



Republic of the Philippines

CIVIL AVIATION REGULATIONS (CAR)

PART 11

**AERIAL WORK AND OPERATING LIMITATIONS FOR
NON-TYPE CERTIFICATED AIRCRAFT**

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Republic of the Philippines
 Department of Transportation and Communications
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
 1300 MIA Road, Pasay City, Metro Manila
 www.caap.gov.ph

BOARD RESOLUTION NO. 2011-025

WHEREAS, the Civil Aviation Authority of the Philippines (CAAP) was created by virtue of Republic Act 9497 which took effect on 23 March 2008;

WHEREAS, under Section 23, paragraph (j) of the same law, the Board is empowered to promulgate rules and regulations as may be necessary in the interest of safety in air commerce pertaining to the issuance of the airman's certificate including the licensing of operating and mechanical personnel, type certificate for aircraft, aircraft engines, propellers and appliances, airworthiness certificates, air carrier operating certificates, air agency certificates, navigation facility and aerodrome certificates; air traffic routes; radio and aeronautical telecommunications and air navigation aids; aircraft accident inquiries; aerodromes, both public and private-owned; construction of obstructions to aerodromes; height of buildings, antennae and other edifices; registration of aircraft; search and rescue; facilitation of air transports; operations of aircraft, both for domestic and international, including scheduled and non-scheduled; meteorology in relation to civil aviation; rules of the air; air traffic services; rules for prevention of collision of aircraft, identification of aircraft; rules for safe altitudes of flight; and such other rules and regulations, standards, governing other practices, methods and/or procedures as the Director General may find necessary and appropriate to provide adequately for safety regularity and efficiency in air commerce and air navigation;

WHEREAS, in the October 2009 ICAO-USOAP and 2010 EASA Audits, it was noted that portion of the Philippine Civil Aviation Regulations (PCAR) of 2008 is outdated and requires amendments/revisions;

WHEREAS, the CAAP Board of Directors, in its 03 March 2011 Board Meeting, approved the request of the Director General to initiate amendments and or revision of the Philippine Civil Aviation Regulations of 2008, subject to public consultations/hearings;

WHEREAS, the proposed PCARs cover the following regulatory/oversight functions:

- Part I General Policies, Procedures, Definitions
- Part II Personnel Licensing
- Part III Approved Training Organizations
- Part IV Aircraft Registration and Markings

**CIVIL AVIATION AUTHORITY
 OF THE PHILIPPINES**
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AIDA S. ROMULO
 Chief, Central Records
 and Archives Division

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[Signature] 05-27-2011

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Chief, Central Records
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Part V	Airworthiness
Part VI	Approved Maintenance Organizations
Part VII	Instruments and Organization
Part VIII	Operations
Part IX	Air Operator Certification and Administration
Part X	Commercial Air Transport by Foreign Air Carriers within Republic of the Philippines
Part XI	Aerial Work and Non-certificated Aircraft: Operating Limitations

WHEREAS, the Board finds the 2011 Revised Philippine Civil Aviation Regulation (PCAR) sufficient in form and substance, and fully comply with the standards set forth by FAA/ICAO/EASA;

WHEREFORE, RESOLVE, as it is hereby **RESOLVED**, that the 2011 Revised Philippine Civil Aviation Regulations Parts I to XI be **APPROVED**, and shall be valid and effective upon completion of the requisite publication and a copy filed with the University of the Philippines Law Center-Office of the National Administrative Register (UP-ONAR);

RESOLVED further that the Director General shall fully implement the approved, 2011 Revised PCAR Parts I to XI with the accompanying information campaign to the Philippine civil aviation industry.

Adopted this 11th day of April 2011 at the Department of Transportation and Communications, Columbia Tower, Mandaluyong City.

HON. JOSE P. DE JESUS
Chairman/Secretary, DOTC

[Signature]

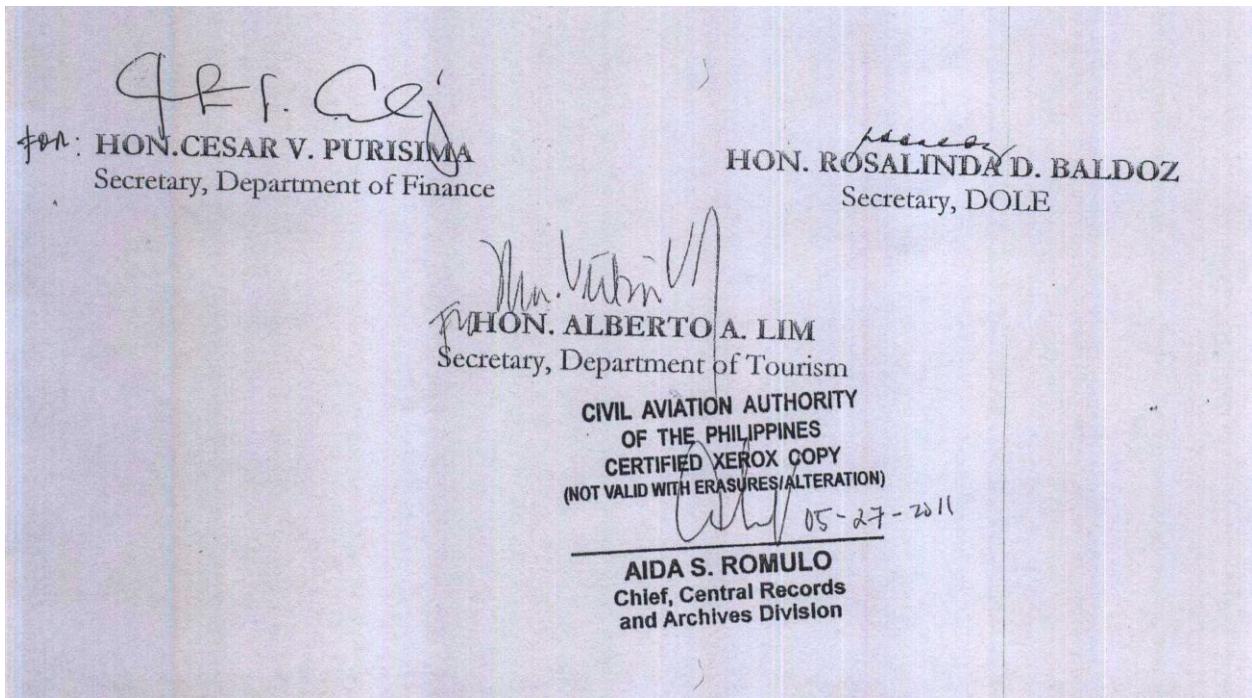
HON. LEILA M. DE LIMA
Secretary, Department of Justice

