 60 m, plus  $0,125 \times D$  may be used.
- (b) When showing compliance with (a): **U.K.**
- (1) The following items shall be taken into account:
- (i) the mass of the aeroplane at the commencement of the take-off run;
  - (ii) the pressure altitude at the aerodrome;
  - (iii) the ambient temperature at the aerodrome; and
  - (iv) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.
- (2) Track changes shall not be allowed up to the point at which the net take-off flight path has achieved a height equal to one half the wingspan but not less than 50 ft above the elevation of the end of the TORA. Thereafter, up to a height of 400 ft it is assumed that the aeroplane is banked by no more than 15°. Above 400 ft height bank angles greater than 15°, but not more than 25° may be scheduled.
- (3) Any part of the net take-off flight path in which the aeroplane is banked by more than 15° shall clear all obstacles within the horizontal distances specified in (a), (b)(6) and (b)(7) by a vertical distance of at least 50 ft.
- (4) Operations that apply increased bank angles of not more than 20° between 200 ft and 400 ft, or not more than 30° above 400 ft, shall be carried out in accordance with CAT.POL.A.240.
- (5) Adequate allowance shall be made for the effect of bank angle on operating speeds and flight path including the distance increments resulting from increased operating speeds.
- (6) For cases where the intended flight path does not require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:
- (i) 300 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or
  - (ii) 600 m, for flights under all other conditions.
- (7) For cases where the intended flight path requires track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than:
- (i) 600 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or

*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (ii) 900 m, for flights under all other conditions.
- (c) The operator shall establish contingency procedures to satisfy the requirements in (a) and (b) and to provide a safe route, avoiding obstacles, to enable the aeroplane to either comply with the en-route requirements of CAT.POL.A.215, or land at either the aerodrome of departure or at a take-off alternate aerodrome.

**CAT.POL.A.215c — one-engine-inoperative (OEI) U.K.**

- (a) The OEI en-route net flight path data shown in the AFM, appropriate to the meteorological conditions expected for the flight, shall allow demonstration of compliance with (b) or (c) at all points along the route. The net flight path shall have a positive gradient at 1 500 ft above the aerodrome where the landing is assumed to be made after engine failure. In meteorological conditions requiring the operation of ice protection systems, the effect of their use on the net flight path shall be taken into account.
- [<sup>F13</sup>(b) The gradient of the en-route net flight path shall be positive at least 1 000 ft above all terrain and obstructions along the route within 9,3 km (5 NM) on either side of the intended track.
- (c) The en-route net flight path shall permit the aeroplane to continue flight from the cruising altitude to an aerodrome where a landing can be made in accordance with point CAT.POL.A.230 or CAT.POL.A.235, as appropriate. The en-route net flight path shall clear vertically, by at least 2 000 ft, all terrain and obstructions along the route within 9,3 km (5 NM) on either side of the intended track, taking into account the following elements: U.K.
  - (1) the engine is assumed to fail at the most critical point along the route;
  - (2) account is taken of the effects of winds on the flight path;
  - (3) fuel jettisoning is permitted to an extent consistent with reaching the aerodrome where the aeroplane is assumed to land after engine failure with the required fuel reserves in accordance with point CAT.OP.MPA.150, appropriate for an alternate aerodrome, if a safe procedure is used;
  - (4) the aerodrome, where the aeroplane is assumed to land after engine failure, shall meet the following criteria:
    - (i) the performance requirements for the expected landing mass are met;
    - (ii) weather reports or forecasts and runway condition reports indicate that a safe landing can be accomplished at the estimated time of landing;
  - (5) if the AFM does not contain en-route net flight path data, the gross OEI en-route flight path shall be reduced by a climb gradient of 1,1 % for two-engined aeroplanes, 1,4 % for three-engined aeroplanes, and 1,6 % for four-engined aeroplanes.
- (d) The operator shall increase the width margins provided for in points (b) and (c) to 18,5 km (10 NM) if the navigational accuracy does not meet at least navigation specification RNAV 5.]

[<sup>F13</sup>CAT.POL.A.215d — aeroplanes with three or more engines, two engines inoperative U.K.]

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (a) An aeroplane that has three or more engines shall not be away from an aerodrome at which the requirements of points CAT.POL.A.230 or CAT.POL.A.235(a) for the expected landing mass are met accordingly, at any point along the intended track for more than 90 minutes, with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, unless points (b) to (f) of this point are complied with.
- (b) The two-engines-inoperative en-route net flight path data shall allow the aeroplane to continue the flight, in the expected meteorological conditions, from the point where two engines are assumed to fail simultaneously to an aerodrome at which it is possible to land and come to a complete stop when using the prescribed procedure for a landing with two engines inoperative. The en-route net flight path shall clear vertically, by at least 2 000 ft, all terrain and obstructions along the route within 9,3 km (5 NM) on either side of the intended track. At altitudes and in meteorological conditions that require ice protection systems to be operable, the effect of their use on the en-route net flight path data shall be taken into account. If the navigational accuracy does not meet at least navigation specification RNAV 5, the operator shall increase the prescribed width margin provided for in the second sentence to 18,5 km (10 NM).
- (c) The two engines shall be assumed to fail at the most critical point of that portion of the route where the aeroplane is operated for more than 90 minutes, with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, away from the aerodrome referred to in point (a).
- (d) The net flight path shall have a positive gradient at 1 500 ft above the aerodrome where the landing is assumed to be made after the failure of two engines.
- (e) Fuel jettisoning shall be permitted to an extent consistent with reaching the aerodrome with the required fuel reserves referred to in point (f), if a safe procedure is used.
- (f) The expected mass of the aeroplane at the point where the two engines are assumed to fail shall not be less than that which would include sufficient fuel to proceed to an aerodrome where the landing is assumed to be made, and to arrive there at an altitude of at least 450 m ( 1 500 ft) directly over the landing area and thereafter to fly for 15 minutes at cruising power or thrust, as appropriate.]

**CAT.POL.A.225g — destination and alternate aerodromes** U.K.

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

<sup>F13</sup>**CAT.POL.A.230 — dry runways** U.K.

- (a) The landing mass of the aeroplane determined in accordance with point CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome and at any alternate aerodrome shall allow a full-stop landing from 50 ft above the threshold:
  - (1) for turbojet-powered aeroplanes, within 60 % of the landing distance available (LDA);
  - (2) for turbopropeller-powered aeroplanes, within 70 % of the LDA;

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**Changes to legislation:** There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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- (3) by way of derogation from points (a)(1) and (a)(2), for aeroplanes that are approved for reduced landing distance operations under point CAT.POL.A.255, within 80 % of the LDA.
- (b) For steep approach operations, the operator shall use the landing distance data factored in accordance with point (a)(1) or (a)(2), as applicable, based on a screen height of less than 60 ft, but not less than 35 ft, and shall comply with point CAT.POL.A.245.
- (c) For short landing operations, the operator shall use the landing distance data factored in accordance with point (a)(1) or (a)(2), as applicable, and shall comply with point CAT.POL.A.250.
- (d) When determining the landing mass, the operator shall take into account the following:
  - (1) not more than 50 % of the headwind component or not less than 150 % of the tailwind component;
  - (2) corrections as provided in the AFM.
- (e) For dispatching the aeroplane, the aeroplane shall either:
  - (1) land on the most favourable runway, in still air;
  - (2) land on the runway most likely to be assigned, considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.
- (f) If the operator is unable to comply with point (e)(2) for the destination aerodrome, the aeroplane shall only be dispatched if an alternate aerodrome is designated that allows full compliance with one of the following:
  - (1) points (a) to (d), if the runway at the estimated time of arrival is dry;
  - (2) points CAT.POL.A.235(a) to (d), if the runway at the estimated time of arrival is wet or contaminated.]

**[<sup>F13</sup> CAT.POL.A.235 – wet and contaminated runways U.K.]**

- (a) When the appropriate weather reports or forecasts, or both, indicate that the runway at the estimated time of arrival may be wet, the LDA shall be one of the following distances:
  - (1) a landing distance provided in the AFM for use on wet runways at time of dispatch, but not less than that required by point CAT.POL.A.230(a)(1) or (a)(2), as applicable;
  - (2) if a landing distance is not provided in the AFM for use on wet runways at time of dispatch, at least 115 % of the required landing distance, determined in accordance with point CAT.POL.A.230(a)(1) or (a)(2), as applicable;
  - (3) a landing distance shorter than that required by point (a)(2), but not less than that required by point CAT.POL.A.230(a)(1) or (a)(2), as applicable, if the runway has specific friction-improving characteristics and the AFM includes specific additional information for landing distance on that runway type;
  - (4) by way of derogation from points (a)(1), (a)(2) and (a)(3), for aeroplanes that are approved for reduced landing distance operations under point

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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CAT.POL.A.255, the landing distance determined in accordance with point CAT.POL.A.255(b)(2)(v)(B).

- (b) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be contaminated, the LDA shall be one of the following distances:
- (1) at least the landing distance determined in accordance with point (a), or at least 115 % of the landing distance determined in accordance with approved contaminated landing distance data or equivalent, whichever is greater;
  - (2) on specially prepared winter runways, a landing distance shorter than that required by point (b)(1), but not less than that required by point (a), may be used if the AFM includes specific additional information about landing distances on contaminated runways. Such landing distance shall be at least 115 % of the landing distance contained in the AFM.
- (c) By way of derogation from point (b), the increment of 15 % needs not to be applied if it is already included in the approved landing distance data or equivalent.
- (d) For points (a) and (b), the criteria of points CAT.POL.A.230(b), (c) and (d) shall apply accordingly.
- (e) For dispatching the aeroplane, the aeroplane shall either:
- (1) land on the most favourable runway, in still air;
  - (2) land on the runway most likely to be assigned, considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.
- (f) If the operator is unable to comply with point (e)(1) for a destination aerodrome where the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be contaminated and where a landing depends upon a specific wind component, the aeroplane shall only be dispatched if two alternate aerodromes are designated.
- (g) If the operator is unable to comply with point (e)(2) for the destination aerodrome where the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be wet or contaminated, the aeroplane shall only be dispatched if an alternate aerodrome is designated.
- (h) For points (f) and (g), the designated alternate aerodrome or aerodromes shall allow compliance with one of the following:
- (1) points CAT.POL.A.230(a) to (d), if the runway at the estimated time of arrival is dry;
  - (2) points CAT.POL.A.235(a) to (d), if the runway at the estimated time of arrival is wet or contaminated.]

#### **CAT.POL.A.240** **Approval of operations with increased bank angles** **U.K.**

- (a) Operations with increased bank angles require prior approval by the [F29CAA].

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

#### Textual Amendments

**F29** Word in Annex 4 Subpart C Section 1 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(a)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (b) To obtain the approval, the operator shall provide evidence that the following conditions are met: **U.K.**
- (1) the AFM contains approved data for the required increase of operating speed and data to allow the construction of the flight path considering the increased bank angles and speeds;
- (2) visual guidance is available for navigation accuracy;
- (3) weather minima and wind limitations are specified for each runway; and
- (4) [<sup>F22</sup>the flight crew has obtained adequate knowledge of the route to be flown and of the procedures to be used in accordance with Subpart FC of Part-ORO.]

#### **CAT.POI App 245 Approval of steep approach operations** **U.K.**

- (a) Steep approach operations using glideslope angles of 4,5° or more and with screen heights of less than 60 ft, but not less than 35 ft, require prior approval by the [<sup>F29</sup>CAA].
- (b) To obtain the approval, the operator shall provide evidence that the following conditions are met: **U.K.**
- (1) the AFM states the maximum approved glideslope angle, any other limitations, normal, abnormal or emergency procedures for the steep approach as well as amendments to the field length data when using steep approach criteria;
- (2) for each aerodrome at which steep approach operations are to be conducted:
- (i) a suitable glide path reference system comprising at least a visual glide path indicating system shall be available;
- (ii) weather minima shall be specified; and
- (iii) the following items shall be taken into consideration:
- (A) the obstacle situation;
- (B) the type of glide path reference and runway guidance;
- (C) the minimum visual reference to be required at decision height (DH) and MDA;
- (D) available airborne equipment;
- (E) pilot qualification and special aerodrome familiarisation;
- (F) AFM limitations and procedures; and
- (G) missed approach criteria.

#### **CAT.POI App 250 Approval of short landing operations** **U.K.**

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (a) Short landing operations require prior approval by the [F29CAA].
- (b) To obtain the approval, the operator shall provide evidence that the following conditions are met: **U.K.**
- (1) the distance used for the calculation of the permitted landing mass may consist of the usable length of the declared safe area plus the declared LDA;
  - (2) the State of the aerodrome has determined a public interest and operational necessity for the operation, either due to the remoteness of the aerodrome or to physical limitations relating to extending the runway;
  - (3) the vertical distance between the path of the pilot's eye and the path of the lowest part of the wheels, with the aeroplane established on the normal glide path, does not exceed 3 m;
  - (4) RVR/VIS minimum shall not be less than 1 500 m and wind limitations are specified in the operations manual;
  - (5) minimum pilot experience, training and special aerodrome familiarisation requirements are specified and met;
  - (6) the crossing height over the beginning of the usable length of the declared safe area is 50 ft;
  - (7) the use of the declared safe area is approved by the State of the aerodrome;
  - (8) the usable length of the declared safe area does not exceed 90 m;
  - (9) the width of the declared safe area is not less than twice the runway width or twice the wing span, whichever is greater, centred on the extended runway centre line;
  - (10) the declared safe area is clear of obstructions or depressions that would endanger an aeroplane undershooting the runway and no mobile object is permitted on the declared safe area while the runway is being used for short landing operations;
  - (11) the slope of the declared safe area does not exceed 5 % upward nor 2 % downward in the direction of landing; and
  - (11a) [F30reduced required landing distance operations in accordance with CAT.POL.A.255 are prohibited;]
  - (12) additional conditions, if specified by the [F29CAA], taking into account aeroplane type characteristics, orographic characteristics in the approach area, available approach aids and missed approach/balked landing considerations.

#### Textual Amendments

**F30** Inserted by [Commission Implementing Regulation \(EU\) 2019/1387 of 1 August 2019 amending Regulation \(EU\) No 965/2012 as regards requirements for aeroplane landing performance calculations and the standards for assessing the runway surface conditions, update on certain aircraft safety equipment and requirements and operations without holding an extended range operational approval.](#)

[F31CAT.POL.A.255of reduced required landing distance operations **U.K.**



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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (a) An aeroplane operator may conduct landing operations within 80% of the landing distance available (LDA) if all of the following conditions are complied with:
- 1 the aeroplane has an MOPSC of 19 or less;
  - 2 the aeroplane has an eligibility statement for reduced required landing distance in the AFM;
  - 3 the aeroplane is used in non-scheduled on-demand commercial air transport (CAT) operations;
  - 4 the landing mass of the aeroplane allows a full-stop landing within that reduced landing distance in the prevailing conditions;
  - 5 the operator has obtained prior approval from the CAA.
- (b) To obtain the approval referred to in point (a)(5), the operator shall provide evidence of either of the following circumstances:
- 1 that a risk assessment has been conducted to demonstrate that a level of safety equivalent to that intended by point CAT.POL.A.230(a)(1) or (2), as applicable, is achieved; or
  - 2 that the following conditions are met:
    - i special-approach procedures, such as steep approaches, planned screen heights higher than 60 feet or lower than 35 feet, low-visibility operations, or approaches outside stabilised approach criteria approved under point CAT.OP.MPA.115(a), will not be conducted;
    - ii short landing operations in accordance with point CAT.POL.A.250 will not be conducted;
    - iii landing on contaminated runways will not be conducted;
    - iv an adequate training, checking and monitoring process for the flight crew is established;
    - v an aerodrome landing analysis programme (ALAP) is established by the operator to ensure that the following conditions are met:
      - (A) no tailwind is forecast at the expected time of arrival;
      - (B) if the runway is forecast to be wet at the expected time of arrival, the landing distance at dispatch shall either be determined in accordance with point CAT.OP.MPA.303(a) or (b) as applicable, or shall be 115 % of the landing distance determined for dry runways, whichever is longer;
      - (C) there are no contaminated runway conditions forecast at the expected time of arrival;
      - (D) there are no adverse weather conditions forecast at the expected time of arrival;
    - vi all the equipment that affects landing performance is operative before commencing the flight;

*Changes to legislation: There are currently no known outstanding effects for the  
 Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- vii the flight crew is composed of at least two qualified and trained pilots that have recency in reduced required landing distance operations in accordance with the operator's training and checking programme;
- viii based on the prevailing conditions and in the interests of safety, the commander shall make the final decision as to whether or not to conduct reduced required landing distance operations for the intended flight;
- ix any additional landing conditions for the aerodrome, if specified by the competent authority that has certified the aerodrome are taken into consideration.]

#### Textual Amendments

**F31** Annex 4 point CAT.POL.A.255 inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **11(4)(b)**

### CHAPTER 3 U.K.

#### Performance class B

#### CAT.POL.A.300 U.K.

- [<sup>F23</sup>(a) Unless approved by the [<sup>F29</sup>CAA] in accordance with Annex V (Part-SPA), Subpart L — SINGLE-ENGINE TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), the operator shall not operate a single-engined aeroplane: U.K.]
- (1) at night; or
  - (2) in IMC, except under special VFR.]
  - (b) The operator shall treat two-engined aeroplanes that do not meet the climb requirements of CAT.POL.A.340 as single-engined aeroplanes.

#### CAT.POL.A.301 U.K.

- (a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the pressure altitude and the ambient temperature at the aerodrome of departure.
- (b) The unfactored take-off distance, specified in the AFM, shall not exceed: U.K.
  - (1) when multiplied by a factor of 1,25, the take-off run available (TORA); or
  - (2) when stop way and/or clearway is available, the following:
    - (i) the TORA;
    - (ii) when multiplied by a factor of 1,15, the take-off distance available (TODA); or
    - (iii) when multiplied by a factor of 1,3, the ASDA.
- (c) When showing compliance with (b), the following shall be taken into account: U.K.
  - (1) the mass of the aeroplane at the commencement of the take-off run;

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (2) the pressure altitude at the aerodrome;
- (3) the ambient temperature at the aerodrome;
- (4) the runway surface condition and the type of runway surface;
- (5) the runway slope in the direction of take-off; and
- (6) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.

#### **CAT.POL.A.310ff obstacle clearance — multi-engined aeroplanes U.K.**

- (a) The take-off flight path of aeroplanes with two or more engines shall be determined in such a way that the aeroplane clears all obstacles by a vertical distance of at least 50 ft, or by a horizontal distance of at least 90 m plus  $0,125 \times D$ , where D is the horizontal distance travelled by the aeroplane from the end of the TODA or the end of the take-off distance if a turn is scheduled before the end of the TODA, except as provided in (b) and (c). For aeroplanes with a wingspan of less than 60 m, a horizontal obstacle clearance of half the aeroplane wingspan plus 60 m plus  $0,125 \times D$  may be used. It shall be assumed that: **U.K.**
  - (1) the take-off flight path begins at a height of 50 ft above the surface at the end of the take-off distance required by CAT.POL.A.305(b) and ends at a height of 1 500 ft above the surface;
  - (2) the aeroplane is not banked before the aeroplane has reached a height of 50 ft above the surface, and thereafter the angle of bank does not exceed 15°;
  - (3) failure of the critical engine occurs at the point on the all engine take-off flight path where visual reference for the purpose of avoiding obstacles is expected to be lost;
  - (4) the gradient of the take-off flight path from 50 ft to the assumed engine failure height is equal to the average all-engines gradient during climb and transition to the en-route configuration, multiplied by a factor of 0,77; and
  - (5) the gradient of the take-off flight path from the height reached in accordance with (a) (4) to the end of the take-off flight path is equal to the OEI en-route climb gradient shown in the AFM.
- (b) For cases where the intended flight path does not require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than: **U.K.**
  - (1) 300 m, if the flight is conducted under conditions allowing visual course guidance navigation, or if navigational aids are available enabling the pilot to maintain the intended flight path with the same accuracy; or
  - (2) 600 m, for flights under all other conditions.
- (c) For cases where the intended flight path requires track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than: **U.K.**
  - (1) 600 m, for flights under conditions allowing visual course guidance navigation; or
  - (2) 900 m, for flights under all other conditions.

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- (d) When showing compliance with (a) to (c), the following shall be taken into account: **U.K.**
- (1) the mass of the aeroplane at the commencement of the take-off run;
  - (2) the pressure altitude at the aerodrome;
  - (3) the ambient temperature at the aerodrome; and
  - (4) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.
- [<sup>F24</sup>(e) The requirements in (a)(3), (a)(4), (a)(5), (b)(2) and (c)(2) shall not be applicable to VFR operations by day.]

**CAT.POL.A.315e — multi-engined aeroplanes** **U.K.**

- (a) The aeroplane, in the meteorological conditions expected for the flight and in the event of the failure of one engine, with the remaining engines operating within the maximum continuous power conditions specified, shall be capable of continuing flight at or above the relevant minimum altitudes for safe flight stated in the operations manual to a point of 1 000 ft above an aerodrome at which the performance requirements can be met.
- (b) It shall be assumed that, at the point of engine failure: **U.K.**
- (1) the aeroplane is not flying at an altitude exceeding that at which the rate of climb equals 300 ft per minute with all engines operating within the maximum continuous power conditions specified; and
  - (2) the en-route gradient with OEI shall be the gross gradient of descent or climb, as appropriate, respectively increased by a gradient of 0,5 %, or decreased by a gradient of 0,5 %.

[<sup>F23</sup>**CAT.POL.A.320 — single-engined aeroplanes** **U.K.**

- (a) In the meteorological conditions expected for the flight, and in the event of engine failure, the aeroplane shall be capable of reaching a place at which a safe forced landing can be made, unless the operator is approved by the [<sup>F29</sup>CAA] in accordance with Annex V (Part-SPA), Subpart L — SINGLE-ENGINE TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC) and makes use of a risk period.
- (b) For the purposes of point (a), it shall be assumed that, at the point of engine failure:
- (1) the aeroplane is not flying at an altitude exceeding that at which the rate of climb equals 300 ft per minute, with the engine operating within the maximum continuous power conditions specified; and
  - (2) the en-route gradient is the gross gradient of descent increased by a gradient of 0,5 %.]

**CAT.POL.A.325g — destination and alternate aerodromes** **U.K.**

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

[<sup>F13</sup>**CAT.POL.A.330 — dry runways** **U.K.**

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (a) The landing mass of the aeroplane determined in accordance with point CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome and at any alternate aerodrome shall allow a full-stop landing from 50 ft above the threshold within 70 % of the LDA.
- (b) By way of derogation from point (a), and where point CAT.POL.A.355 is complied with, the landing mass of the aeroplane determined in accordance with point CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome shall be such as to allow a full-stop landing from 50 ft above the threshold within 80 % of the LDA.
- (c) When determining the landing mass, the operator shall take the following into account:
  - (1) the altitude at the aerodrome;
  - (2) not more than 50 % of the headwind component or not less than 150 % of the tailwind component;
  - (3) the type of runway surface;
  - (4) the runway slope in the direction of landing.
- (d) For steep approach operations, the operator shall use landing distance data factored in accordance with point (a), based on a screen height of less than 60 ft, but not less than 35 ft, and comply with point CAT.POL.A.345.
- (e) For short landing operations, the operator shall use landing distance data factored in accordance with point (a), and comply with point CAT.POL.A.350.
- (f) For dispatching the aeroplane, the aeroplane shall either:
  - (1) land on the most favourable runway, in still air;
  - (2) land on the runway most likely to be assigned considering the probable wind speed and direction, the ground-handling characteristics of the aeroplane and other conditions such as landing aids and terrain.
- (g) If the operator is unable to comply with point (f)(2) for the destination aerodrome, the aeroplane shall only be dispatched if an alternate aerodrome is designated that permits full compliance with points (a) to (f).]

<sup>F13</sup> ~~CAT.POL.A.335~~ **Landing on wet and contaminated runways** **U.K.**

- (a) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be wet, the LDA shall be one of the following distances:
  - (1) a landing distance provided in the AFM for use on wet runways at time of dispatch, but not less than that required by point CAT.POL.A.330;
  - (2) if a landing distance is not provided in the AFM for use on wet runways at time of dispatch, at least 115 % of the required landing distance, determined in accordance with point CAT.POL.A.330(a);
  - (3) a landing distance shorter than that required by point (a)(2), but not less than that required by point CAT.POL.A.330(a), as applicable, if the runway has specific friction improving characteristics and the AFM includes specific additional information for landing distance on that runway type;

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- (4) by way of derogation from points (a)(1), (a)(2) and (a)(3), for aeroplanes that are approved for reduced landing distance operations under point CAT.POL.A.355, the landing distance determined in accordance with point CAT.POL.A.355(b)(7)(iii).
- (b) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be contaminated, the landing distance shall not exceed the LDA. The operator shall specify in the operations manual the landing distance data to be applied.]

### **CAT.POL.A.340ff and landing climb requirements U.K.**

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

- (a) *Take-off climb U.K.*
- (1) All engines operating U.K.
- (i) The steady gradient of climb after take-off shall be at least 4 % with: U.K.
- (A) take-off power on each engine;
- (B) the landing gear extended, except that if the landing gear can be retracted in not more than seven seconds, it may be assumed to be retracted;
- (C) the wing flaps in the take-off position(s); and
- (D) a climb speed not less than the greater of 1,1  $V_{MC}$  (minimum control speed on or near ground) and 1,2  $V_{S1}$  (stall speed or minimum steady flight speed in the landing configuration).
- (2) OEI U.K.
- (i) The steady gradient of climb at an altitude of 400 ft above the take-off surface shall be measurably positive with: U.K.
- (A) the critical engine inoperative and its propeller in the minimum drag position;
- (B) the remaining engine at take-off power;
- (C) the landing gear retracted;
- (D) the wing flaps in the take-off position(s); and
- (E) a climb speed equal to that achieved at 50 ft.
- (ii) The steady gradient of climb shall be not less than 0,75 % at an altitude of 1 500 ft above the take-off surface with: U.K.
- (A) the critical engine inoperative and its propeller in the minimum drag position;
- (B) the remaining engine at not more than maximum continuous power;
- (C) the landing gear retracted;
- (D) the wing flaps retracted; and
- (E) a climb speed not less than 1,2  $V_{S1}$ .

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- (b) *Landing climb* U.K.
- (1) All engines operating U.K.
  - (i) The steady gradient of climb shall be at least 2,5 % with: U.K.
    - (A) not more than the power or thrust that is available eight seconds after initiation of movement of the power controls from the minimum flight idle position;
    - (B) the landing gear extended;
    - (C) the wing flaps in the landing position; and
    - (D) a climb speed equal to  $V_{REF}$  (reference landing speed).
  - (2) OEI U.K.
    - (i) The steady gradient of climb shall be not less than 0,75 % at an altitude of 1 500 ft above the landing surface with: U.K.
      - (A) the critical engine inoperative and its propeller in the minimum drag position;
      - (B) the remaining engine at not more than maximum continuous power;
      - (C) the landing gear retracted;
      - (D) the wing flaps retracted; and
      - (E) a climb speed not less than  $1,2 V_{S1}$ .

#### **CAT.POL.A.145 Approval of steep approach operations** U.K.

- (a) Steep approach operations using glideslope angles of  $4,5^\circ$  or more and with screen heights of less than 60 ft, but not less than 35 ft, require prior approval by the [F29CAA].
- (b) To obtain the approval, the operator shall provide evidence that the following conditions are met: U.K.
  - (1) the AFM states the maximum approved glideslope angle, any other limitations, normal, abnormal or emergency procedures for the steep approach as well as amendments to the field length data when using steep approach criteria; and
  - (2) for each aerodrome at which steep approach operations are to be conducted:
    - (i) a suitable glide path reference system, comprising at least a visual glide path indicating system, is available;
    - (ii) weather minima are specified; and
    - (iii) the following items are taken into consideration:
      - (A) the obstacle situation;
      - (B) the type of glide path reference and runway guidance;
      - (C) the minimum visual reference to be required at DH and MDA;
      - (D) available airborne equipment;
      - (E) pilot qualification and special aerodrome familiarisation;

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- (F) AFM limitations and procedures; and
- (G) missed approach criteria.

#### **CAT.POL.A.350 Approval of short landing operations U.K.**

- (a) Short landing operations require prior approval by the [<sup>F29</sup>CAA].
- (b) To obtain the approval, the operator shall provide evidence that the following conditions are met: U.K.
  - (1) the distance used for the calculation of the permitted landing mass may consist of the usable length of the declared safe area plus the declared LDA;
  - (2) the use of the declared safe area is approved by the State of the aerodrome;
  - (3) the declared safe area is clear of obstructions or depressions that would endanger an aeroplane undershooting the runway and no mobile object is permitted on the declared safe area while the runway is being used for short landing operations;
  - (4) the slope of the declared safe area does not exceed 5 % upward nor 2 % downward slope in the direction of landing;
  - (5) the usable length of the declared safe area does not exceed 90 m;
  - (6) the width of the declared safe area is not less than twice the runway width, centred on the extended runway centreline;
  - (7) the crossing height over the beginning of the usable length of the declared safe area is not less than 50 ft;
  - (8) weather minima are specified for each runway to be used and are not less than the greater of VFR or NPA minima;
  - (9) pilot experience, training and special aerodrome familiarisation requirements are specified and met;
  - (10) additional conditions, if specified by the [<sup>F29</sup>CAA], taking into account the aeroplane type characteristics, orographic characteristics in the approach area, available approach aids and missed approach/balked landing considerations.

#### **[<sup>F32</sup>CAT.POL.A.355] Approval of reduced required landing distance operations U.K.**

- (a) Operations with a landing mass of the aeroplane that allows a full-stop landing within 80% of the LDA require prior approval by the CAA. Such approval shall be obtained for each runway on which operations with reduced required landing distance are conducted.
- (b) To obtain the approval referred to in point (a), the operator shall conduct a risk assessment to demonstrate that a level of safety equivalent to that intended by point CAT.POL.A.330(a) is achieved and at least the following conditions are met:
  - 1 the State of the aerodrome has determined a public interest and operational necessity for the operation, either due to the remoteness of the aerodrome or to physical limitations relating to the extension of the runway;



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- 2 short landing operations in accordance with point CAT.POL.A.350 and approaches outside stabilised approach criteria approved under point CAT.OP.MPA.115(a) and shall not be conducted;
- 3 landing on contaminated runways and shall not be conducted;
- 4 a specific control procedure of the touchdown area for each runway intended to be used is defined in the OM and implemented; this procedure shall include adequate go-around and balked-landing instructions when touchdown in the defined area cannot be achieved;
- 5 an adequate aerodrome training and checking programme for the flight crew is established;
- 6 the flight crew members are qualified and have recency in reduced required landing distance operations at the aerodrome concerned in accordance with the operator's training and checking programme;
- 7 an aerodrome landing analysis programme (ALAP) is established by the operator to ensure that the following conditions are met:
  - i no tailwind is forecast at the expected time of arrival;
  - ii if the runway is forecast to be wet at the expected time of arrival, the landing distance at dispatch shall either be determined in accordance with point CAT.OP.MPA.303(c), or be 115% of the landing distance determined for dry runways, whichever is longer;
  - iii there are no contaminated runway conditions forecast at the expected time of arrival;
  - iv there are no adverse weather conditions forecast at the expected time of arrival;
- 8 operational procedures are established to ensure that:
  - i all the equipment that affects landing performance and landing distance is operative before commencing the flight;
  - ii deceleration devices are correctly used by the flight crew;
- 9 specific maintenance instructions and operational procedures are established for the aeroplane's deceleration devices to enhance the reliability of those systems;
- 10 the final approach and landing are conducted under visual meteorological conditions (VMC) only;
- 11 any additional landing conditions for the aerodrome, if specified by the competent authority that has certified the aerodrome, are taken into consideration].