HON. RAMON S. GUTIERREZ
Vice-Chairman/Director General, CAAP

HON. JESSE M. ROBREDO
Secretary, DILG

[Signature]

HON. ALBERT F. DEL ROSARIO
Secretary, Department of Foreign Affairs



RECORD OF AMENDMENTS

Amendment No.	Date	Subject	Incorporated By
Initial Issue	23 June 2008		Ruben F. Ciron
First Amendment	21 March 2011		Ramon S. Gutierrez
Second Amendment	01 August 2013	Inclusion of vertical bars on the previous amendments.	LT GEN William K Hotchkiss III AFP (Ret)
Third Amendment	28 January 2014	1. 11.1.1.5 Repealed subsection 11.1.1.5 (c) 2. 11.1.1.8 Duration of a certificate of authorization (a) (1)	LT GEN William K Hotchkiss III AFP (Ret)
Fourth Amendment	19 July 2014	1. Definitions (5) Certified UAV Controller (7) Controller of a UAV (9) Large UAV (10) Micro UAV (12) Small UAV (13) UAV 2. New Regulations of 11.11 Unmanned Aircraft Vehicle	LT GEN William K Hotchkiss III AFP (Ret)
Fifth Amendment	20 November 2014	1. Definitions (5) Certified UAV Controller (7) Controller of a UAV (9) Large UAV (10) Micro UAV (12) Small UAV (13) UAV 2. 11.11 Unmanned Aircraft Vehicle	LT GEN William K Hotchkiss III AFP (Ret)
Sixth Amendment	01 July 2016	11.1.1.2 Definitions 11.11 New regulations of Remotely Piloted Aircraft System (RPAS)	LT GEN William K Hotchkiss III AFP (Ret)
Seventh Amendment	28 December 2018	11.1.1.8 Duration of a Certificate of Authorization (a) (1) 11.11.6.9 Validity of RPAS Operator Certificate (a)	Captain Jim C. Sydiongo

Eighth Amendment	04 January 2022	11.1.1.2 Definitions (Removed and transferred to PCAR Part 1 Appendix A: Definitions)	Captain Jim C. Sydiongco
Ninth Amendment	14 May 2024	11.1.1 Applicability (change in numbering) (d) 11.1.2 Reserved (change in numbering) 11.1.3 Abbreviations (change in numbering) 11.1.4 Compliance with a Certificate of Authorization (change in numbering) 11.1.5 Application for a Certificate of Authorization (change in numbering) 11.1.6 Issuance or Denial of Certificate of Authorization 11.1.7 Contents of Certificate of Authorization and Operations Specifications (b) and (c) 11.1.8 Duration of a Certificate of Authorization 11.1.9 Renewal of Certificate of Authorization 11.1.10 Amendment of a Certificate of Authorization 11.1.11 Access for Inspection 11.1.12 Conducting Tests and Inspections (change in numbering) 11.1.13 Certificate of Authorization is not Transferrable 11.1.14 Surrender of Certificate of Authorization 11.1.15 Cancellation of Certificate of Authorization 11.1.16 Change of Address 11.2.1 General (deleted) 11.2.1 Applicability (a), (c), and (d) 11.2.2.2 Application for Certificate (deleted)	Captain Manuel Antonio L. Tamayo