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#### **Textual Amendments**

**F32** Annex 4 point CAT.POL.A.355 inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **11(4)(c)**

## CHAPTER 4 U.K.

### Performance class C

#### CAT.POI~~A~~40ff U.K.

- (a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the pressure altitude and the ambient temperature at the aerodrome of departure.
- (b) For aeroplanes that have take-off field length data contained in their AFM that do not include engine failure accountability, the distance from the start of the take-off roll required by the aeroplane to reach a height of 50 ft above the surface with all engines operating within the maximum take-off power conditions specified, when multiplied by a factor of either: U.K.
- (1) 1,33 for aeroplanes having two engines;
  - (2) 1,25 for aeroplanes having three engines; or
  - (3) 1,18 for aeroplanes having four engines,

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

- (c) For aeroplanes that have take-off field length data contained in their AFM which accounts for engine failure, the following requirements shall be met in accordance with the specifications in the AFM: U.K.
- (1) the accelerate-stop distance shall not exceed the ASDA;
  - (2) the take-off distance shall not exceed the take-off distance available (TODA), with a clearway distance not exceeding half of the TORA;
  - (3) the take-off run shall not exceed the TORA;
  - (4) a single value of  $V_1$  for the rejected and continued take-off shall be used; and
  - (5) on a wet or contaminated runway the take-off mass shall not exceed that permitted for a take-off on a dry runway under the same conditions.
- (d) The following shall be taken into account: U.K.
- (1) the pressure altitude at the aerodrome;
  - (2) the ambient temperature at the aerodrome;
  - (3) the runway surface condition and the type of runway surface;
  - (4) the runway slope in the direction of take-off;
  - (5) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component; and
  - (6) the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.

#### CAT.POI~~A~~40ff obstacle clearance U.K.

- (a) The take-off flight path with OEI shall be determined such that the aeroplane clears all obstacles by a vertical distance of at least 50 ft plus  $0,01 \times D$ , or by a horizontal distance of at least 90 m plus  $0,125 \times D$ , where D is the horizontal distance the aeroplane has

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travelled from the end of the TODA. For aeroplanes with a wingspan of less than 60 m, a horizontal obstacle clearance of half the aeroplane wingspan plus 60 m plus  $0,125 \times D$  may be used.

- (b) The take-off flight path shall begin at a height of 50 ft above the surface at the end of the take-off distance required by<sup>FTH</sup> CAT.POL.A.400(b) or (c)], as applicable, and end at a height of 1 500 ft above the surface.
- (c) When showing compliance with (a), the following shall be taken into account: **U.K.**
  - (1) the mass of the aeroplane at the commencement of the take-off run;
  - (2) the pressure altitude at the aerodrome;
  - (3) the ambient temperature at the aerodrome; and
  - (4) not more than 50 % of the reported headwind component or not less than 150 % of the reported tailwind component.
- (d) Track changes shall not be allowed up to that point of the take-off flight path where a height of 50 ft above the surface has been achieved. Thereafter, up to a height of 400 ft it is assumed that the aeroplane is banked by no more than 15°. Above 400 ft height bank angles greater than 15°, but not more than 25°, may be scheduled. Adequate allowance shall be made for the effect of bank angle on operating speeds and flight path, including the distance increments resulting from increased operating speeds.
- (e) For cases that do not require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than: **U.K.**
  - (1) 300 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or
  - (2) 600 m, for flights under all other conditions.
- (f) For cases that do require track changes of more than 15°, the operator does not need to consider those obstacles that have a lateral distance greater than: **U.K.**
  - (1) 600 m, if the pilot is able to maintain the required navigational accuracy through the obstacle accountability area; or
  - (2) 900 m, for flights under all other conditions.
- (g) The operator shall establish contingency procedures to satisfy (a) to (f) and to provide a safe route, avoiding obstacles, to enable the aeroplane to either comply with the en-route requirements of CAT.POL.A.410, or land at either the aerodrome of departure or at a take-off alternate aerodrome.

**CAT.POL.A.410 — all engines operating** **U.K.**

- (a) In the meteorological conditions expected for the flight, at any point on its route or on any planned diversion therefrom, the aeroplane shall be capable of a rate of climb of at least 300 ft per minute with all engines operating within the maximum continuous power conditions specified at: **U.K.**
  - (1) the minimum altitudes for safe flight on each stage of the route to be flown, or of any planned diversion therefrom, specified in or calculated from the information contained in the operations manual relating to the aeroplane; and

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- (2) the minimum altitudes necessary for compliance with the conditions prescribed in CAT.POL.A.415 and 420, as appropriate.

**CAT.POL.A.415 — OEI U.K.**

- (a) In the meteorological conditions expected for the flight, in the event of any one engine becoming inoperative at any point on its route or on any planned diversion therefrom and with the other engine(s) operating within the maximum continuous power conditions specified, the aeroplane shall be capable of continuing the flight from the cruising altitude to an aerodrome where a landing can be made in accordance with CAT.POL.A.430 or CAT.POL.A.435, as appropriate. The aeroplane shall clear obstacles within 9,3 km (5 NM) either side of the intended track by a vertical interval of at least: **U.K.**

- (1) 1 000 ft, when the rate of climb is zero or greater; or
- (2) 2 000 ft, when the rate of climb is less than zero.
- (b) The flight path shall have a positive slope at an altitude of 450 m (1 500 ft) above the aerodrome where the landing is assumed to be made after the failure of one engine.
- (c) The available rate of climb of the aeroplane shall be taken to be 150 ft per minute less than the gross rate of climb specified.
- [<sup>F13</sup>(d) The width margins provided for in point (a) shall be increased to 18,5 km (10 NM) if the navigational accuracy does not meet at least navigation specification RNAV 5.
- (e) Fuel jettisoning is permitted to an extent consistent with reaching the aerodrome where the aeroplane is assumed to land after engine failure with the required fuel reserves in accordance with point CAT.OP.MPA.150, appropriate for an alternate aerodrome, if a safe procedure is used.]

**[<sup>F13</sup>CAT.POL.A.420 — aeroplanes with three or more engines, two engines inoperative U.K.]**

- (a) An aeroplane that has three or more engines shall not be away from an aerodrome at which the requirements of point CAT.POL.A.430 for the expected landing mass are met, at any point along the intended track for more than 90 minutes with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, unless points (b) to (e) of this point are complied with.
- (b) The two-engines-inoperative flight path shall permit the aeroplane to continue the flight, in the expected meteorological conditions, clearing all obstacles within 9,3 km (5 NM) on either side of the intended track by a vertical interval of at least 2 000 ft, to an aerodrome at which the performance requirements applicable for the expected landing mass are met.
- (c) The two engines shall be assumed to fail at the most critical point of that portion of the route where the aeroplane is operated for more than 90 minutes, with all engines operating at cruising power or thrust, as appropriate, at standard temperature in still air, away from the aerodrome referred to in point (a).
- (d) The expected mass of the aeroplane at the point where the two engines are assumed to fail shall not be less than that which would include sufficient fuel to proceed to an aerodrome where the landing is assumed to be made and to arrive there at an altitude of at least 450 m (1 500 ft) directly over the landing area and thereafter to fly for 15 minutes at cruising power or thrust, as appropriate.

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- (e) The available rate of climb of the aeroplane shall be 150 ft per minute less than that specified.
- (f) The width margins provided for in point (b) shall be increased to 18,5 km (10 NM) if the navigational accuracy does not meet at least navigation specification RNAV 5.
- (g) Fuel jettisoning is permitted to an extent consistent with reaching the aerodrome with the required fuel reserves in accordance with point (d), if a safe procedure is used.]

**CAT.POL.A.425g — destination and alternate aerodromes** U.K.

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

**CAT.POL.A.430g — dry runways** U.K.

- (a) The landing mass of the aeroplane determined in accordance with CAT.POL.A.105(a) for the estimated time of landing at the destination aerodrome and any alternate aerodrome shall allow a full stop landing from 50 ft above the threshold within 70 % of the LDA taking into account: U.K.
  - (1) the altitude at the aerodrome;
  - (2) not more than 50 % of the headwind component or not less than 150 % of the tailwind component;
  - (3) the type of runway surface; and
  - (4) [F13the runway slope in the direction of landing.]
- (b) For dispatching the aeroplane it shall be assumed that: U.K.
  - (1) the aeroplane will land on the most favourable runway in still air; and
  - (2) the aeroplane will land on the runway most likely to be assigned considering the probable wind speed and direction, the ground handling characteristics of the aeroplane and other conditions such as landing aids and terrain.
- (c) If the operator is unable to comply with (b)(2) for the destination aerodrome, the aeroplane shall only be dispatched if an alternate aerodrome is designated that permits full compliance with (a) and (b).

**CAT.POL.A.435g — wet and contaminated runways** U.K.

- [F13(a) When the appropriate weather reports or forecasts indicate that the runway at the estimated time of arrival may be wet, the LDA shall be one of the following distances: U.K.
  - (1) a landing distance provided in the AFM for use on wet runways at time of dispatch, but not less than that required by point CAT.POL.A.430;
  - (2) if a landing distance is not provided in the AFM for use on wet runways at time of dispatch, at least 115 % of the required landing distance, determined in accordance with point CAT.POL.A.430.]
- (b) When the appropriate weather reports and/or forecasts indicate that the runway at the estimated time of arrival may be contaminated, the landing distance shall not exceed

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the LDA. The operator shall specify in the operations manual the landing distance data to be applied.

## SECTION 2 U.K.

### Helicopters

## CHAPTER 1 U.K.

### General requirements

#### CAT.POL.H.105 U.K.

- (a) Helicopters shall be operated in accordance with the applicable performance class requirements.
- (b) Helicopters shall be operated in performance class 1: U.K.
- (1) when operated to/from aerodromes or operating sites located in a congested hostile environment, except when operated to/from a public interest site (PIS) in accordance with CAT.POL.H.225; or
- (2) when having an MOPSC of more than 19, except when operated to/from a helideck in performance class 2 under an approval in accordance with CAT.POL.H.305.
- (c) Unless otherwise prescribed by (b), helicopters that have an MOPSC of 19 or less but more than nine shall be operated in performance class 1 or 2.
- (d) Unless otherwise prescribed by (b), helicopters that have an MOPSC of nine or less shall be operated in performance class 1, 2 or 3.

#### CAT.POL.H.105 U.K.

- (a) The mass of the helicopter: U.K.
- (1) at the start of the take-off; or
- (2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies,

shall not be greater than the mass at which the applicable requirements of this Section can be complied with for the flight to be undertaken, taking into account expected reductions in mass as the flight proceeds and such fuel jettisoning as is provided for in the relevant requirement.

- (b) The approved performance data contained in the AFM shall be used to determine compliance with the requirements of this Section, supplemented as necessary with other data as prescribed in the relevant requirement. The operator shall specify such other data in the operations manual. When applying the factors prescribed in this Section, account may be taken of any operational factors already incorporated in the AFM performance data to avoid double application of factors.
- (c) When showing compliance with the requirements of this Section, account shall be taken of the following parameters: U.K.
- (1) mass of the helicopter;

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- (2) the helicopter configuration;
- (3) the environmental conditions, in particular:
  - (i) pressure altitude and temperature;
  - (ii) wind:
    - (A) except as provided in (C), for take-off, take-off flight path and landing requirements, accountability for wind shall be no more than 50 % of any reported steady headwind component of 5 kt or more;
    - (B) where take-off and landing with a tailwind component is permitted in the AFM, and in all cases for the take-off flight path, not less than 150 % of any reported tailwind component shall be taken into account; and
    - (C) where precise wind measuring equipment enables accurate measurement of wind velocity over the point of take-off and landing, wind components in excess of 50 % may be established by the operator, provided that the operator demonstrates to the [F33CAA] that the proximity to the FATO and accuracy enhancements of the wind measuring equipment provide an equivalent level of safety;
- (4) the operating techniques; and
- (5) the operation of any systems that have an adverse effect on performance.

#### Textual Amendments

**F33** Word in Annex 4 point CAT.POL.H.105(c)(3)(ii)(C) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(i)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

#### CAT.POL.H.105(c)(3)(ii)(C) **U.K.**

- (a) For the purpose of obstacle clearance requirements, an obstacle located beyond the FATO, in the take-off flight path, or the missed approach flight path shall be considered if its lateral distance from the nearest point on the surface below the intended flight path is not further than the following: **U.K.**
- (1) For operations under VFR:
  - (i) half of the minimum width defined in the AFM — or, when no width is defined, ‘ $0,75 \times D$ ’, where D is the largest dimension of the helicopter when the rotors are turning;
  - (ii) plus, the greater of ‘ $0,25 \times D$ ’ or ‘3 m’;
  - (iii) plus:
    - (A)  $0,10 \times \text{distance DR}$  for operations under VFR by day; or
    - (B)  $0,15 \times \text{distance DR}$  for operations under VFR at night.

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (2) For operations under IFR:
- (i) '1,5 D' or 30 m, whichever is greater, plus:
    - (A)  $0,10 \times \text{distance DR}$ , for operations under IFR with accurate course guidance;
    - (B)  $0,15 \times \text{distance DR}$ , for operations under IFR with standard course guidance; or
    - (C)  $0,30 \times \text{distance DR}$  for operations under IFR without course guidance.
  - (ii) When considering the missed approach flight path, the divergence of the obstacle accountability area only applies after the end of the take-off distance available.
- (3) For operations with initial take-off conducted visually and converted to IFR/IMC at a transition point, the criteria required in (1) apply up to the transition point, and the criteria required in (2) apply after the transition point. The transition point cannot be located before the end of the take-off distance required for helicopters (TODRH) operating in performance class 1 or before the defined point after take-off (DPATO) for helicopters operating in performance class 2.
- (b) For take-off using a back-up or a lateral transition procedure, for the purpose of obstacle clearance requirements, an obstacle located in the back-up or lateral transition area shall be considered if its lateral distance from the nearest point on the surface below the intended flight path is not further than: **U.K.**
- (1) half of the minimum width defined in the AFM or, when no width is defined, ' $0,75 \times D$ ';
  - (2) plus the greater of ' $0,25 \times D$ ' or '3 m';
  - (3) plus:
    - (i) for operations under VFR by day  $0,10 \times$  the distance travelled from the back of the FATO, or
    - (ii) for operations under VFR at night  $0,15 \times$  the distance travelled from the back of the FATO.
- (c) Obstacles may be disregarded if they are situated beyond: **U.K.**
- (1)  $7 \times \text{rotor radius (R)}$  for day operations, if it is assured that navigational accuracy can be achieved by reference to suitable visual cues during the climb;
  - (2)  $10 \times R$  for night operations, if it is assured that navigational accuracy can be achieved by reference to suitable visual cues during the climb;
  - (3) 300 m if navigational accuracy can be achieved by appropriate navigation aids; or
  - (4) 900 m in all other cases.



## CHAPTER 2 **U.K.**

### *Performance class 1*

#### **CAT.POL.H.200** **U.K.**

Helicopters operated in performance class 1 shall be certified in category A or equivalent as determined by the [<sup>F34</sup>CAA].

#### **Textual Amendments**

**F34** Word in Annex 4 point CAT.POL.H.200 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(ii)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

#### **CAT.POL.H.205** **U.K.**

- (a) The take-off mass shall not exceed the maximum take-off mass specified in the AFM for the procedure to be used.
- (b) The take-off mass shall be such that: **U.K.**
  - (1) it is possible to reject the take-off and land on the FATO in case of the critical engine failure being recognised at or before the take-off decision point (TDP);
  - (2) the rejected take-off distance required (RTODRH) does not exceed the rejected take-off distance available (RTODAH); and
  - (3) the TODRH does not exceed the take-off distance available (TODAH).
  - (4) Notwithstanding (b)(3), the TODRH may exceed the TODAH if the helicopter, with the critical engine failure recognised at TDP can, when continuing the take-off, clear all obstacles to the end of the TODRH by a vertical margin of not less than 10,7 m (35 ft).
- (c) When showing compliance with (a) and (b), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the aerodrome or operating site of departure.
- (d) That part of the take-off up to and including TDP shall be conducted in sight of the surface such that a rejected take-off can be carried out.
- (e) For take-off using a backup or lateral transition procedure, with the critical engine failure recognition at or before the TDP, all obstacles in the back-up or lateral transition area shall be cleared by an adequate margin.

#### **CAT.POL.H.210** **U.K.**

- (a) From the end of the TODRH with the critical engine failure recognised at the TDP: **U.K.**
  - (1) The take-off mass shall be such that the take-off flight path provides a vertical clearance, above all obstacles located in the climb path, of not less than 10,7 m (35 ft) for operations under VFR and 10,7 m (35 ft) + 0,01 × distance DR for operations under IFR. Only obstacles as specified in CAT.POL.H.110 have to be considered.
  - (2) Where a change of direction of more than 15° is made, adequate allowance shall be made for the effect of bank angle on the ability to comply with the obstacle clearance

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

requirements. This turn is not to be initiated before reaching a height of 61 m (200 ft) above the take-off surface unless it is part of an approved procedure in the AFM.

- (b) When showing compliance with (a), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the aerodrome or operating site of departure.

**CAT.POL.H.117e — critical engine inoperative U.K.**

- (a) The mass of the helicopter and flight path at all points along the route, with the critical engine inoperative and the meteorological conditions expected for the flight, shall permit compliance with (1), (2) or (3): **U.K.**

(1) When it is intended that the flight will be conducted at any time out of sight of the surface, the mass of the helicopter permits a rate of climb of at least 50 ft/minute with the critical engine inoperative at an altitude of at least 300 m (1 000 ft), or 600 m (2 000 ft) in areas of mountainous terrain, above all terrain and obstacles along the route within 9,3 km (5 NM) on either side of the intended track.

(2) When it is intended that the flight will be conducted without the surface in sight, the flight path permits the helicopter to continue flight from the cruising altitude to a height of 300 m (1 000 ft) above a landing site where a landing can be made in accordance with CAT.POL.H.220. The flight path clears vertically, by at least 300 m (1 000 ft) or 600 m (2 000 ft) in areas of mountainous terrain, all terrain and obstacles along the route within 9,3 km (5 NM) on either side of the intended track. Drift-down techniques may be used.

(3) When it is intended that the flight will be conducted in VMC with the surface in sight, the flight path permits the helicopter to continue flight from the cruising altitude to a height of 300 m (1 000 ft) above a landing site where a landing can be made in accordance with CAT.POL.H.220, without flying at any time below the appropriate minimum flight altitude. Obstacles within 900 m on either side of the route need to be considered.

- (b) When showing compliance with (a)(2) or (a)(3): **U.K.**

- (1) the critical engine is assumed to fail at the most critical point along the route;
- (2) account is taken of the effects of winds on the flight path;
- (3) fuel jettisoning is planned to take place only to an extent consistent with reaching the aerodrome or operating site with the required fuel reserves and using a safe procedure; and
- (4) fuel jettisoning is not planned below 1 000 ft above terrain.
- (c) The width margins of (a)(1) and (a)(2) shall be increased to 18,5 km (10 NM) if the navigational accuracy cannot be met for 95 % of the total flight time.

**CAT.POL.H.120g U.K.**

(a) The landing mass of the helicopter at the estimated time of landing shall not exceed the maximum mass specified in the AFM for the procedure to be used.

(b) In the event of the critical engine failure being recognised at any point at or before the landing decision point (LDP), it is possible either to land and stop within the FATO, or to perform a balked landing and clear all obstacles in the flight path by a vertical margin of 10,7 m (35 ft). Only obstacles as specified in CAT.POL.H.110 have to be considered.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (c) In the event of the critical engine failure being recognised at any point at or after the LDP, it is possible to: **U.K.**
- (1) clear all obstacles in the approach path; and
  - (2) land and stop within the FATO.
- (d) When showing compliance with (a) to (c), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) for the estimated time of landing at the destination aerodrome or operating site, or any alternate if required.
- (e) That part of the landing from the LDP to touchdown shall be conducted in sight of the surface.

**CAT.POL.H.125 after operations to/from a public interest site** **U.K.**

- (a) Operations to/from a public interest site (PIS) may be conducted in performance class 2, without complying with CAT.POL.H.310(b) or CAT.POL.H.325(b), provided that all of the following are complied with: **U.K.**
- (1) the PIS was in use before 1 July 2002;
  - (2) the size of the PIS or obstacle environment does not permit compliance with the requirements for operation in performance class 1;
  - (3) the operation is conducted with a helicopter with an MOPSC of six or less;
  - (4) the operator complies with CAT.POL.H.305(b)(2) and (b)(3);
  - (5) the helicopter mass does not exceed the maximum mass specified in the AFM for a climb gradient of 8 % in still air at the appropriate take-off safety speed ( $V_{TOSS}$ ) with the critical engine inoperative and the remaining engines operating at an appropriate power rating; and
  - (6) the operator has obtained prior approval for the operation from the [<sup>F35</sup>CAA]. <sup>F36</sup>...

**Textual Amendments**

**F35** Word in Annex 4 point CAT.POL.H.225(a)(6) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(iii)(aa)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

**F36** Words in Annex 4 point CAT.POL.H.225(a)(6) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(iii)(bb)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (b) Site-specific procedures shall be established in the operations manual to minimise the period during which there would be danger to helicopter occupants and persons on the surface in the event of an engine failure during take-off and landing.
- (c) The operations manual shall contain for each PIS: a diagram or annotated photograph, showing the main aspects, the dimensions, the non-conformance with the requirements performance class 1, the main hazards and the contingency plan should an incident occur.

## CHAPTER 3 **U.K.**

### Performance class 2

#### CAT.POL.H.300 **U.K.**

Helicopters operated in performance class 2 shall be certified in category A or equivalent as determined by the [<sup>F37</sup>CAA].

#### Textual Amendments

**F37** Word in Annex 4 point CAT.POL.H.300 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(iv)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

#### CAT.POL.H.305 **U.K.**

(a) Operations without an assured safe forced landing capability during the take-off and landing phases shall only be conducted if the operator has been granted an approval by the [<sup>F38</sup>CAA].

#### Textual Amendments

**F38** Word in Annex 4 point CAT.POL.H.305(a) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(v)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (b) To obtain and maintain such approval the operator shall: **U.K.**
- (1) conduct a risk assessment, specifying:
- (i) the type of helicopter; and
  - (ii) the type of operations;
- (2) implement the following set of conditions:
- (i) attain and maintain the helicopter/engine modification standard defined by the manufacturer;
  - (ii) conduct the preventive maintenance actions recommended by the helicopter or engine manufacturer;
  - (iii) include take-off and landing procedures in the operations manual, where they do not already exist in the AFM;
  - (iv) specify training for flight crew; and
  - (v) provide a system for reporting to the manufacturer loss of power, engine shutdown or engine failure events;
- and
- (3) implement a usage monitoring system (UMS).

#### CAT.POL.H.310 **U.K.**

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (a) The take-off mass shall not exceed the maximum mass specified for a rate of climb of 150 ft/min at 300 m (1 000 ft) above the level of the aerodrome or operating site with the critical engine inoperative and the remaining engine(s) operating at an appropriate power rating.
- (b) For operations other than those specified in CAT.POL.H.305, the take-off shall be conducted such that a safe forced landing can be executed until the point where safe continuation of the flight is possible.
- (c) For operations in accordance with CAT.POL.H.305, in addition to the requirements of (a): **U.K.**
  - (1) the take-off mass shall not exceed the maximum mass specified in the AFM for an all engines operative out of ground effect (AEO OGE) hover in still air with all engines operating at an appropriate power rating; or
  - (2) for operations from a helideck:
    - (i) with a helicopter that has an MOPSC of more than 19; or
    - (ii) any helicopter operated from a helideck located in a hostile environment,the take-off mass shall take into account: the procedure; deck-edge miss and drop down appropriate to the height of the helideck with the critical engine(s) inoperative and the remaining engines operating at an appropriate power rating.
- (d) When showing compliance with (a) to (c), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the point of departure.
- (e) That part of the take-off before the requirement of CAT.POL.H.315 is met shall be conducted in sight of the surface.

#### **CAT.POL.H.315** ~~Take-off flight path~~ **U.K.**

From the defined point after take-off (DPATO) or, as an alternative, no later than 200 ft above the take-off surface, with the critical engine inoperative, the requirements of CAT.POL.H.210(a) (1), (a)(2) and (b) shall be complied with.

#### **CAT.POL.H.320** ~~Take-off~~ — **critical engine inoperative** **U.K.**

The requirement of CAT.POL.H.215 shall be complied with.

#### **CAT.POL.H.325** ~~Take-off~~ **U.K.**

- (a) The landing mass at the estimated time of landing shall not exceed the maximum mass specified for a rate of climb of 150 ft/min at 300 m (1 000 ft) above the level of the aerodrome or operating site with the critical engine inoperative and the remaining engine(s) operating at an appropriate power rating.
- (b) If the critical engine fails at any point in the approach path: **U.K.**
  - (1) a bailed landing can be carried out meeting the requirement of CAT.POL.H.315; or
  - (2) for operations other than those specified in CAT.POL.H.305, the helicopter can perform a safe forced landing.
- (c) For operations in accordance with CAT.POL.H.305, in addition to the requirements of (a): **U.K.**

*Changes to legislation: There are currently no known outstanding effects for the  
 Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (1) the landing mass shall not exceed the maximum mass specified in the AFM for an AEO OGE hover in still air with all engines operating at an appropriate power rating; or
- (2) for operations to a helideck:
  - (i) with a helicopter that has an MOPSC of more than 19; or
  - (ii) any helicopter operated to a helideck located in a hostile environment,
 the landing mass shall take into account the procedure and drop down appropriate to the height of the helideck with the critical engine inoperative and the remaining engine(s) operating at an appropriate power rating.
- (d) When showing compliance with (a) to (c), account shall be taken of the appropriate parameters of CAT.POL.H.105(c) at the destination aerodrome or any alternate, if required.
- (e) That part of the landing after which the requirement of (b)(1) cannot be met shall be conducted in sight of the surface.

#### CHAPTER 4 **U.K.**

##### *Performance class 3*

#### CAT.POL.H.400 **U.K.**

- (a) Helicopters operated in performance class 3 shall be certified in category A or equivalent as determined by the [<sup>F39</sup>CAA], or category B.

#### Textual Amendments

**F39** Word in Annex 4 point CAT.POL.H.400(a) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(vi)** (with [Sch. 3](#)) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (b) Operations shall only be conducted in a non-hostile environment, except: **U.K.**
  - (1) when operating in accordance with CAT.POL.H.420; or
  - (2) for the take-off and landing phase, when operating in accordance with (c).
- (c) Provided the operator is approved in accordance with CAT.POL.H.305, operations may be conducted to/from an aerodrome or operating site located outside a congested hostile environment without an assured safe forced landing capability: **U.K.**
  - (1) during take-off, before reaching  $V_y$  (speed for best rate of climb) or 200 ft above the take-off surface; or
  - (2) during landing, below 200 ft above the landing surface.
- (d) Operations shall not be conducted: **U.K.**
  - (1) out of sight of the surface;
  - (2) at night;
  - (3) when the ceiling is less than 600 ft; or

*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

(4) when the visibility is less than 800 m.

**CAT.POL.H.400f U.K.**

- (a) The take-off mass shall be the lower of: **U.K.**
- (1) the MCTOM; or
  - (2) the maximum take-off mass specified for a hover in ground effect with all engines operating at take-off power, or if conditions are such that a hover in ground effect is not likely to be established, the take-off mass specified for a hover out of ground effect with all engines operating at take-off power.
- (b) Except as provided in CAT.POL.H.400(b), in the event of an engine failure the helicopter shall be able to perform a safe forced landing.

**CAT.POL.H.410e U.K.**

- (a) The helicopter shall be able, with all engines operating within the maximum continuous power conditions, to continue along its intended route or to a planned diversion without flying at any point below the appropriate minimum flight altitude.
- (b) Except as provided in CAT.POL.H.420, in the event of an engine failure the helicopter shall be able to perform a safe forced landing.

**CAT.POL.H.415g U.K.**

- (a) The landing mass of the helicopter at the estimated time of landing shall be the lower of: **U.K.**
- (1) the maximum certified landing mass; or
  - (2) the maximum landing mass specified for a hover in ground effect, with all engines operating at take-off power, or if conditions are such that a hover in ground effect is not likely to be established, the landing mass for a hover out of ground effect with all engines operating at take-off power.
- (b) Except as provided in CAT.POL.H.400(b), in the event of an engine failure, the helicopter shall be able to perform a safe forced landing.

**CAT.POL.H.420f Helicopter operations over a hostile environment located outside a congested area U.K.**

- (a) Operations over a non-congested hostile environment without a safe forced landing capability with turbine-powered helicopters with an MOPSC of six or less shall only be conducted if the operator has been granted an approval by the [<sup>F40</sup>CAA], following a safety risk assessment performed by the operator. <sup>F41</sup> ...

**Textual Amendments**

**F40** Word in Annex 4 point CAT.POL.H.420(a) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(vii)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

**F41** Words in Annex 4 point CAT.POL.H.420(a) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(b)(vii)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (b) To obtain and maintain such approval the operator shall: **U.K.**
- (1) only conduct these operations in the areas and under the conditions specified in the approval;
  - (2) not conduct these operations under a HEMS approval;
  - (3) substantiate that helicopter limitations, or other justifiable considerations, preclude the use of the appropriate performance criteria; and
  - (4) be approved in accordance with CAT.POL.H.305(b).
- (c) Notwithstanding CAT.IDE.H.240, such operations may be conducted without supplemental oxygen equipment, provided the cabin altitude does not exceed 10 000 ft for a period in excess of 30 minutes and never exceeds 13 000 ft pressure altitude.

### SECTION 3 **U.K.**

#### *Mass and balance*

### CHAPTER 1 **U.K.**

#### *Motor-powered aircraft*

#### **CAT.POL.M.A.B.100** *Mass and balance, loading* **U.K.**

- (a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.
- (b) The operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service and thereafter at intervals of four years if individual aircraft masses are used, or nine years if fleet masses are used. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known.
- (c) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation.
- (d) The operator shall determine the mass of all operating items and crew members included in the aircraft dry operating mass by weighing or by using standard masses. The influence of their position on the aircraft's CG shall be determined.
- (e) The operator shall establish the mass of the traffic load, including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses.
- (f) In addition to standard masses for passengers and checked baggage, the operator can use standard masses for other load items, if it demonstrates to the [<sup>F42</sup>CAA] that these items have the same mass or that their masses are within specified tolerances.



*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

#### Textual Amendments

**F42** Word in Annex 4 Subpart C Section 3 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(4)(c)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (g) The operator shall determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the operations manual.
- (h) The operator shall ensure that the loading of: **U.K.**
- (1) its aircraft is performed under the supervision of qualified personnel; and
- (2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance.
- (i) The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading.
- (j) The operator shall specify, in the operations manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements contained in (a) to (i). This system shall cover all types of intended operations.

#### **CAT.POLMSA.B105** **Balance data and documentation** **U.K.**

- (a) The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information: **U.K.**
- (1) Aircraft registration and type;
- (2) Flight identification, number and date;
- (3) Name of the commander;
- (4) Name of the person who prepared the document;
- (5) Dry operating mass and the corresponding CG of the aircraft:
  - (i) for performance class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is;
- (6) Mass of the fuel at take-off and the mass of trip fuel;
- (7) Mass of consumables other than fuel, if applicable;
- (8) Load components including passengers, baggage, freight and ballast;
- (9) Take-off mass, landing mass and zero fuel mass;

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

- (10) Applicable aircraft CG positions; and
- (11) The limiting mass and CG values.

The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.

- [<sup>F43</sup>(b) Where mass and balance data and documentation is generated by a computerised mass and balance system, the operator shall: **U.K.**
  - (1) verify the integrity of the output data to ensure that the data are within AFM limitations; and
  - (2) specify the instructions and procedures for its use in its operations manual.]