		<p>11.2.2.3 Amendment of Certificate (deleted)</p> <p>11.2.2.2 Eligibility Requirements</p> <p>11.2.2.5 Duration of Certificate (deleted)</p> <p>11.2.3.1 General</p> <p>11.2.3.2 Carrying of Certificate (a)</p> <p>11.2.3.6 Personnel (a) and (c)</p> <p>11.2.3.9 Operation of Manned Aircraft Over Congested Areas</p> <p>11.2.3.10 Availability of Certificate (a)</p> <p>11.2.4.1 Records: Agricultural Aircraft Operator (a)</p> <p>11.2.4.2 Change of Address (deleted)</p> <p>11.2.4.3 Termination of Operations (deleted)</p> <p>11.3.2.2 Limitations on Private Manned Agricultural Aircraft Operator (a)</p> <p>11.3.2.3 Duration of Certificate (deleted)</p> <p>11.3.2.4 Application for Certificate Issuance or Renewal (deleted)</p> <p>11.3.2.8 Amendment of Certificate (deleted)</p> <p>11.3.3.3 Crew Member Training, Currency, and Testing Requirements (b)</p> <p>11.4.1 Applicability (change in numbering)</p> <p>11.4.2 Certificate of Authorization Required (change in numbering)</p> <p>11.4.3 Aircraft Requirements (change in numbering)</p> <p>11.4.4 Experience and Training Requirements (change in numbering)</p> <p>11.4.5 Operating Rules (change in numbering)</p>	
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		<p>11.5.1 Applicability (change in numbering) (b)</p> <p>11.5.2 Certificate of Authorization Required (change in numbering)</p> <p>11.5.3 Aircraft Requirements (change in numbering)</p> <p>11.5.4 Experience and Training Requirements</p> <p>11.5.5 Operating Rules (change in numbering)</p> <p>11.6.1 Applicability (change in numbering) (c)</p> <p>11.6.2 Certificate of Authorization Required (change in numbering) (b)</p> <p>11.6.3 Aircraft Requirement (change in numbering)</p> <p>11.6.4 Experience and Training Requirements</p> <p>11.6.5 Operating Rules and Waiver Requirements (change in numbering)</p> <p>11.6.6 Contents of a Motion Picture and Television Flight Operations Manual (change in numbering)</p> <p>11.7.1 Applicability (change in numbering)</p> <p>11.7.2 Certificate of Authorization Required (change in numbering)</p> <p>11.7.3 Experience and Training Requirements</p> <p>11.7.4 Operating Rules (change in numbering)</p> <p>11.8.1 Applicability (change in numbering) (b)</p> <p>11.8.2 Certificate of Authorization Required (change in numbering)</p> <p>11.8.3 Operating Rules (change in numbering)</p> <p>11.8.4 Experience and Training Requirements</p>	
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		<p>11.9.1 Applicability (change in numbering) (b)</p> <p>11.9.2 Certificate of Authorization Required (change in numbering)</p> <p>11.9.3 Operating Rules (change in numbering)</p> <p>11.9.4 Experience and Training Requirements</p> <p>11.10.1 Applicability (change in numbering) (b) and (c)</p> <p>11.10.2 Operating Limitations (change in numbering)</p> <p>11.11.1 Applicability</p> <p>11.11.2 Remotely Piloted Aircraft Registration and Certificate of Registration</p> <p>11.11.3 Accident/Incident Reporting</p> <p>11.11.4 Airspace Knowledge</p> <p>11.11.5 Hazard and Risk Minimization</p> <p>11.11.6 Right-of-Way</p> <p>11.11.6.1 Applicability (deleted)</p> <p>11.11.6.2 RPAS Operator Certificate (deleted)</p> <p>11.11.6.3 Pre-Application Requirements (deleted)</p> <p>11.11.6.4 Application Requirements (deleted)</p> <p>11.11.6.5 Eligibility for Issuance of an RPAS Operator Certificate (deleted)</p> <p>11.11.6.6 Conditions on RPAS Operator Certificate (deleted)</p> <p>11.11.6.7 Limitations on RPAS Operator Certificate (deleted)</p> <p>11.11.6.8 RPAS Operator Certificate and Operations Specification: Contents (deleted)</p> <p>11.11.6.9 Validity of RPAS Operator Certificate (deleted)</p>	
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		<p>11.11.6.10 RPAS Operator Certificate Not Transferable (deleted)</p> <p>11.11.6.11 Show Cause Notice to RPAS Operator Certificate Holder (deleted)</p> <p>11.11.6.12 Cancellation of RPAS Operator Certificate (deleted)</p> <p>11.11.6.13 Cancellation at Request of Holder (deleted)</p> <p>11.11.7 Consumption of Alcohol or Drugs</p> <p>11.11.7.1 Applicability (deleted)</p> <p>11.11.7.2 Visibility for Operation of RPA (deleted)</p> <p>11.11.7.3 Operating an RPA at Night (deleted)</p> <p>11.11.7.4 RPAs Flying Display/Air Show (deleted)</p> <p>11.11.8 RPAS Operations</p> <p>11.11.8.1 Standards for Remotely Piloted Aircraft System Operating Conditions</p> <p>11.11.8.2 Special Permit for Operation of Remotely Piloted Aircraft</p> <p>11.11.8.3 Open Category</p> <p>11.11.8.3.1 Applicability</p> <p>11.11.8.3.2 Shielded Operation</p> <p>11.11.8.3.3 Controlled Airspace</p> <p>11.11.8.3.4 Aerodromes</p> <p>11.11.8.3.5 Airspace</p> <p>11.11.8.3.6 Visual Line-of-Sight Operations</p> <p>11.11.8.3.7 Weather and Day Limitations</p> <p>11.11.8.3.8 Night Operations</p> <p>11.11.8.3.9 Operation Over and Near People</p> <p>11.11.8.3.10 Prohibited RPAS Operations</p> <p>11.11.8.4 Specific Category</p> <p>11.11.8.4.1 Applicability</p>	
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		<p>11.11.8.4.2 General Operating Rules</p> <p>11.11.8.4.3 Inspection, Testing, and Demonstration of Compliance</p> <p>11.11.8.4.4 Eligibility for Specific Category Operations</p> <p>11.11.8.4.5 Operations Under Extended Visual Line of Sight (EVLOS)</p> <p>11.11.8.4.6 Record Retention</p> <p>11.11.8.4.7 Compliance with RPAS Operator’s Operations Manual</p> <p>11.11.8.4.8 Functions and Duties of the Chief Remote Pilot</p> <p>11.11.8.4.9 Functions of Remote Pilot</p> <p>11.11.8.4.10 Functions and Duties of an RPA Visual Observer</p> <p>11.11.8.4.11 Compliance with RPAS Operator’s Practices and Procedures</p> <p>11.11.8.4.12 Responsibilities of RPAS Operator</p> <p>11.11.8.4.13 RPAS Safety Management System</p> <p>11.11.8.5 Reserved for Certified Category</p> <p>I.S. 11.1.5 Application for a Certificate of Authorization</p> <p>I.S. 11.11.8.2 Special Permit for Operation of Remotely Piloted Aircraft</p> <p>I.S. 11.11.8.4.11 Compliance with RPAS Operator’s Practices and Procedures</p>	
Tenth Amendment	26 March 2025	<p>11.1.6 Issuance or Denial of Certificate of Authorization (a) (1) (deleted)</p>	LT GEN Raul L Del Rosario AFP (Ret)

LIST OF EFFECTIVE PAGES

Part	Page	Amendment No.	Page Date
Part 11 Aerial Work and Operating Limitations for Non-Type Certificated Aircraft			
Cover Page	i	Amendment 01	21 March 2011
Board Resolution	iii – v	Amendment 01	21 March 2011
Record of Amendments	vi - xii	Amendment 10	14 July 2025
List of Effective Pages	xiii - xiv	Amendment 10	14 July 2025
Table of Contents	xv - xix	Amendment 10	14 July 2025
Introduction			
Page			
	11.1-1	Amendment 09	15 July 2024
	11.1-2	Amendment 10	14 July 2025
	11.1-3	Amendment 09	15 July 2024
	11.1-4	Amendment 09	15 July 2024
	11.1-5	Amendment 09	15 July 2024
	11.2-1	Amendment 09	15 July 2024
	11.2-2	Amendment 09	15 July 2024
	11.2-3	Amendment 09	15 July 2024
	11.2-4	Amendment 09	15 July 2024
	11.2-5	Amendment 09	15 July 2024
	11.2-6	Amendment 09	15 July 2024
	11.3-1	Amendment 09	15 July 2024
	11.3-2	Original Issue	23 June 2008
	11.3-3	Original Issue	23 June 2008
	11.3-4	Amendment 09	15 July 2024
	11.3-5	Original Issue	23 June 2008
	11.3-6	Original Issue	23 June 2008
	11.3-7	Original Issue	23 June 2008
	11.4-1	Amendment 09	15 July 2024
	11.4-2	Amendment 09	15 July 2024
	11.5-1	Amendment 09	15 July 2024
	11.5-2	Amendment 09	15 July 2024

	11.6-1	Amendment 09	15 July 2024
	11.6-2	Amendment 09	15 July 2024
	11.6-3	Original Issue	23 June 2008
	11.6-4	Original Issue	23 June 2008
	11.7-1	Amendment 09	15 July 2024
	11.7-2	Original Issue	23 June 2008
	11.8-1	Amendment 09	15 July 2024
	11.8-2	Original Issue	23 June 2008
	11.9-1	Amendment 09	15 July 2024
	11.9-2	Original Issue	23 June 2008
	11.10-1	Amendment 09	15 July 2024
	11.10-2	Original Issue	23 June 2008
	11.11-1	Amendment 09	15 July 2024
	11.11-2	Amendment 09	15 July 2024
	11.11-3	Amendment 09	15 July 2024
	11.11-4	Amendment 09	15 July 2024
	11.11-5	Amendment 09	15 July 2024
	11.11-6	Amendment 09	15 July 2024
	11.11-7	Amendment 09	15 July 2024
	11.11-8	Amendment 09	15 July 2024
	11.11-9	Amendment 09	15 July 2024
	11.11-10	Amendment 09	15 July 2024
	11.11-11	Amendment 09	15 July 2024
	IS-1	Amendment 09	15 July 2024
	IS-2	Amendment 09	15 July 2024
	IS-3	Amendment 09	15 July 2024
	IS-4	Amendment 09	15 July 2024