**Textual Amendments**

**F43** Substituted by [Commission Implementing Regulation \(EU\) 2018/1975 of 14 December 2018 amending Regulation \(EU\) No 965/2012 as regards air operations requirements for sailplanes and electronic flight bags.](#)

- (c) The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The commander shall indicate his/her acceptance by hand signature or equivalent.
- (d) The operator shall specify procedures for last minute changes to the load to ensure that: **U.K.**
  - (1) any last minute change after the completion of the mass and balance documentation is brought to the attention of the commander and entered in the flight planning documents containing the mass and balance documentation;
  - (2) the maximum last minute change allowed in passenger numbers or hold load is specified; and
  - (3) new mass and balance documentation is prepared if this maximum number is exceeded.

<sup>F2</sup>(e) .....

<sup>F2</sup>SECTION 4 **U.K.**

*Sailplanes*

**CAT.POIS.100 Operating limitations** **U.K.**

- (a) .....
- (b) .....

**CAT.POIS.105** **U.K.**

- (a) .....

*Changes to legislation:* There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

(b) .....

**CAT.POPE.110 Performance** U.K.

.....

<sup>F44</sup>**SECTION 5** U.K.

**Balloons**

**CAT.POPE.110 Operating limitations** U.K.

(a) .....

(b) .....

**CAT.POPE.115 Weight** U.K.

(a) .....

(b) .....

**CAT.POPE.110 System for determining the mass** U.K.

(a) The operator of a balloon shall establish a system specifying how the following items are accurately determined for each flight so to enable the commander to verify that the limitations of the AFM are complied with: U.K.

.....

(b) .....

(c) .....

**CAT.POPE.115 Performance** U.K.

.....

**Textual Amendments**

**F44** Deleted by Commission Regulation (EU) 2018/394 of 13 March 2018 amending Regulation (EU) No 965/2012 as regards the deletion of air operations requirements for balloons.

**SUBPART INSTRUMENTS, DATA, EQUIPMENT** U.K.

D

**SECTION 1** U.K.

**Aeroplanes**

**CAT.IDE.110 Instruments and equipment — general** U.K.

<sup>F45</sup>(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements except for the following items: U.K.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (1) Spare fuses;
- (2) Independent portable lights;
- (3) An accurate time piece;
- (4) Chart holder;
- (5) First-aid kits;
- (6) Emergency medical kit;
- (7) Megaphones;
- (8) Survival and signalling equipment;
- (9) Sea anchors and equipment for mooring; and
- (10) Child restraint devices.

#### Textual Amendments

**F45** Substituted by [Commission Regulation \(EU\) 2015/1329 of 31 July 2015 amending Regulation \(EU\) No 965/2012 as regards operations by Union air carriers of aircraft registered in a third country \(Text with EEA relevance\)](#).

- [<sup>F5</sup>(b) Instruments and equipment not required under this Annex (Part-CAT) as well as any other equipment which is not required under this Regulation, but carried on a flight, shall comply with the following requirements: **U.K.**
- (1) the information provided by those instruments, equipment or accessories shall not be used by the flight crew members to comply with Annex II to Regulation (EU) 2018/1139 or points CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345 of this Annex;
  - (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.]]
  - (c) If equipment is to be used by one flight crew member at his/her station during flight, it[<sup>F11</sup>shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member itshall] be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.
  - (d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.
  - (e) All required emergency equipment shall be easily accessible for immediate use.

#### CAT.IDE.A.105 Minimum equipment for flight **U.K.**

A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:

- (a) the aeroplane is operated in accordance with the operator's MEL; or

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (b) [<sup>F5</sup>the operator is approved by the [<sup>F46</sup>CAA] to operate the aeroplane within the constraints of the master minimum equipment list ( ‘ MMEL ’ ) in accordance with point ORO.MLR.105(j) of Annex III.]

#### Textual Amendments

**F46** Word in Annex 4 point CAT.IDE.A.105 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(5)(a)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

#### CAT.IDE.A.110 **Electrical fuses** U.K.

- (a) Aeroplanes shall be equipped with spare electrical fuses, of the ratings required for complete circuit protection, for replacement of those fuses that are allowed to be replaced in flight.
- (b) The number of spare fuses that are required to be carried shall be the higher of: U.K.
- (1) 10 % of the number of fuses of each rating; or
  - (2) three fuses for each rating.

#### CAT.IDE.A.115 **Lighting lights** U.K.

- (a) Aeroplanes operated by day shall be equipped with: U.K.
- (1) an anti-collision light system;
  - (2) lighting supplied from the aeroplane’s electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane;
  - (3) lighting supplied from the aeroplane’s electrical system to provide illumination in all passenger compartments; and
  - (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations.
- (b) Aeroplanes operated at night shall in addition be equipped with: U.K.
- (1) navigation/position lights;
  - (2) two landing lights or a single light having two separately energised filaments; and
  - (3) lights to conform with the International Regulations for Preventing Collisions at Sea if the aeroplane is operated as a seaplane.

#### CAT.IDE.A.120 **Equipment to clear windshield** U.K.

Aeroplanes with an MCTOM of more than 5 700 kg shall be equipped at each pilot station with a means to maintain a clear portion of the windshield during precipitation.

#### CAT.IDE.A.125 **Operations under VFR by day — flight and navigational instruments and associated equipment** U.K.

- (a) Aeroplanes operated under VFR by day shall be equipped with the following equipment, available at the pilot’s station: U.K.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (1) A means of measuring and displaying:
- (i) Magnetic heading;
  - (ii) Time in hours, minutes, and seconds;
  - (iii) [<sup>F5</sup>Barometric altitude;]
  - (iv) Indicated airspeed;
  - (v) Vertical speed;
  - (vi) Turn and slip;
  - (vii) Attitude;
  - (viii) Heading;
  - (ix) Outside air temperature; and
  - (x) Mach number whenever speed limitations are expressed in terms of Mach number.
- (2) A means of indicating when the supply of power to the required flight instruments is not adequate.
- (b) Whenever two pilots are required for the operation, an additional separate means of displaying the following shall be available for the second pilot: U.K.
- (1) [<sup>F5</sup>Barometric altitude;]
  - (2) Indicated airspeed;
  - (3) Vertical speed;
  - (4) Turn and slip;
  - (5) Attitude; and
  - (6) Heading.
- (c) A means for preventing malfunction of the airspeed indicating systems due to condensation or icing shall be available for: U.K.
- (1) aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine; and
  - (2) aeroplanes first issued with an individual CofA on or after 1 April 1999.
- (d) Single engine aeroplanes first issued with an individual CofA before 22 May 1995 are exempted from the requirements of (a)(1)(vi), (a)(1)(vii), (a)(1)(viii) and (a)(1)(ix) if the compliance would require retrofitting.

**CAT.IDEOP.130. Conditions under IFR or at night — flight and navigational instruments and associated equipment** U.K.

Aeroplanes operated under VFR at night or under IFR shall be equipped with the following equipment, available at the pilot's station:

- (a) A means of measuring and displaying:

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (1) Magnetic heading;
  - (2) Time in hours, minutes and seconds;
  - (3) Indicated airspeed;
  - (4) Vertical speed;
  - (5) Turn and slip, or in the case of aeroplanes equipped with a standby means of measuring and displaying attitude, slip;
  - (6) Attitude;
  - (7) Stabilised heading;
  - (8) Outside air temperature; and
  - (9) Mach number whenever speed limitations are expressed in terms of Mach number.
- (b) [<sup>F5</sup>Two means of measuring and displaying barometric altitude.]
- (c) A means of indicating when the supply of power to the required flight instruments is not adequate.
- (d) A means for preventing malfunction of the airspeed indicating systems required in (a) (3) and (h)(2) due to condensation or icing.
- (e) A means of annunciating to the flight crew the failure of the means required in (d) for aeroplanes:
- (1) issued with an individual CofA on or after 1 April 1998; or
  - (2) issued with an individual CofA before 1 April 1998 with an MCTOM of more than 5 700 kg, and with an MOPSC of more than nine.
- (f) Except for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less, two independent static pressure systems.
- (g) One static pressure system and one alternate source of static pressure for propeller-driven aeroplanes with an MCTOM of 5 700 kg or less.
- (h) Whenever two pilots are required for the operation, a separate means of displaying for the second pilot:
- (1) [<sup>F5</sup>Barometric altitude;]
  - (2) Indicated airspeed;
  - (3) Vertical speed;
  - (4) Turn and slip;
  - (5) Attitude; and
  - (6) Stabilised heading.
- (i) A standby means of measuring and displaying attitude capable of being used from either pilot's station for aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine that:

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (1) is powered continuously during normal operation and, after a total failure of the normal electrical generating system, is powered from a source independent from the normal electrical generating system;
  - (2) provides reliable operation for a minimum of 30 minutes after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures;
  - (3) operates independently of any other means of measuring and displaying attitude;
  - (4) is operative automatically after total failure of the normal electrical generating system;
  - (5) is appropriately illuminated during all phases of operation, except for aeroplanes with an MCTOM of 5 700 kg or less, already registered in [<sup>F47</sup>the United Kingdom] on 1 April 1995 and equipped with a standby attitude indicator in the left-hand instrument panel;
  - (6) is clearly evident to the flight crew when the standby attitude indicator is being operated by emergency power; and
  - (7) where the standby attitude indicator has its own dedicated power supply, has an associated indication, either on the instrument or on the instrument panel, when this supply is in use.
- (j) A chart holder in an easily readable position that can be illuminated for night operations.

#### Textual Amendments

**F47** Words in Annex 4 point CAT.IDE.A.130 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(5)(b)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

#### **CAT.IDE.A.135** Additional equipment for single-pilot operation under IFR **U.K.**

Aeroplanes operated under IFR with a single-pilot shall be equipped with an autopilot with at least altitude hold and heading mode.

#### **CAT.IDE.A.140** Altitude alerting system **U.K.**

- (a) The following aeroplanes shall be equipped with an altitude alerting system: **U.K.**
- (1) turbine propeller powered aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than nine; and
  - (2) aeroplanes powered by turbo-jet engines.
- (b) The altitude alerting system shall be capable of: **U.K.**
- (1) alerting the flight crew when approaching a preselected altitude; and
  - (2) alerting the flight crew by at least an aural signal, when deviating from a preselected altitude.



*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (c) Notwithstanding (a), aeroplanes with an MCTOM of 5 700 kg or less, having an MOPSC of more than nine, first issued with an individual CofA before 1 April 1972 and already registered in [<sup>F48</sup>the United Kingdom] on 1 April 1995 are exempted from being equipped with an altitude alerting system.

#### Textual Amendments

**F48** Words in Annex 4 point CAT.IDE.A.140 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(5)(b)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

#### **CAT.IDE.A.150** **terrain awareness warning system (TAWS)** **U.K.**

- (a) Turbine-powered aeroplanes having an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for Class A equipment as specified in an acceptable standard.
- (b) Reciprocating-engine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirement for Class B equipment as specified in an acceptable standard.
- [<sup>F49</sup>(c) Turbine-powered aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2019 and having an MCTOM of 5 700 kg or less and an MOPSC of six to nine shall be equipped with a TAWS that meets the requirements for Class B equipment, as specified in an acceptable standard.]

#### Textual Amendments

**F49** Inserted by [Commission Regulation \(EU\) 2018/1042 of 23 July 2018 amending Regulation \(EU\) No 965/2012](#), as regards technical requirements and administrative procedures related to introducing support programmes, psychological assessment of flight crew, as well as systematic and random testing of psychoactive substances to ensure medical fitness of flight and cabin crew members, and as regards equipping newly manufactured turbine-powered aeroplanes with a maximum certified take-off mass of 5700 kg or less and approved to carry six to nine passengers with a terrain awareness warning system.

#### **CAT.IDE.A.155** **terrain collision avoidance system (ACAS)** **U.K.**

Unless otherwise provided for by Regulation (EU) No 1332/2011, turbine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than 19 shall be equipped with ACAS II.

#### **CAT.IDE.A.160** **weather detecting equipment** **U.K.**

The following shall be equipped with airborne weather detecting equipment when operated at night or in IMC in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route:

- (a) pressurised aeroplanes;
- (b) non-pressurised aeroplanes with an MCTOM of more than 5 700 kg; and
- (c) non-pressurised aeroplanes with an MOPSC of more than nine.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

### CAT.IDE.A.175 Additional equipment for operations in icing conditions at night U.K.

- (a) Aeroplanes operated in expected or actual icing conditions at night shall be equipped with a means to illuminate or detect the formation of ice.
- (b) The means to illuminate the formation of ice shall not cause glare or reflection that would handicap crew members in the performance of their duties.

### CAT.IDE.A.170 Flight crew interphone system U.K.

Aeroplanes operated by more than one flight crew member shall be equipped with a flight crew interphone system, including headsets and microphones for use by all flight crew members.

### CAT.IDE.A.175 Crew member interphone system U.K.

Aeroplanes with an MCTOM of more than 15 000 kg, or with an MOPSC of more than 19 shall be equipped with a crew member interphone system, except for aeroplanes first issued with an individual CofA before 1 April 1965 and already registered in [<sup>F50</sup>the United Kingdom] on 1 April 1995.

#### Textual Amendments

**F50** Words in Annex 4 point CAT.IDE.A.175 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(5)(b)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

### CAT.IDE.A.180 Public address system U.K.

Aeroplanes with an MOPSC of more than 19 shall be equipped with a public address system.

### CAT.IDE.A.185 Cockpit voice recorder U.K.

- (a) The following aeroplanes shall be equipped with a cockpit voice recorder (CVR): U.K.
  - (1) aeroplanes with an MCTOM of more than 5 700 kg; and
  - (2) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 January 1990.
- [<sup>F4</sup>(b) Until 31 December 2018 , the CVR shall be capable of retaining the data recorded during at least: U.K.
  - (1) the preceding 2 hours in the case of aeroplanes referred to in (a)(1) when the individual CofA has been issued on or after 1 April 1998 ;
  - (2) the preceding 30 minutes for aeroplanes referred to in (a)(1) when the individual CofA has been issued before 1 April 1998 ; or
  - (3) the preceding 30 minutes, in the case of aeroplanes referred to in (a)(2).
- (c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: U.K.
  - (1) [<sup>F51</sup>the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2022 ; or]

*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (2) the preceding 2 hours in all other cases.

#### Textual Amendments

**F51** Substituted by [Commission Implementing Regulation \(EU\) 2020/2036 of 9 December 2020 amending Regulation \(EU\) No 965/2012 as regards the requirements for flight crew competence and training methods and postponing dates of application of certain measures in the context of the COVID-19 pandemic.](#)

- (d) By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.
- (e) The CVR shall record with reference to a timescale: **U.K.**
- (1) voice communications transmitted from or received in the flight crew compartment by radio;
- (2) flight crew members' voice communications using the interphone system and the public address system, if installed;
- (3) the aural environment of the flight crew compartment, including without interruption:
- (i) for aeroplanes first issued with an individual CofA on or after 1 April 1998 , the audio signals received from each boom and mask microphone in use;
- (ii) for aeroplanes referred to in (a)(2) and first issued with an individual CofA before 1 April 1998 , the audio signals received from each boom and mask microphone, where practicable;
- (4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.
- (f) The CVR shall start to record prior to the aeroplane moving under its own power and shall continue to record until the termination of the flight when the aeroplane is no longer capable of moving under its own power. In addition, in the case of aeroplanes issued with an individual CofA on or after 1 April 1998 , the CVR shall start automatically to record prior to the aeroplane moving under its own power and continue to record until the termination of the flight when the aeroplane is no longer capable of moving under its own power.
- (g) In addition to (f), depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight, in the case of: **U.K.**
- (1) aeroplanes referred to in (a)(1) and issued with an individual CofA on or after 1 April 1998 ; or
- (2) aeroplanes referred to in (a)(2).
- (h) If the CVR is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the CVR is deployable, it shall have an automatic emergency locator transmitter.]
- [<sup>F30</sup>(i) Aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022 shall be equipped with an alternate power source to

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

which the CVR and the cockpit-mounted area microphone are switched automatically in the event that all other power to the CVR is interrupted.]

**CAT.IDEENig100 data recorder U.K.**

- (a) The following aeroplanes shall be equipped with a flight data recorder (FDR) that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available: U.K.
- (1) aeroplanes with an MCTOM of more than 5 700 kg and first issued with an individual CofA on or after 1 June 1990;
  - (2) turbine-engined aeroplanes with an MCTOM of more than 5 700 kg and first issued with an individual CofA before 1 June 1990; and
  - (3) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 April 1998.
- (b) The FDR shall record: U.K.
- (1) time, altitude, airspeed, normal acceleration and heading and be capable of retaining the data recorded during at least the preceding 25 hours for aeroplanes referred to in (a)(2) with an MCTOM of less than 27 000 kg;
  - (2) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) with an MCTOM of less than 27 000 kg and first issued with an individual CofA before 1 January 2016;
  - (3) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) and (a)(2) with an MCTOM of over 27 000 kg and first issued with an individual CofA before 1 January 2016;
  - (4) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices and be capable of retaining the data recorded during at least the preceding 10 hours, in the case of aeroplanes referred to in (a)(3) and first issued with an individual CofA before 1 January 2016; or
  - (5) the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation and be capable of retaining the data recorded during at least the preceding 25 hours, for aeroplanes referred to in (a)(1) and (a)(3) and first issued with an individual CofA on or after 1 January 2016.
- (c) Data shall be obtained from aeroplane sources that enable accurate correlation with information displayed to the flight crew.
- (d) The FDR shall start to record the data prior to the aeroplane being capable of moving under its own power and shall stop after the aeroplane is incapable of moving under its own power. In addition, in the case of aeroplanes issued with an individual CofA on or after 1 April 1998, the FDR shall start automatically to record the data prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is incapable of moving under its own power.

*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

[<sup>F4</sup>(e) If the FDR is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the FDR is deployable, it shall have an automatic emergency locator transmitter.]

[<sup>F30</sup> **CAT.IDE.A.190 High weight flight recorder** U.K.]

- (a) Turbine-engined aeroplanes with an MCTOM of 2 250 kg or more and aeroplanes with an MOPSC of more than 9 shall be equipped with a flight recorder if all of the following conditions are met:
- (1) they are not within the scope of point CAT.IDE.A.190(a);
  - (2) they are first issued with an individual CofA on or after 5 September 2022 .
- (b) The flight recorder shall record, by means of flight data or images, information that is sufficient to determine the flight path and aircraft speed.
- (c) The flight recorder shall be capable of retaining the flight data and the images recorded during at least the preceding 5 hours.
- (d) The flight recorder shall automatically start to record prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is no longer capable of moving under its own power.
- (e) If the flight recorder records images or audio of the flight crew compartment, then a function shall be provided which can be operated by the commander and which modifies image and audio recordings made before the operation of that function, so that those recordings cannot be retrieved using normal replay or copying techniques.]

**CAT.IDE.A.195 Data link recording** U.K.]

- (a) Aeroplanes first issued with an individual CofA on or after 8 April 2014 that have the capability to operate data link communications and are required to be equipped with a CVR, shall record on a recorder, where applicable: U.K.]
- (1) data link communication messages related to ATS communications to and from the aeroplane, including messages applying to the following applications:
    - (i) data link initiation;
    - (ii) controller-pilot communication;
    - (iii) addressed surveillance;
    - (iv) flight information;
    - (v) as far as is practicable, given the architecture of the system, aircraft broadcast surveillance;
    - (vi) as far as is practicable, given the architecture of the system, aircraft operational control data; and
    - (vii) as far as is practicable, given the architecture of the system, graphics;
  - (2) information that enables correlation to any associated records related to data link communications and stored separately from the aeroplane; and

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (3) information on the time and priority of data link communications messages, taking into account the system's architecture.
- (b) The recorder shall use a digital method of recording and storing data and information and a method for retrieving that data. The recording method shall allow the data to match the data recorded on the ground.
- (c) The recorder shall be capable of retaining data recorded for at least the same duration as set out for CVRs in CAT.IDE.A.185.
- [<sup>F4</sup>(d) If the recorder is not deployable, it shall have a device to assist in locating it under water. By 16 June 2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the recorder is deployable, it shall have an automatic emergency locator transmitter.]
- (e) The requirements applicable to the start and stop logic of the recorder are the same as the requirements applicable to the start and stop logic of the CVR contained in CAT.IDE.A.185(d) and (e).

#### **CAT.IDE.A.200 Combination recorder** U.K.

Compliance with CVR and FDR requirements may be achieved by:

- (a) one flight data and cockpit voice combination recorder in the case of aeroplanes required to be equipped with a CVR or an FDR;
- (b) one flight data and cockpit voice combination recorder in the case of aeroplanes with an MCTOM of 5 700 kg or less and required to be equipped with a CVR and an FDR; or
- (c) two flight data and cockpit voice combination recorders in the case of aeroplanes with an MCTOM of more than 5 700 kg and required to be equipped with a CVR and an FDR.

#### **CAT.IDE.A.205 Seat safety belts, restraint systems and child restraint devices** U.K.

- (a) Aeroplanes shall be equipped with: U.K.
  - (1) a seat or berth for each person on board who is aged 24 months or more;
  - (2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);
  - (3) [<sup>F5</sup>a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less, having an individual CofA first issued on or after 8 April 2015 ;]
  - (4) a child restraint device (CRD) for each person on board younger than 24 months;
  - (5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:
    - (i) on each flight crew seat and on any seat alongside a pilot's seat;
    - (ii) on each observer seat located in the flight crew compartment;
  - (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.

- [<sup>F22</sup>(b) A seat belt with upper torso restraint system shall have: U.K.]
- (1) a single point release;
  - (2) on the seats for the minimum required cabin crew, two shoulder straps and a seat belt that may be used independently; and
  - (3) [<sup>F5</sup>on flight crew members' seats and on any seat alongside a pilot's seat, either of the following:
    - (i) two shoulder straps and a seat belt that may be used independently;
    - (ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes:
      - (A) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification;
      - (B) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are not compliant with the emergency landing dynamic conditions defined in the applicable certification specification and having an individual CofA first issued before 28 October 2014 ;
      - (C) aeroplanes certified in accordance with CS-VLA or equivalent and CS-LSA or equivalent.]]

**CAT.IDEFA.210 seat belt and no smoking signs U.K.**

Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.

**CAT.IDEFA.215 Internal doors and curtains U.K.**

Aeroplanes shall be equipped with:

- (a) in the case of aeroplanes with an MOPSC of more than 19, a door between the passenger compartment and the flight crew compartment, with a placard indicating 'crew only' and a locking means to prevent passengers from opening it without the permission of a member of the flight crew;
- (b) a readily accessible means for opening each door that separates a passenger compartment from another compartment that has emergency exits;
- (c) a means for securing in the open position any doorway or curtain separating the passenger compartment from other areas that need to be accessed to reach any required emergency exit from any passenger seat;
- (d) a placard on each internal door or adjacent to a curtain that is the means of access to a passenger emergency exit, to indicate that it [<sup>F11</sup>shall] be secured open during take-off and landing; and
- (e) a means for any member of the crew to unlock any door that is normally accessible to passengers and that can be locked by passengers.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

### CAT.IDEFA.220 **First-aid kit** U.K.

- (a) Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1. U.K.

Table 1

Number of first-aid kits required	
Number of passenger seats installed	Number of first-aid kits required
0-100	1
101-200	2
201-300	3
301-400	4
401-500	5
501 or more	6

- (b) First-aid kits shall be: U.K.
- (1) readily accessible for use; and
  - (2) kept up to date.

### CAT.IDEFA.225 **Emergency medical kit** U.K.

- (a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit when any point on the planned route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available.
- (b) The commander shall ensure that drugs are only administered by appropriately qualified persons.
- (c) The emergency medical kit referred to in (a) shall be: U.K.
- (1) dust and moisture proof;
  - (2) carried in a way that prevents unauthorised access; and
  - (3) kept up to date.

### CAT.IDEFA.230 **First-aid oxygen** U.K.

- (a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation.
- [<sup>F13</sup>(b) The oxygen supply referred to in (a) shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person.]
- (c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.



[<sup>F13</sup>(d) The first-aid oxygen equipment shall be capable of generating a mass flow to each person.]

**CAT.IDESApp 235 Supplemental oxygen — pressurised aeroplanes U.K.**

- (a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.
- (b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with: U.K.
  - (1) quick donning types of masks for flight crew members;
  - (2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;
  - (3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and
  - (4) a device to provide a warning indication to the flight crew of any loss of pressurisation.
- (c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within four minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.
- (d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.
- (e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within four minutes to a cabin pressure altitude of 13 000 ft.
- (f) The required minimum supply in Table 1, row 1 item (b)(1) and row 2, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes and followed by 20 minutes at 10 000 ft.
- (g) The required minimum supply in Table 1, row 1 item 1(b)(2), shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 10 000 ft in 10 minutes followed by 110 minutes at 10 000 ft.
- (h) The required minimum supply in Table 1, row 3, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane's maximum certified operating altitude to 15 000 ft in 10 minutes. U.K.

**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

Table 1

**Oxygen minimum requirements for pressurised aeroplanes**

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty	(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft. (b) The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 13 000 ft, after the initial 30 minutes at these altitudes, but in no case less than: (1) 30 minutes' supply for aeroplanes certified to fly at altitudes not exceeding 25 000 ft; and (2) 2 hours' supply for aeroplanes certified to fly at altitudes of more than 25 000 ft.
2. Required cabin crew members	(a) The entire flying time when the cabin pressure altitude exceeds 13 000 ft, but not less than 30 minutes' supply. (b) The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 13 000 ft, after the initial 30 minutes at these altitudes.
3. 100 % of passengers <sup>a</sup>	The entire flying time when the cabin pressure altitude exceeds 15 000 ft, but in no case less than 10 minutes' supply.
4. 30 % of passengers <sup>a</sup>	The entire flying time when the cabin pressure altitude exceeds 14 000 ft but does not exceed 15 000 ft.
5. 10 % of passengers <sup>a</sup>	The remainder of the flying time when the cabin pressure altitude exceeds 10 000 ft but does not exceed 14 000 ft, after the initial 30 minutes at these altitudes.

<sup>a</sup> Passenger numbers in Table 1 refer to passengers actually carried on board, including persons younger than 24 months.

**CAT.IDESApp 240 Supplemental oxygen — non-pressurised aeroplanes U.K.**

Non-pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with Table 1.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

TABLE 1

**Oxygen minimum requirements for non-pressurised aeroplanes**

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty and crew members assisting flight crew in their duties	The entire flying time at pressure altitudes above 10 000 ft.
2. Required cabin crew members	The entire flying time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
3. Additional crew members and 100 % of passengers <sup>a</sup>	The entire flying time at pressure altitudes above 13 000 ft.
4. 10 % of passengers <sup>a</sup>	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.

<sup>a</sup> Passenger numbers in Table 1 refer to passengers actually carried on board, including persons younger than 24 months.

**CAT.IDE.A.245 protective breathing equipment U.K.**

- (a) All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes: U.K.
- (1) oxygen for each flight crew member on duty in the flight crew compartment;
  - (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and
  - (3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.
- (b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station.
- (c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.
- [<sup>F5</sup>(d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in points CAT.IDE.A.250 (b) and (c), or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment.]
- (e) A PBE while in use shall not prevent the use of the means of communication referred to in CAT.IDE.A.170, CAT.IDE.A.175, CAT.IDE.A.270 and CAT.IDE.A.330.

**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

### CAT.IDECA.255 fire extinguishers U.K.

- (a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.
- (b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.
- (c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.
- (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.
- (e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment. U.K.

Table 1

#### Number of hand fire extinguishers

MOPSC	Number of extinguishers
7-30	1
31-60	2
61-200	3
201-300	4
301-400	5
401-500	6
501-600	7
601 or more	8

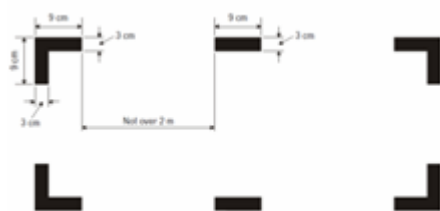
### CAT.IDECA.255 axe and crowbar U.K.

- (a) Aeroplanes with an MCTOM of more than 5 700 kg or with an MOPSC of more than nine shall be equipped with at least one crash axe or crowbar located in the flight crew compartment.
- (b) In the case of aeroplanes with an MOPSC of more than 200, an additional crash axe or crowbar shall be installed in or near the rearmost galley area.
- (c) Crash axes and crowbars located in the passenger compartment shall not be visible to passengers.

### CAT.IDECA.260 marking of break-in points U.K.

If areas of the aeroplane's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.

**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)



[<sup>FH</sup>Figure 1]

**CAT.IDEEMe265 for emergency evacuation U.K.**

- (a) Aeroplanes with passenger emergency exit sill heights of more than 1,83 m (6 ft) above the ground shall be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency.
- (b) Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1,83 m (6 ft) from the ground with the aeroplane on the ground, the landing gear extended, and the flaps in the take-off or landing position, whichever flap position is higher from the ground.
- (c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.
- (d) The heights referred to in (a) and (c) shall be measured: **U.K.**
  - (1) with the landing gear extended; and
  - (2) after the collapse of, or failure to extend of, one or more legs of the landing gear, in the case of aeroplanes with a type certificate issued after 31 March 2000.

**CAT.IDEEMe270 phones U.K.**

Aeroplanes with an MOPSC of more than 60 and carrying at least one passenger shall be equipped with the following quantities of portable battery-powered megaphones readily accessible for use by crew members during an emergency evacuation:

- (a) For each passenger deck:

*Table 1*

Number of megaphones	
Passenger seating configuration	Number of megaphones
61 to 99	1
100 or more	2

- (b) For aeroplanes with more than one passenger deck, in all cases when the total passenger seating configuration is more than 60, at least one megaphone.

**CAT.IDEEMe275 emergency lighting and marking U.K.**

- (a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include: **U.K.**
- (1) sources of general cabin illumination;
  - (2) internal lighting in floor level emergency exit areas;
  - (3) illuminated emergency exit marking and locating signs;
  - (4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required;
  - (5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and
  - (6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments.
- [<sup>F5</sup>(c) For aeroplanes with an MOPSC of 19 or less and type certified on the basis of the [<sup>F52</sup>CAA's] certification specification, the emergency lighting system referred to in point (a) shall include the equipment referred to in points (1), (2) and (3) of point (b).

#### Textual Amendments

**F52** Word in Annex 4 point CAT.IDE.A.275(c) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(5)(c)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (d) For aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the [<sup>F53</sup>CAA's] certification specification, the emergency lighting system referred to in point (a) shall include the equipment referred to in point (b)(1).]

#### Textual Amendments

**F53** Word in Annex 4 point CAT.IDE.A.275(d) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **366(5)(c)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

- (e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.

#### **CAT.IDE.A.280** **Emergency locator transmitter (ELT)** **U.K.**

- [<sup>F4</sup>(a) With an MOPSC of more than 19 shall be equipped with at least: **U.K.**
- (1) two ELTs, one of which shall be automatic, or one ELT and one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008 ; or

*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

(2) one automatic ELT or two ELTs of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008 .]

[<sup>F4</sup>(b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least: U.K.]

(1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008 ; or

(2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008 .]

(c) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

**CAT.IDEENight 285** over water U.K.]

(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided: U.K.]

(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and

(2) seaplanes operated over water.

(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.

[<sup>F5</sup>(c) Seaplanes operated over water shall be equipped with the following: U.K.]

(1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, mass and handling characteristics;

(2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.]

(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to: U.K.]

(1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or

(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser,

shall be equipped with the equipment specified in (e).