CONTENTS

11.1	GENERAL.....	11.1-1
11.1.1	Applicability.....	11.1-1
11.1.2	RESERVED.....	11.1-1
11.1.3	Abbreviations.....	11.1-1
11.1.4	Compliance with Certificate of Authorization.....	11.1-1
11.1.5	Application for a Certificate of Authorization.....	11.1-1
11.1.6	Issuance or Denial of Certificate of Authorization.....	11.1-2
11.1.7	Contents of Certificate of Authorization and Operations Specifications....	11.1-2
11.1.8	Duration of a Certificate of Authorization.....	11.1-3
11.1.9	Renewal of Certificate of Authorization.....	11.1-3
11.1.10	Amendment of a Certificate of Authorization.....	11.1-3
11.1.11	Access for Inspection.....	11.1-4
11.1.12	Conducting Tests and Inspections.....	11.1-4
11.1.13	Certificate of Authorization is Not Transferrable.....	11.1-5
11.1.14	Surrender of Certificate of Authorization.....	11.1-5
11.1.15	Cancellation of Certificate of Authorization.....	11.1-5
11.1.16	Change of Address.....	11.1-5
11.2	AGRICULTURAL AIRCRAFT OPERATIONS.....	11.2-1
11.2.1	Applicability.....	11.2-1
11.2.2	Certification Rules.....	11.2-1
11.2.2.1	Certificate Required.....	11.2-1
11.2.2.2	Eligibility Requirements.....	11.2-1
11.2.3	Operating Rules.....	11.2-2
11.2.3.1	General.....	11.2-2
11.2.3.2	Carrying of Certificate.....	11.2-3
11.2.3.3	Limitations on Private Agricultural Aircraft Operator.....	11.2-3
11.2.3.4	Manner of Dispensing.....	11.2-3
11.2.3.5	Economic Poison Dispensing.....	11.2-3
11.2.3.6	Personnel.....	11.2-3
11.2.3.7	Operations in Controlled Airspace Designated for an Aircraft.....	11.2-4
11.2.3.8	Operation Over Congested Areas : General.....	11.2-4
11.2.3.9	Operation of Manned Aircraft Over Congested Areas.....	11.2-5

11.2.3.10	Availability of Certificate.....	11.2-5
11.2.4	Records and Reports.....	11.2-6
11.2.4.1	Records: Agricultural Aircraft Operator.....	11.2-6
11.3	ROTORCRAFT EXTERNAL LOADS.....	11.3-1
11.3.1.1	Applicability.....	11.3-1
11.3.2	Certification Rules.....	11.3-1
11.3.2.1	Certificate Required.....	11.3-1
11.3.2.2	Limitations on Private Manned Agricultural Aircraft Operator.....	11.3-1
11.3.2.3	Requirements for Issuance of a Rotorcraft External-Load Operator Certificate.....	11.3-1
11.3.2.4	Rotorcraft.....	11.3-2
11.3.2.5	Personnel.....	11.3-2
11.3.2.6	Availability, Transfer, and Surrender of Certificate.....	11.3-2
11.3.3	Operating Rules and Related Requirements.....	11.3-2
11.3.3.1	Operating Rules.....	11.3-2
11.3.3.2	Carriage of Persons.....	11.3-4
11.3.3.3	Crewmember Training, Currency, and Training Requirements.....	11.3-4
11.3.4	Airworthiness Requirements.....	11.3-4
11.3.4.1	Flight Characteristics Requirements.....	11.3-4
11.3.4.2	Structures and Design.....	11.3-5
11.3.4.3	Operating Limitations.....	11.3-5
11.3.4.4	Rotorcraft – Load Combination Flight Manual.....	11.3-6
11.3.4.5	Markings and Placards.....	11.3-6
11.3.4.6	Airworthiness Certification.....	11.3-6
11.4	Glider Towing.....	11.4-1
11.4.1	Applicability.....	11.4-1
11.4.2	Certificate of Authorization Required.....	11.4-1
11.4.3	Aircraft Requirements.....	11.4-1
11.4.4	Experience and Training Requirement.....	11.4-1
11.4.5	Operating Rules.....	11.4-2
11.5	BANNER TOWING.....	11.5-1
11.5.1	Applicability.....	11.5-1
11.5.2	Certificate of Authorization Required.....	11.5-1
11.5.3	Aircraft Requirements.....	11.5-1

11.5.4	Experience and Training Requirements.....	11.5-1
11.5.5	Operating Rules.....	11.5-2
11.6	TV AND MOVIE OPERATIONS.....	11.6-1
11.6.1	Applicability.....	11.6-1
11.6.2	Certificate of Authorization Required.....	11.6-1
11.6.3	Aircraft Requirements.....	11.6-1
11.6.4	Experience and Training Requirements.....	11.6-1
11.6.5	Operating Rules and Waiver Requirements.....	11.6-1
11.6.6	Contents of a Motion Picture and Television Flight Operations Manual...	11.6-2
11.7	SIGHT-SEEING FLIGHTS.....	11.7-1
11.7.1	Applicability.....	11.7-1
11.7.2	Certificate of Authorization Required.....	11.7-1
11.7.3	Experience and Training Requirements.....	11.7-1
11.7.4	Operating Rules.....	11.7-1
11.8	FISH SPOTTING.....	11.8-1
11.8.1	Applicability.....	11.8-1
11.8.2	Certificate of Authorization Required.....	11.8-1
11.8.3	Operating Rules.....	11.8-1
11.8.4	Experience and Training Requirements.....	11.8-1
11.9	NEWS MEDIA AND TRAFFIC REPORTING.....	11.9-1
11.9.1	Applicability.....	11.9-1
11.9.2	Certificate of Authorization Required.....	11.9-1
11.9.3	Operating Rules.....	11.9-1
11.9.4	Exercise and Training Requirements.....	11.9-1
11.10	NON-TYPE CERTIFICATED AIRCRAFT: OPERATING LIMITATIONS..	11.10-1
11.10.1	Applicability.....	11.10-1
11.10.2	Operating Limitations.....	11.10-1
11.11	REMOTELY PILOTED AIRCRAFT SYSTEM.....	11.11-1
11.11.1	Applicability.....	11.11-1
11.11.2	Remotely Piloted Aircraft Registration and Certificate of Registration.....	11.11-1
11.11.3	Accident/Incident Reporting.....	11.11-1
11.11.4	Airspace Knowledge.....	11.11-1
11.11.5	Hazard and Risk Minimization.....	11.11-1
11.11.6	Right-of-Way.....	11.11-1

11.11.7	Consumption of Alcohol or Drugs.....	11.11-1
11.11.8	RPAS Operations.....	11.11-1
11.11.8.1	Standards for Remotely Piloted Aircraft System Operating Conditions.....	11.11-2
11.11.8.2	Special Permit for Operation of Remotely Piloted Aircraft.....	11.11-3
11.11.8.3	Open Category.....	11.11-3
11.11.8.3.1	Applicability.....	11.11-3
11.11.8.3.2	Shielded Operation.....	11.11-3
11.11.8.3.3	Controlled Airspace.....	11.11-3
11.11.8.3.4	Aerodromes.....	11.11-4
11.11.8.3.5	Airspace.....	11.11-4
11.11.8.3.6	Visual Line-of-Sight Operations.....	11.11-4
11.11.8.3.7	Weather and Day Limitations.....	11.11-5
11.11.8.3.8	Night Operations.....	11.11-5
11.11.8.3.9	Operation Over and Near People.....	11.11-5
11.11.8.3.10	Prohibited RPAS Operations.....	11.11-5
11.11.8.4	Specific Category.....	11.11-5
11.11.8.4.1	Applicability.....	11.11-5
11.11.8.4.2	General Operating Rules.....	11.11-6
11.11.8.4.3	Inspection, Testing, and Demonstration of Compliance.....	11.11-6
11.11.8.4.4	Eligibility for Specific Category Operations.....	11.11-7
11.11.8.4.5	Operations Under Extended Visual Line of Sight (EVLOS)	11.11-7
11.11.8.4.6	Record Retention.....	11.11-7
11.11.8.4.7	Compliance with RPAS Operator's Operations Manual.....	11.11-8
11.11.8.4.8	Functions and Duties of the Chief Remote Pilot.....	11.11-8
11.11.8.4.9	Functions of Remote Pilot	11.11-8
11.11.8.4.10	Functions and Duties of an RPA Visual Observer.....	11.11-9
11.11.8.4.11	Compliance with RPAS Operator's Practices and Procedures.....	11.11-9
11.11.8.4.12	Responsibilities of RPAS Operator.....	11.11-10
11.11.8.4.13	RPAS Safety Management System.....	11.11-11
11.11.8.5	Reserved for Certified Category.....	11.11-11
IS: 11.1.5	Application for a Certificate of Authorization.....	IS-2
IS: 11.11.8.2	Special Permit for Operation of Remotely Piloted Aircraft.....	IS-3
IS: 11.11.8.4.11	Compliance with RPAS Operator's Practices and Procedures.....	IS-3

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11.1 GENERAL**11.1.1 APPLICABILITY**

- (a) This Part contains the requirements for those operators and operations that are considered to be aerial work in Republic of the Philippines.
- (b) All persons who conduct aerial work in Republic of the Philippines must comply with certification requirements of this Part.
- (c) All persons who conduct aerial work in Republic of the Philippines must comply with the applicable airworthiness and operational requirements of this Part, except where this Part grants relief from those requirements or specifies additional requirements.
- (d) This Part applies to the operation of an RPA.

11.1.2 RESERVED**11.1.3 ABBREVIATIONS**

- (a) The following abbreviations are used in Part 11:
 - (1) AGL - Above Ground Level
 - (2) PIC – Pilot-in-command
 - (3) IFR – Instrument Flight Rules

11.1.4 COMPLIANCE WITH A CERTIFICATE OF AUTHORIZATION

- (a) An operator shall not engage in aerial work operations unless in possession of a valid certificate of authorization issued by the Authority.
- (b) A certificate of authorization shall authorize the operator to conduct aerial work operations in accordance with the operations specifications.

Note: Provisions for the content of the certificate of authorization is contained in IS: 9.1.1.7.

Each holder of the certificate of authorization shall, at all times, continue in compliance with the authorization terms, conditions of issuance, and maintenance requirements in order to hold that certificate.

Note: Failure to comply may result in the revocation or suspension of the certificate of authorization.

11.1.5 APPLICATION FOR A CERTIFICATE OF AUTHORIZATION

- (a) An operator applying to the Authority for a certificate of authorization shall submit an application:
 - (1) In a form and manner prescribed by the Authority; and
 - (2) Containing any information the Authority requires the applicant to submit.
- (b) Each applicant shall make the application for an initial issue of a certificate of authorization at least 90 days before the date of intended operation.

11.1.6 ISSUANCE OR DENIAL OF CERTIFICATE OF AUTHORIZATION

- (a) The Authority may issue a Certificate of Authorization if, after evaluation, the Authority finds that the applicant:
 - (1) Has its principal place of business and its registered office, if any, located in Republic of the Philippines;
 - (2) Meets the applicable regulations and standards for a Certificate of Authorization; and
 - (3) Is properly and adequately equipped for safe operations in aerial work and maintenance of the aircraft.
- (b) The Authority may deny an application for a Certificate of Authorization if the Authority finds that:
 - (1) The applicant is not properly or adequately equipped or is not able to conduct safe aerial work operations;
 - (2) The applicant is not capable of providing proper maintenance to its aircraft;
 - (3) The applicant previously held a Certificate of Authorization which was revoked.
- (c) The issuance of a Certificate of Authorization by the Authority shall be dependent upon the operator demonstrating an adequate organization, method of control and supervision of flight operations, training program as well as ground handling and maintenance arrangements consistent with the nature and extent of the operations specified.
- (d) The continued validity of a Certificate of Authorization shall depend upon the operator maintaining the requirements of paragraph (c).

11.1.7 CONTENTS OF CERTIFICATE OF AUTHORIZATION AND OPERATIONS SPECIFICATIONS

- (a) The certificate of authorization will consist of two documents
 - (1) A one-page certificate for public display signed by the Authority, and
 - (2) Operations specifications containing the terms and conditions applicable to the certificate of authorization.
- (b) The Certificate of Authorization shall contain at least the following information and shall follow the layout prescribed in IS: 9.1.1.7:
 - (1) Issuing authority, contact details and address;
 - (2) Operator's name, or trading name (if different);
 - (3) Operator's contact details and address of the principal place of business;
 - (4) Period of validity of the certificate;
 - (5) Date of issuance, name, title and signature of the Authority representative.