(e) Aeroplanes complying with (d) shall carry the following equipment: U.K.]

(1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (2) a survivor locator light in each life-raft;
  - (3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and
  - (4) at least two survival ELTs (ELT(S)).
- [<sup>F14</sup>(f) By 1 January 2019 at the latest, aeroplanes with an MCTOM of more than 27 000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM of more than 45 500 kg shall be fitted with a securely attached underwater locating device that operates at a frequency of 8,8 kHz ± 1 kHz, unless: U.K.]
- (1) the aeroplane is operated over routes on which it is at no point at a distance of more than 180 NM from the shore; or
  - (2) the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.]

#### **CAT.IDEASr305a** **U.K.**

- (a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with: U.K.
  - (1) signalling equipment to make the distress signals;
  - (2) at least one ELT(S); and
  - (3) additional survival equipment for the route to be flown taking account of the number of persons on board.
- (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: U.K.
  - (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:
    - (i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or
    - (ii) 30 minutes at cruising speed for all other aeroplanes;
  - (2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.

#### **CAT.IDEHea305c** **U.K.**

- (a) Aeroplanes shall be equipped with a headset with a boom or throat microphone or equivalent for each flight crew member at their assigned station in the flight crew compartment.
- (b) Aeroplanes operated under IFR or at night shall be equipped with a transmit button on the manual pitch and roll control for each required flight crew member.

#### **CAT.IDERa330** **U.K.**



*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (a) Aeroplanes shall be equipped with the radio communication equipment required by the applicable airspace requirements.
- (b) The radio communication equipment shall provide for communication on the aeronautical emergency frequency 121,5 MHz.

**CAT.IDEIA.335 selector panel U.K.**

Aeroplanes operated under IFR shall be equipped with an audio selector panel operable from each required flight crew member station.

**CAT.IDEIA.340 equipment for operations under VFR over routes navigated by reference to visual landmarks U.K.**

Aeroplanes operated under VFR over routes navigated by reference to visual landmarks shall be equipped with radio communication equipment necessary under normal radio propagation conditions to fulfil the following:

- (a) communicate with appropriate ground stations;
- (b) communicate with appropriate ATC stations from any point in controlled airspace within which flights are intended; and
- (c) receive meteorological information.

**[<sup>F13</sup> CAT.IDEIA.345 Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks] U.K.**

- [<sup>F13</sup>(a) Aeroplanes operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication, navigation and surveillance equipment in accordance with the applicable airspace requirements.]
- (b) Radio communication equipment shall include at least two independent radio communication systems necessary under normal operating conditions to communicate with an appropriate ground station from any point on the route, including diversions.
- [<sup>F5</sup>(c) Notwithstanding point (b), aeroplanes operated for short haul operations in the North Atlantic high-level (NAT HLA) airspace and not crossing the North Atlantic shall be equipped with at least one long range communication system, in case alternative communication procedures are published for the airspace concerned.]
- (d) Aeroplanes shall have sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment shall allow safe navigation in accordance with the flight plan.
- (e) Aeroplanes operated on flights in which it is intended to land in IMC shall be equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodrome.
- [<sup>F21</sup>(f) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.]

**CAT.IDEIA.350 transponder U.K.**

Aeroplanes shall be equipped with a pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

## **[<sup>F22</sup>CAT.IDE.H.335] Management of aeronautical databases U.K.**

- (a) Aeronautical databases used on certified aircraft system applications shall meet data quality requirements that are adequate for the intended use of the data.
- (b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.
- (c) Notwithstanding any other occurrence reporting requirements as defined in Regulation (EU) No 376/2014, the operator shall report to the database provider instances of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight.

In such cases, the operator shall inform flight crew and other personnel concerned, and shall ensure that the affected data is not used.]

## **SECTION 2 U.K.**

### ***Helicopters***

## **CAT.IDE.H.400 Instruments and equipment — general U.K.**

[<sup>F45</sup>[<sup>F5</sup>(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements, except for the following items:

**U.K.**

- (1) independent portable lights;
- (2) an accurate time piece;
- (3) chart holder;
- (4) first-aid kit;
- (5) megaphones;
- (6) survival and signalling equipment;
- (7) sea anchors and equipment for mooring;
- (8) child restraint devices.]

[<sup>F5</sup>(b) Instruments and equipment not required under this Annex (Part-CAT) as well as any other equipment which is not required under this Regulation, but carried on a flight, shall comply with the following requirements: **U.K.**

- (1) the information provided by those instruments, equipment or accessories shall not be used by the flight crew members to comply with Annex II to Regulation (EU) 2018/1139 or points CAT.IDE.H.330, CAT.IDE.H.335, CAT.IDE.H.340 and CAT.IDE.H.345 of this Annex;
- (2) the instruments and equipment shall not affect the airworthiness of the helicopter, even in the case of failures or malfunction.]]
- (c) If equipment is to be used by one flight crew member at his/her station during flight, it [<sup>F11</sup>shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it shall] be installed

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

so that the equipment is readily operable from any station at which the equipment is required to be operated.

- (d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path.
- (e) All required emergency equipment shall be easily accessible for immediate use.

#### **CAT.IDE.H.105 Minimum equipment for flight U.K.**

A flight shall not be commenced when any of the helicopter's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:

- (a) the helicopter is operated in accordance with the operator's MEL; or
- (b) [<sup>F5</sup>the operator is approved by the [<sup>F54</sup>CAA] to operate the helicopter within the constraints of the MMEL in accordance with point ORO.MLR.105(j) of Annex III.]

#### **Textual Amendments**

**F54** Word in Annex 4 point CAT.IDE.H.105(b) substituted (31.12.2020) by [The Aviation Safety \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1116\)](#), regs. 1(2), **66(b)**

#### **CAT.IDE.H.115 Operating lights U.K.**

- (a) Helicopters operated under VFR by day shall be equipped with an anti-collision light system.
- (b) Helicopters operated at night or under IFR shall, in addition to (a), be equipped with: **U.K.**
  - (1) lighting supplied from the helicopter's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the helicopter;
  - (2) lighting supplied from the helicopter's electrical system to provide illumination in all passenger compartments;
  - (3) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations;
  - (4) navigation/position lights;
  - (5) two landing lights of which at least one is adjustable in flight so as to illuminate the ground in front of and below the helicopter and the ground on either side of the helicopter; and
  - (6) lights to conform with the International Regulations for Preventing Collisions at Sea if the helicopter is amphibious.

#### **CAT.IDE.H.125 Operations under VFR by day — flight and navigational instruments and associated equipment U.K.**

- (a) Helicopters operated under VFR by day shall be equipped with the following equipment, available at the pilot's station: **U.K.**

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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (1) A means of measuring and displaying:
  - (i) Magnetic heading;
  - (ii) Time in hours, minutes, and seconds;
  - (iii) [<sup>F5</sup>Barometric altitude;]
  - (iv) Indicated airspeed;
  - (v) Vertical speed;
  - (vi) Slip; and
  - (vii) Outside air temperature.
- (2) A means of indicating when the supply of power to the required flight instruments is not adequate.
- (b) Whenever two pilots are required for the operation, an additional separate means of displaying the following shall be available for the second pilot: **U.K.**
  - (1) [<sup>F5</sup>Barometric altitude;]
  - (2) Indicated airspeed;
  - (3) Vertical speed; and
  - (4) Slip.
- (c) Helicopters with an MCTOM of more than 3 175 kg or any helicopter operating over water when out of sight of land or when the visibility is less than 1 500 m, shall be equipped with a means of measuring and displaying: **U.K.**
  - (1) Attitude; and
  - (2) Heading.
- (d) A means for preventing malfunction of the airspeed indicating systems due to condensation or icing shall be available for helicopters with an MCTOM of more than 3 175 kg or an MOPSC of more than nine.

**CAT.IDEOP.130 Operations under IFR or at night — flight and navigational instruments and associated equipment** **U.K.**

Helicopters operated under VFR at night or under IFR shall be equipped with the following equipment, available at the pilot's station:

- (a) A means of measuring and displaying:
  - (1) Magnetic heading;
  - (2) Time in hours, minutes and seconds;
  - (3) Indicated airspeed;
  - (4) Vertical speed;
  - (5) Slip;
  - (6) Attitude;

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**Changes to legislation:** There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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- (7) Stabilised heading; and
- (8) Outside air temperature.
- (b) [<sup>F5</sup>Two means of measuring and displaying barometric altitude. For single-pilot operations under VFR at night one pressure altimeter may be substituted by a radio altimeter.]
- (c) A means of indicating when the supply of power to the required flight instruments is not adequate.
- (d) A means of preventing malfunction of the airspeed indicating systems required in (a) (3) and (h)(2) due to either condensation or icing.
- (e) A means of annunciating to the flight crew the failure of the means required in (d) for helicopters:
  - (1) issued with an individual CofA on or after 1 August 1999; or
  - (2) issued with an individual CofA before 1 August 1999 with an MCTOM of more than 3 175 kg, and with an MOPSC of more than nine.
- (f) A standby means of measuring and displaying attitude that:
  - (1) is powered continuously during normal operation and, in the event of a total failure of the normal electrical generating system, is powered from a source independent of the normal electrical generating system;
  - (2) operates independently of any other means of measuring and displaying attitude;
  - (3) is capable of being used from either pilot's station;
  - (4) is operative automatically after total failure of the normal electrical generating system;
  - (5) provides reliable operation for a minimum of 30 minutes or the time required to fly to a suitable alternate landing site when operating over hostile terrain or offshore, whichever is greater, after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures;
  - (6) is appropriately illuminated during all phases of operation; and
  - (7) is associated with a means to alert the flight crew when operating under its dedicated power supply, including when operated by emergency power.
- (g) An alternate source of static pressure for the means of measuring altitude, airspeed and vertical speed.
- (h) Whenever two pilots are required for the operation, a separate means for displaying for the second pilot:
  - (1) [<sup>F5</sup>Barometric altitude;]
  - (2) Indicated airspeed;
  - (3) Vertical speed;

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (4) Slip;
  - (5) Attitude; and
  - (6) Stabilised heading.
- (i) For IFR operations, a chart holder in an easily readable position that can be illuminated for night operations.

**CAT.IDEASub 135 Additional equipment for single-pilot operation under IFR U.K.**

Helicopters operated under IFR with a single-pilot shall be equipped with an autopilot with at least altitude hold and heading mode.

**CAT.IDEASub 145 Radioaltimeters U.K.**

- (a) Helicopters on flights over water shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot, when operating: U.K.
- (1) out of sight of the land;
  - (2) in a visibility of less than 1 500 m;
  - (3) at night; or
  - (4) at a distance from land corresponding to more than three minutes at normal cruising speed.

**CAT.IDEASub 160 One weather detecting equipment U.K.**

Helicopters with an MOPSC of more than nine and operated under IFR or at night shall be equipped with airborne weather detecting equipment when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route to be flown.

**CAT.IDEASub 165 Additional equipment for operations in icing conditions at night U.K.**

- (a) Helicopters operated in expected or actual icing conditions at night shall be equipped with a means to illuminate or detect the formation of ice.
- (b) The means to illuminate the formation of ice shall not cause glare or reflection that would handicap crew members in the performance of their duties.

**CAT.IDEASub 170 Flight crew interphone system U.K.**

Helicopters operated by more than one flight crew member shall be equipped with a flight crew interphone system, including headsets and microphones for use by all flight crew members.

**CAT.IDEASub 175 Crew member interphone system U.K.**

Helicopters shall be equipped with a crew member interphone system when carrying a crew member other than a flight crew member.

**CAT.IDEASub 180 Public address system U.K.**

- (a) Helicopters with an MOPSC of more than nine shall be equipped with a public address system, with the exception of (b).

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*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (b) Notwithstanding (a) helicopters with an MOPSC of more than nine and less than 20 are exempted from having a public address system, if: **U.K.**
- (1) the helicopter is designed without a bulkhead between pilot and passengers; and
- (2) the operator is able to demonstrate that when in flight, the pilot's voice is audible and intelligible at all passengers' seats.

**CAT.IDECC1871 voice recorder** **U.K.**

- (a) The following helicopter types shall be equipped with a cockpit voice recorder (CVR): **U.K.**
- (1) all helicopters with an MCTOM of more than 7 000 kg; and
- (2) helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 1 January 1987.
- (b) The CVR shall be capable of retaining the data recorded during at least: **U.K.**
- (1) the preceding two hours for helicopters referred to in (a)(1) and (a)(2), when first issued with an individual CofA on or after 1 January 2016;
- (2) the preceding one hour for helicopters referred to in (a)(1), when first issued with an individual CofA on or after 1 August 1999 and before 1 January 2016;
- (3) the preceding 30 minutes for helicopters referred to in (a)(1), when first issued with an individual CofA before 1 August 1999; or
- (4) the preceding 30 minutes for helicopters referred to in (a)(2), when first issued with an individual CofA before 1 January 2016.
- [<sup>F4</sup>(c) By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.
- (d) The CVR shall record with reference to a timescale: **U.K.**
- (1) voice communications transmitted from or received in the flight crew compartment by radio;
- (2) flight crew members' voice communications using the interphone system and the public address system, if installed;
- (3) the aural environment of the flight crew compartment, including without interruption:
- (i) for helicopters first issued with an individual CofA on or after 1 August 1999 , the audio signals received from each crew microphone;
- (ii) for helicopters first issued with an individual CofA before 1 August 1999 , the audio signals received from each crew microphone, where practicable;
- (4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.
- (e) The CVR shall start to record prior to the helicopter moving under its own power and shall continue to record until the termination of the flight when the helicopter is no longer capable of moving under its own power.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (f) In addition to (e), for helicopters referred to in (a)(2) issued with an individual CofA on or after 1 August 1999 : U.K.
- (1) the CVR shall start automatically to record prior to the helicopter moving under its own power and continue to record until the termination of the flight when the helicopter is no longer capable of moving under its own power; and
- (2) depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight.
- (g) If the CVR is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the CVR is deployable, it shall have an automatic emergency locator transmitter.]

**CAT.IDE.Flight data recorder U.K.**

- (a) The following helicopters shall be equipped with an FDR that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available: U.K.
- (1) helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 1 August 1999;
- (2) helicopters with an MCTOM of more than 7 000 kg, or an MOPSC of more than nine, and first issued with an individual CofA on or after 1 January 1989 but before 1 August 1999.
- (b) The FDR shall record the parameters required to determine accurately the: U.K.
- (1) flight path, speed, attitude, engine power, operation and configuration and be capable of retaining the data recorded during at least the preceding 10 hours, for helicopters referred to in (a)(1) and first issued with an individual CofA on or after 1 January 2016;
- (2) flight path, speed, attitude, engine power and operation and be capable of retaining the data recorded during at least the preceding eight hours, for helicopters referred to in (a)(1) and first issued with an individual CofA before 1 January 2016;
- (3) flight path, speed, attitude, engine power and operation and be capable of retaining the data recorded during at least the preceding five hours, for helicopters referred to in (a)(2).
- (c) Data shall be obtained from helicopter sources that enable accurate correlation with information displayed to the flight crew.
- (d) The FDR shall automatically start to record the data prior to the helicopter being capable of moving under its own power and shall stop automatically after the helicopter is incapable of moving under its own power.
- [<sup>F4</sup>(e) If the FDR is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the FDR is deployable, it shall have an automatic emergency locator transmitter.]

**[<sup>F30</sup>CAT.IDE.Flight recorder U.K.**



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*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

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- (a) Turbine-engined helicopters with an MCTOM of 2 250 kg or more shall be equipped with a flight recorder if all of the following conditions are met:
  - (1) they are not within the scope of point CAT.IDE.H.190(a);
  - (2) they are first issued with an individual CofA on or after 5 September 2022 .
- (b) The flight recorder shall record, by means of flight data or images, information that is sufficient to determine the flight path and aircraft speed.
- (c) The flight recorder shall be capable of retaining the flight data and the images recorded during at least the preceding 5 hours.
- (d) The flight recorder shall automatically start to record prior to the helicopter being capable of moving under its own power and shall stop automatically after the helicopter is no longer capable of moving under its own power.
- (e) If the flight recorder records images or audio of the flight crew compartment, then a function shall be provided which can be operated by the commander and which modifies image and audio recordings made before the operation of that function, so that those recordings cannot be retrieved using normal replay or copying techniques.]