(c) The operations specifications associated with the Certificate of Authorization shall contain at least the information listed below and shall follow the layout prescribed in IS: 9.1.1.7:

(1) For manned aircraft;

- (i) Issuing Authority and contact details;
- (ii) Operator's name, trading name (if different);
- (iii) Certificate of Authorization number;
- (iv) Aircraft model and type;
- (v) Type of operations; and
- (vi) Areas of operations.

(2) For RPA:

- (i) Issuing authority and contact details;
- (ii) Operator's name, trading name (if different);
- (iii) Certificate of Authorization number;
- (iv) RPA model and type;
- (v) Type of operation;
- (vi) Areas of operations; and
- (vii) Special authorizations – night flying, maximum altitude, distance from ARP, BVLOS, RPA controller, camera.

Note: If authorizations and limitations are identical for two or more models, these models may be grouped in a single list.

(d) Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts prescribed in IS: 9.1.1.7.

11.1.8 DURATION OF A CERTIFICATE OF AUTHORIZATION

(a) A Certificate of Authorization issued by the Authority is valid for a period of five (5) years from the date of issuance and remains effective unless:

- (1) The Authority suspends, or cancels the certificate;
- (2) The operator surrenders it to the Authority; or
- (3) The operator suspends operations for more than 60 days.

11.1.9 RENEWAL OF CERTIFICATE OF AUTHORIZATION

(a) An operator may apply for the renewal of its Certificate of Authorization at least thirty (30) days before the end of the existing period of validity.

11.1.10 AMENDMENT OF A CERTIFICATE OF AUTHORIZATION

- (a) A Certificate of Authorization may be amended—
 - (1) On the Authority's own initiative, under applicable laws and regulations; or
 - (2) Upon application by the holder of that Certificate of Authorization.
- (b) Each holder of a Certificate of Authorization shall ensure that the Certificate of Authorization is amended.
 - (1) so that it remains a current description of the Certificate of Authorization of the holder's operations; and
 - (2) to guarantee continued compliance with the regulations that have been adopted under provision 11.1.5.
- (c) A holder of that Certificate of Authorization shall submit an application to amend a certificate of authorization in a form and manner prescribed by the Authority. The applicant shall file the application at least fifteen (15) days before the intended effective date of the proposed amendment.
- (d) The Authority will grant a request to amend a certificate if it determines that safety in aerial work and the public interest so allow.
- (e) Within thirty (30) days after receiving a denial to amend, the holder may file for a petition to the Authority to reconsider the denial.
- (f) No person may perform an aerial work operation for which an amendment to the Certificate of Authorization is required, unless it has received notice of the approval from the Authority.

11.1.11 ACCESS FOR INSPECTION

- (a) To determine continued compliance with the applicable regulations, the operator shall:
 - (1) Grant the Authority free and uninterrupted access to any of its organizations, facilities and aircraft;
 - (2) Ensure that the Authority is granted access to any organization or facilities that it has contracted for services associated with aerial work operations and maintenance for services;
 - (3) Manned Aircraft: Each operator shall provide to the Authority a forward observer's seat on each of the aircraft from which the flight crew's actions and conversations may be easily observed, if applicable.

Note: The suitability of the seat location and the ability to monitor crew member actions, conversations and radio communications is determined by the Authority.

11.1.12 CONDUCTING TESTS AND INSPECTIONS

- (a) The Authority will conduct on-going validation of the operator's continued eligibility to hold its certificate of authorization and associated approvals.
- (b) The operator shall allow the Authority to conduct tests and inspections, at any time or place, to determine whether an operator is complying with the applicable laws, regulations and certificate of authorization terms and conditions.
- (c) The operator shall make available at its principal base of operations:

- (1) All portions of its current certificate of authorization;
 - (2) All portions of its Operations and Maintenance Manuals; and
 - (3) A current listing that includes the location and individual positions responsible for each record, document and report required to be kept by the holder of certificate of authorization under the applicable aviation law, regulations or standards.
- (d) Failure by any operator to make available to the Authority upon request, all portions of the certificate of authorization, Operations and Maintenance Manuals and any required record, document or report is grounds for suspension of all or part of the certificate of authorization.

11.1.13 CERTIFICATE OF AUTHORIZATION IS NOT TRANSFERRABLE

- (a) A Certificate of Authorization is not transferrable.

11.1.14 SURRENDER OF CERTIFICATE OF AUTHORIZATION

- (a) The holder of a Certificate of Authorization shall surrender the certificate to the Authority:
- (1) If the Authority suspends or cancels the certificate; or
 - (2) If the certificate holder suspends operations for more than sixty (60) days.

11.1.15 CANCELLATION OF CERTIFICATE OF AUTHORIZATION

- (a) The Authority may cancel a Certificate of Authorization by written notice to the operator, if:
- (1) the holder committed a violation of PCAR or limitation in the certification;
 - (2) the holder negligently operated an aircraft or recklessly endangered human life or property; or
 - (3) the holder ceases operations under the Certificate of Authorization for sixty (60) days.

11.1.16 CHANGE OF ADDRESS

- (a) Each holder of a Certificate of Authorization shall notify the Authority in writing in advance of any change in the address of its home base of operations.

11.2 AGRICULTURAL AIRCRAFT OPERATIONS**11.2.1 APPLICABILITY**

- (a) Part 11 prescribes rules governing—
 - (1) Agricultural aircraft operations within Republic of the Philippines.
 - (2) The issuance of Certificate of Authorization for commercial and private agricultural aircraft operator.
- (b) In a public emergency, a person conducting agricultural aircraft operations under Part 11 may, to the extent necessary, deviate from the operating rules of Part 11 for relief and welfare activities approved by an agency of Republic of the Philippines or a local government.
- (c) Each person who, under the authority of this section, deviates from a rule of Part 11 shall, within ten (10) days after the deviation send to the Authority a complete report of the manned aircraft operation involved, including a description of the operation and the reasons for it.
- (d) For agricultural air operations utilizing RPA, operators shall also conform with the requirements provided in Subpart 11.11.8.4.

11.2.2 CERTIFICATION RULES**11.2.2.1 CERTIFICATE REQUIRED**

- (a) Except as provided in paragraphs (c) and (d) of this section, no person may conduct agricultural aircraft operations without, or in violation of, an agricultural aircraft operator certificate issued under Part 11.
- (b) An operator may, if it complies with this Subpart, conduct agricultural aircraft operations with a rotorcraft with external dispensing equipment in place without a rotorcraft external-load operator certificate.
- (c) A local or national government conducting agricultural aircraft operations with public aircraft need not comply with this Subpart.
- (d) The holder of a rotorcraft external-load operator certificate under Part 11 may conduct an agricultural aircraft operation, involving only the dispensing of water on forest fires by rotorcraft external-load means.

11.2.2.2 ELIGIBILITY REQUIREMENTS

- (a) General. Except as provided by paragraph (a)(3) of this section—
 - (1) The Authority will issue a Certificate of Authorization for private and commercial agricultural manned aircraft operator to an applicant who meets the requirements of this Subpart for that certificate.
 - (2) An applicant who applies for Certificate of Authorization containing a prohibition against the dispensing of economic poisons is not required to demonstrate knowledge specific to economic poisons.
- (b) Pilots.
 - (1) A private operator-pilot applicant shall hold a current Republic of the Philippines private, commercial, or airline transport pilot certificate and be properly rated for the aircraft to be used.

- (2) A commercial operator-pilot applicant shall hold, or have available the services of at least one pilot who holds a current commercial or airline transport pilot certificate issued by the Authority and who is properly rated for the aircraft to be used.
 - (3) A remote pilot shall hold a current remote pilot license issued by the Authority and be properly rated for the RPA to be used.
- (c) Aircraft.
- (1) The applicant shall have at least one certified and airworthy aircraft, equipped for agricultural operation; or
 - (2) The applicant shall have at least one registered RPA equipped for agricultural operation.
- (d) Knowledge and skill tests. The applicant shall show satisfactory knowledge and skill of the following:
- (1) Knowledge:
 - (i) Steps to be taken before starting operations, including a survey of the area to be worked.
 - (ii) Safe handling of economic poisons and the proper disposal of used containers for those poisons.
 - (iii) The general effects of economic poisons and agricultural chemicals on plants, animals, and persons, and the precautions to be observed in using poisons and chemicals.
 - (iv) Primary symptoms of poisoning of persons from economic poisons, the appropriate emergency measures to be taken, and the location of poison control centers.
 - (v) Performance capabilities and operating limitations of the aircraft to be used.
 - (vi) Safe flight and application procedures.
 - (2) Skill in the following maneuvers, demonstrated at the aircraft's maximum certified take-off weight, or the maximum weight established for the special purpose load, whichever is greater:
 - (i) Short-field and soft-field takeoffs (airplanes and gyroplanes only).
 - (ii) Approaches to the working area.
 - (iii) Flare-outs.
 - (iv) Swath runs.
 - (v) Pull-ups and turnarounds.
 - (vi) Rapid deceleration (quick stops) in helicopters only.
 - (3) For RPAS operations:
 - (i) All remote pilots shall demonstrate competence relevant to its specific operation in a manner acceptable to the Authority.

11.2.3 OPERATING RULES

11.2.3.1 GENERAL

- (a) Except as provided in paragraph (b) of this section, this section prescribes rules that

apply to persons and aircraft used in agricultural aircraft operations conducted under Part 11.

- (b) The operating rules of this Subpart apply to Rotorcraft External load certificate holders conducting agricultural manned aircraft operations involving only the dispensing of water on forest fires by rotorcraft external-load means.

11.2.3.2 CARRYING OF CERTIFICATE

- (a) No person may operate an aircraft unless a certified true copy (CTC) of the Certificate of Authorization is carried on that aircraft.
- (b) The registration and airworthiness certificates issued for the aircraft need not be carried in the aircraft provided that those certificates not carried in the aircraft shall be kept available for inspection at the base from which the dispensing operation is conducted.

11.2.3.3 LIMITATIONS ON PRIVATE AGRICULTURAL AIRCRAFT OPERATOR

- (a) No person may conduct an agricultural aircraft operation under the authority of a private agricultural aircraft operator certificate—
 - (1) For compensation or hire;
 - (2) Over a congested area; or
 - (3) Over any property unless he or she is the owner or lessee of the property, or has ownership or other property interest in the crop located on that property.

11.2.3.4 MANNER OF DISPENSING

- (a) No persons may dispense, or cause to be dispensed, any material or substance in a manner that creates a hazard to persons or property on the surface.

11.2.3.5 ECONOMIC POISON DISPENSING

- (a) Except as provided in paragraph (b) of this section, no person may dispense or cause to be dispensed, any economic poison that is registered with Republic of the Philippines—
 - (1) For a use other than that for which it is registered;
 - (2) Contrary to any safety instructions or use limitations on its label; or
 - (3) In violation of any law or regulation of Republic of the Philippines.
- (b) This section does not apply to any person dispensing economic poisons for experimental purposes under—
 - (1) The supervision of a Republic of the Philippines agency authorized by law to conduct research in the field of economic poisons; or
 - (2) A permit from Republic of the Philippines.

11.2.3.6 PERSONNEL

- (a) *Information.* The holder of Certificate of Authorization shall ensure that each person used in the holder's agricultural manned aircraft operation is informed of that person's

duties and responsibilities.

- (b) *Supervisors.* No person may supervise an agricultural aircraft operation unless he or she has met the knowledge and skill requirements of this Subpart.
- (c) *Pilot in command.* No person may act as pilot in command of an aircraft operated under this Subpart unless that pilot—:
 - (1) Holds a pilot license and rating prescribed by this Subpart as appropriate to the type of operation conducted; and
 - (2) Has demonstrated to the holder of the Certificate of Authorization conducting the operation, or to a supervisor designated by that certificate holder, that the pilot possesses the knowledge and skill requirements of this Subpart.

11.2.3.7 OPERATIONS IN CONTROLLED AIRSPACE DESIGNATED FOR AN AIRPORT

- (a) Except for flights to and from a dispensing area, no person may operate an aircraft within the lateral boundaries of the surface area of Class D airspace designated for an airport unless authorization for that operation has been obtained from the ATC facility having jurisdiction over that area.
- (b) No person may operate an aircraft in weather conditions below VFR minimums within the lateral boundaries of a Class E airspace area that extends upward from the surface unless authorization for that operation has been obtained from the ATC facility having jurisdiction over that area.
- (c) A certificate holder may operate an aircraft under special VFR weather minimums without meeting the requirements prescribed in Part 9.

11.2.3.8 OPERATION OVER CONGESTED AREAS: GENERAL

- (a) A certificate holder may operate or cause the operation of an aircraft over a congested area at altitudes required if the operation is conducted with—
 - (1) The maximum safety to persons and property on the surface, consistent with the operation; and
 - (2) A plan for each operation, submitted and have approved by the Authority, which includes—
 - (i) Obstructions to flight;
 - (ii) Emergency landing capabilities of the aircraft to be used; and
 - (iii) Any necessary co-ordination with air traffic control.
- (b) Each certificate holder shall ensure that all single-engine aircraft while in a congested area operate:
 - (1) Except for helicopters, during take-offs and turnarounds, with no load.
 - (2) Not below the altitudes prescribed in Part 8 except during the actual dispensing operation, including the approaches and departures necessary for that operation.
 - (3) During the actual dispensing operation, including the approaches and departures for that operation, not below the altitudes prescribed in Part 8 unless it is in an area and at such an altitude that the aircraft can make an emergency landing without endangering persons or property on the surface.
- (c) Each certificate holder shall ensure that all multiengine aircraft while in a congested

area operate:

- (1) During take off, under conditions that will allow the airplane to be brought to a safe stop within the effective length of the runway from any point on takeoff up to the time of attaining, with all engines operating at normal takeoff power, 105 percent of the minimum control speed with the critical engine inoperative in the takeoff configuration or 115 percent of the power-off stall speed in the take-off configuration, whichever is greater.