#### **CAT.IDE.H.195 Data link recording U.K.**

- (a) Helicopters first issued with an individual CofA on or after 8 April 2014 that have the capability to operate data link communications and are required to be equipped with a CVR, shall record on a recorder, where applicable: U.K.
  - (1) data link communication messages related to ATS communications to and from the helicopter, including messages applying to the following applications:
    - (i) data link initiation;
    - (ii) controller-pilot communication;
    - (iii) addressed surveillance;
    - (iv) flight information;
    - (v) as far as is practicable, given the architecture of the system, aircraft broadcast surveillance;
    - (vi) as far as is practicable, given the architecture of the system, aircraft operational control data;
    - (vii) as far as is practicable, given the architecture of the system, graphics;
  - (2) information that enables correlation to any associated records related to data link communications and stored separately from the helicopter; and
  - (3) information on the time and priority of data link communications messages, taking into account the system's architecture.
- (b) The recorder shall use a digital method of recording and storing data and information and a method of readily retrieving that data shall be available. The recording method shall allow the data to match the data recorded on the ground.
- (c) The recorder shall be capable of retaining data recorded for at least the same duration as set out for CVRs in CAT.IDE.H.185.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- [<sup>F4</sup>(d) If the recorder is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the recorder is deployable, it shall have an automatic emergency locator transmitter.]
- (e) The requirements applicable to the start and stop logic of the recorder are the same as the requirements applicable to the start and stop logic of the CVR contained in CAT.IDE.H.185(d) and (e).

#### **CAT.IDE.H.200 data and cockpit voice combination recorder** U.K.

Compliance with CVR and FDR requirements may be achieved by the carriage of one combination recorder.

#### **CAT.IDE.H.205 seat safety belts, restraint systems and child restraint devices** U.K.

- (a) Helicopters shall be equipped with: U.K.
- (1) a seat or berth for each person on board who is aged 24 months or more;
  - (2) a seat belt on each passenger seat and restraining belts for each berth;
  - (3) for helicopters first issued with an individual CofA on or after 1 August 1999, a safety belt with upper torso restraint system for use on each passenger seat for each passenger aged 24 months or more;
  - (4) a child restraint device (CRD) for each person on board younger than 24 months;
  - (5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration on each flight crew seat;
  - (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.
- (b) A seat belt with upper torso restraint system shall: U.K.
- (1) have a single point release; and
  - (2) on flight crew seats and on the seats for the minimum required cabin crew include two shoulder straps and a seat belt that may be used independently.

#### **CAT.IDE.H.210 seat belt and no smoking signs** U.K.

Helicopters in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.

#### **CAT.IDE.H.220 first aid kits** U.K.

- (a) Helicopters shall be equipped with at least one first-aid kit.
- (b) First-aid kits shall be: U.K.
- (1) readily accessible for use;
  - (2) kept up to date.

#### **CAT.IDE.H.240 supplemental oxygen — non-pressurised helicopters** U.K.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

Non-pressurised helicopters operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with the following tables.

TABLE 1

**Oxygen minimum requirements for complex non-pressurised helicopters**

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty and crew members assisting flight crew in their duties	The entire flying time at pressure altitudes above 10 000 ft.
2. Required cabin crew members	The entire flying time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
3. Additional crew members and 100 % of passengers <sup>a</sup>	The entire flying time at pressure altitudes above 13 000 ft.
4. 10 % of passengers <sup>a</sup>	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.

<sup>a</sup> Passenger numbers in Table 1 refer to passengers actually carried on board including persons younger than 24 months.

TABLE 2

**Oxygen minimum requirements for other-than-complex non-pressurised helicopters**

Supply for	Duration and cabin pressure altitude
1. Occupants of flight crew compartment seats on flight crew compartment duty, crew members assisting flight crew in their duties, and required cabin crew members	The entire flying time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.
2. Additional crew members and 100 % of passengers <sup>a</sup>	The entire flying time at pressure altitudes above 13 000 ft.
3. 10 % of passengers <sup>a</sup>	The entire flying time after 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft.

<sup>a</sup> Passenger numbers in Table 2 refer to passengers actually carried on board including persons younger than 24 months.

**CAT.IDEHL25 fire extinguishers U.K.**

- (a) Helicopters shall be equipped with at least one hand fire extinguisher in the flight crew compartment.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.
- (c) At least one hand fire extinguisher shall be available for use in each cargo compartment that is accessible to crew members in flight.
- (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.
- (e) The helicopter shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.

TABLE 1

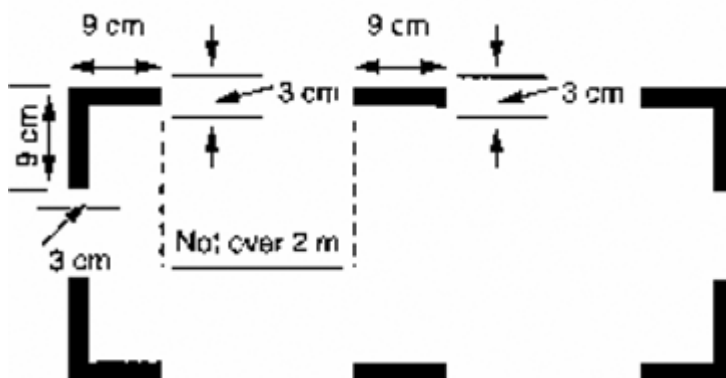
**Number of hand fire extinguishers**

MOPSC	Number of extinguishers
7-30	1
31-60	2
61-200	3

**CAT.IDEN.260 Marking of break-in points U.K.**

If areas of the helicopter's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.

Figure 1

**Marking of break-in points****CAT.IDEN.270 Megaphones U.K.**

Helicopters with an MOPSC of more than 19 shall be equipped with one portable battery-powered megaphone readily accessible for use by crew members during an emergency evacuation.

**CAT.IDEN.275 Emergency lighting and marking U.K.**

- (a) Helicopters with an MOPSC of more than 19 shall be equipped with: U.K.

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (1) an emergency lighting system having an independent power supply to provide a source of general cabin illumination to facilitate the evacuation of the helicopter; and
- (2) emergency exit marking and locating signs visible in daylight or in the dark.
- (b) Helicopters shall be equipped with emergency exit markings visible in daylight or in the dark when operated: **U.K.**
- (1) in performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed;
- (2) in performance class 3 on a flight over water at a distance corresponding to more than three minutes flying time at normal cruising speed.

**CAT.IDELH280 Emergency locator transmitter (ELT) U.K.**

- (a) Helicopters shall be equipped with at least one automatic ELT.
- <sup>F20</sup>(b) .....
- (c) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

**CAT.IDELH290 Life jackets U.K.**

- (a) Helicopters shall be equipped with a life-jacket for each person on board or equivalent floatation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided, when operated in: **U.K.**
- (1) performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed;
- (2) performance class 3 on a flight over water beyond autorotational distance from land;
- (3) performance class 2 or 3 when taking off or landing at an aerodrome or operating site where the take-off or approach path is over water.
- (b) Each life-jacket or equivalent individual floatation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.

<sup>F22</sup>**CAT.IDELH295 Survival suits U.K.**

Each crew member shall wear a survival suit when operating in performance class 3 on a flight over water beyond autorotational distance or safe forced landing distance from land, when the weather report or forecasts available to the commander indicate that the sea temperature will be less than plus 10 °C during the flight.]

**CAT.IDELH300 Life rafts, survival ELTs and survival equipment on extended overwater flights U.K.**

Helicopters operated:

- (a) in performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed;
- (b) in performance class 3 on a flight over water at a distance corresponding to more than three minutes flying time at normal cruising speed, shall be equipped with:

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (1) in the case of a helicopter carrying less than 12 persons, at least one life-raft with a rated capacity of not less than the maximum number of persons on board, stowed so as to facilitate its ready use in an emergency;
- (2) in the case of a helicopter carrying more than 11 persons, at least two life-rafts, stowed so as to facilitate their ready use in an emergency, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life-raft(s) having, the overload capacity sufficient to accommodate all persons on the helicopter;
- (3) at least one survival ELT (ELT(S)) for each required life-raft; and
- (4) life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.

#### **CAT.IDE.H.305a** **Additional equipment** U.K.

Helicopters operated over areas in which search and rescue would be especially difficult shall be equipped with:

- (a) signalling equipment to make distress signals;
- (b) at least one ELT(S); and
- (c) additional survival equipment for the route to be flown taking account of the number of persons on board.

#### <sup>F20</sup>**CAT.IDE.H.310** **Additional requirements for helicopters conducting offshore operations in a hostile sea area** U.K.

#### **CAT.IDE.H.315** **Helicopters certified for operating on water — miscellaneous equipment** U.K.

Helicopters certified for operating on water shall be equipped with:

- (a) [<sup>F5</sup>a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the helicopter on water, appropriate to its size, mass and handling characteristics; and]
- (b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.

#### <sup>F5</sup>**CAT.IDE.H.320** **All helicopters on flights over water — ditching** U.K.

- (a) Helicopters shall be designed for landing on water or certified for ditching in accordance with the relevant certification specification when operated in performance class 1 or 2 on a flight over water in a hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruise speed.
- (b) Helicopters shall be designed for landing on water or certified for ditching in accordance with the relevant certification specification or fitted with emergency flotation equipment when operated in:
  - (1) performance class 1 or 2 on a flight over water in a non-hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruise speed;

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

- (2) performance class 2, when taking off or landing over water, except in the case of helicopter emergency medical services ( ‘ HEMS ’ ) operations, where for the purpose of minimising exposure, the landing or take-off at a HEMS operating site located in a congested environment is conducted over water;
- (3) performance class 3 on a flight over water beyond safe forced landing distance from land.]

**CAT.IDEHeadset U.K.**

Whenever a radio communication and/or radio navigation system is required, helicopters shall be equipped with a headset with boom microphone or equivalent and a transmit button on the flight controls for each required pilot and/or crew member at his/her assigned station.

**CAT.IDEHeadset communication equipment U.K.**

- (a) Helicopters shall be equipped with the radio communication equipment required by the applicable airspace requirements.
- (b) The radio communication equipment shall provide for communication on the aeronautical emergency frequency 121,5 MHz.

**CAT.IDEAudio selector panel U.K.**

Helicopters operated under IFR shall be equipped with an audio selector panel operable from each required flight crew member station.

**CAT.IDEHeadset equipment for operations under VFR over routes navigated by reference to visual landmarks U.K.**

Helicopters operated under VFR over routes that can be navigated by reference to visual landmarks shall be equipped with radio communication equipment necessary under normal radio propagation conditions to fulfil the following:

- (a) communicate with appropriate ground stations;
- (b) communicate with appropriate ATC stations from any point in controlled airspace within which flights are intended; and
- (c) receive meteorological information.

**[<sup>F13</sup>CAT.IDEHeadset communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks] U.K.**

- [<sup>F13</sup>(a) Helicopters operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication, navigation and surveillance equipment in accordance with the applicable airspace requirements.]
- (b) Radio communication equipment shall include at least two independent radio communication systems necessary under normal operating conditions to communicate with an appropriate ground station from any point on the route, including diversions.
- (c) Helicopters shall have sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment shall allow safe navigation in accordance with the flight plan.

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

(d) Helicopters operated on flights in which it is intended to land in IMC shall be equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodromes.

[<sup>F21</sup>(e) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.]

**CAT.IDE11350** **Transponder** U.K.

Helicopters shall be equipped with a pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown.

[<sup>F21</sup>**CAT.IDE11355** **Management of aeronautical databases** U.K.]

- (a) Aeronautical databases used on certified aircraft system applications shall meet data quality requirements that are adequate for the intended use of the data.
- (b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.
- (c) Notwithstanding any other occurrence reporting requirements as defined in Regulation (EU) No 376/2014, the operator shall report to the database provider instances of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight.

In such cases, the operator shall inform flight crew and other personnel concerned, and shall ensure that the affected data is not used.]

<sup>F2</sup>**SECTION 3** U.K.

**Sailplanes**

**CAT.IDE16100** **Instruments and equipment — general** U.K.

(a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EU) No 748/2012 if they are: U.K.

.....

(b) The following items, when required by this Subpart, do not need an equipment approval: U.K.

.....

(c) Instruments and equipment not required by this Subpart as well as any other equipment that is not required by other Annexes, but is carried on a flight, shall comply with the following: U.K.

.....

(d) .....

(e) .....

**CAT.IDE18105** **Minimum equipment for flight** U.K.



*Changes to legislation: There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)*

.....  
**CAT.IDES.110 Operations under VFR — flight and navigational instruments** U.K.

(a) Sailplanes operated under VFR by day shall be equipped with a means of measuring and displaying: U.K.

.....  
(b) Sailplanes operating in conditions where the sailplane cannot be maintained in a desired attitude without reference to one or more additional instruments, shall be, in addition to (a), equipped with a means of measuring and displaying: U.K.

.....  
**CAT.IDES.115 flying — flight and navigational instruments** U.K.

.....  
**CAT.IDES.130 and restraint systems** U.K.

(a) Sailplanes shall be equipped with: U.K.

.....  
(b) .....

**CAT.IDES.135 supplemental oxygen** U.K.

.....  
**CAT.IDES.140 over water** U.K.

.....  
**CAT.IDES.155 al equipment** U.K.

.....  
**CAT.IDES.160 communication equipment** U.K.

(a) .....

(b) .....

**CAT.IDES.175 navigation equipment** U.K.

.....  
**CAT.IDES.180 sponder** U.K.

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<sup>F44</sup>**SECTION 4** U.K.

**Balloons**

**CAT.IDES.190 ments and equipment — general** U.K.

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

(a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 748/2012 if they are: U.K.

.....

(b) The following items, when required by this Subpart, do not need an equipment approval: U.K.

.....

(c) Instruments and equipment not required by this Subpart as well as any other equipment that is not required by other Annexes, but is carried on a flight, shall comply with the following: U.K.

.....

(d) .....

(e) .....

**CAT.IDE** **Part 115** **Minimum equipment for flight** U.K.

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**CAT.IDE** **Part 119** **Lighting lights** U.K.

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**CAT.IDE** **Part 115** **Operations under VFR — flight and navigational instruments and associated equipment** U.K.

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**CAT.IDE** **Part 120** **First-aid systems** U.K.

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**CAT.IDE** **Part 125** **First-aid kit** U.K.

(a) .....

(b) .....

(c) The first-aid kit shall be: U.K.

.....

**CAT.IDE** **Part 130** **Supplemental oxygen** U.K.

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**CAT.IDE** **Part 135** **Fire extinguishers** U.K.

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**CAT.IDE** **Part 140** **Life jackets** U.K.

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**CAT.IDE** **Part 145** **Special equipment** U.K.

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**Changes to legislation:** There are currently no known outstanding effects for the  
Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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**CAT.IDEIB.150 Miscellaneous equipment U.K.**

- (a) .....
- (b) Hot-air balloons shall be equipped with: U.K.

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- (c) Gas balloons shall be equipped with: U.K.

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**CAT.IDEIB.155 Communication equipment U.K.**

- (a) .....
- (b) .....

**CAT.IDEIB.160 Parachute U.K.**

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**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV. (See end of Document for details)

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- (1) [<sup>F13</sup>Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).]

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**Textual Amendments**

- F13** Substituted by [Commission Implementing Regulation \(EU\) 2019/1387](#) of 1 August 2019 amending [Regulation \(EU\) No 965/2012](#) as regards requirements for aeroplane landing performance calculations and the standards for assessing the runway surface conditions, update on certain aircraft safety equipment and requirements and operations without holding an extended range operational approval.

**Changes to legislation:**

There are currently no known outstanding effects for the Commission Regulation (EU) No 965/2012, ANNEX IV.