Note: Assume still-air conditions, and no correction for any uphill gradient of 1 percent or less when the percentage is measured as the difference between elevations at the end points of the runway divided by the total length. For uphill gradients greater than 1 percent, the effective takeoff length of the runway is reduced 20 percent for each 1 percent grade.

- (2) At a weight greater than the weight that, with the critical engine inoperative, would permit a rate of climb of at least 50 feet per minute at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within the area to be worked or at an altitude of 5,000 feet, whichever is higher. Assume that the propeller of the inoperative engine is in the minimum drag position; that the wing flaps and landing gear are in the most favorable positions; and that the remaining engine or engines are operating at the maximum continuous power available.
 - (3) Below the altitudes prescribed in Part 8 except during the actual dispensing operation, including the approaches, departures, and turnarounds necessary for that operation.
- (d) Each certificate holder shall issue notice of the intended operation to the public as may be specified by the Authority.

11.2.3.9 OPERATION OF MANNED AIRCRAFT OVER CONGESTED AREAS

- (a) Pilots. Each pilot in command must have at least—
 - (1) 25 hours of pilot-in-command flight time in the make and basic model of the aircraft, including at least 10 hours within the preceding 12 calendar months; and
 - (2) 100 hours of flight experience as pilot in command in dispensing agricultural materials or chemicals.
- (b) Aircraft.
 - (1) Except for helicopters, each aircraft shall be capable of jettisoning at least one-half of the aircraft's maximum authorized load of agricultural material within 45 seconds. If the aircraft is equipped to release the tank or hopper as a unit, there shall be a means to prevent inadvertent release by the pilot or other crew member.

11.2.3.10 AVAILABILITY OF CERTIFICATE

- (a) Each holder of Certificate of Authorization shall keep that certificate at its home base and shall present it for inspection on the request of the Authority or any government law enforcement officer.

11.2.4 RECORDS AND REPORTS**11.2.4.1 RECORDS: AGRICULTURAL AIRCRAFT OPERATOR**

- (a) Each holder of Certificate of Authorization shall maintain and keep current, at the home base designated in its application, the following records—:
- (1) The name and address of each person for whom agricultural aircraft services were provided;
 - (2) The date of the service;
 - (3) The name and quantity of the material dispensed for each operation conducted; and
 - (4) The name, address, and license number of each pilot used in agricultural aircraft operations and the date that pilot met the knowledge and skill requirements of this Subpart.
- (b) The records required by this section must be kept for at least 12 months.

11.3 ROTORCRAFT EXTERNAL LOADS

11.3.1.1 APPLICABILITY

- (a) This Subpart prescribes—
 - (1) Airworthiness certification rules for rotorcraft used in external-load operations; and
 - (2) Operating and certification rules governing the conduct of rotorcraft external-load operations in Republic of the Philippines.
- (b) The certification rules of Part 11 do not apply to—
 - (1) Rotorcraft manufacturers when developing external-load attaching means;
 - (2) Operations conducted by a person demonstrating compliance for the issuance of a certificate or authorization under Part 11;
 - (3) Training flights conducted in preparation for the demonstration of compliance with Part 11; or
 - (4) A local or national government conducting operations with public aircraft.
- (c) For the purpose of Part 11, a person other than a crewmember or a person who is essential and directly connected with the external-load operation may be carried only in approved Class D rotorcraft-load combinations.

11.3.2 CERTIFICATION RULES

11.3.2.1 CERTIFICATE REQUIRED

- (a) No person subject to Part 11 may conduct rotorcraft external-load operations without, or in violation of the terms of, a Rotorcraft External-Load Operator Certificate or equivalent authorization issued by the Authority.

11.3.2.2 LIMITATIONS ON PRIVATE MANNED AGRICULTURAL AIRCRAFT OPERATOR

- (a) No person may conduct an agricultural manned aircraft operation under the authority of a Certificate of Authorization—:
 - (1) For compensation or hire;
 - (2) Over a congested area; or
 - (3) Over any property unless he or she is the owner or lessee of the property, or has ownership or other property interest in the crop located on that property.

11.3.2.3 REQUIREMENTS FOR ISSUANCE OF A ROTORCRAFT EXTERNAL-LOAD OPERATOR CERTIFICATE

- (a) If an applicant shows that it complies with this Subpart, the Authority will issue a Rotorcraft External-Load Operator Certificate to it.
- (b) The Authority will issue authorization to operate specified rotorcraft with those classes of rotorcraft-load combinations for which the applicant or certificate holder qualifies under the applicable provisions of this Subpart.

11.3.2.4 ROTORCRAFT

- (a) An applicant must have the exclusive use of at least one rotorcraft that—
- (1) Was type certified under, and meets the requirements of, the several parts of these regulations which prescribe requirements for rotorcraft external-load operations;
 - (2) Complies with the certification provisions in this Subpart that apply to the rotorcraft-load combinations for which authorization is requested; and
 - (3) Has a valid standard or restricted category airworthiness certificate.

11.3.2.5 PERSONNEL

- (a) An applicant shall hold, or have available the services of at least one person who holds a current commercial or airline transport pilot certificate issued by the Authority with a rating appropriate for the rotorcraft to be used.
- (b) An applicant shall designate one pilot, who may be the applicant, as chief pilot for rotorcraft external-load operations.
- (c) An applicant may designate qualified pilots as assistant chief pilots to perform the functions of the chief pilot when the chief pilot is not readily available.
- (d) The chief pilot and assistant chief pilots must be acceptable to the Authority and each must hold a current Commercial or Airline Transport Pilot Certificate, with a rating appropriate for the rotorcraft to be used.
- (e) The holder of a Rotorcraft External-Load Operator Certificate shall report any change in designation of chief pilot or assistant chief pilot immediately to the Authority.
- (f) A newly designated chief pilot shall comply with the knowledge and skill requirements of this Subpart within 30 days or the operator may not conduct further operations under the Rotorcraft External-Load Operator Certificate, unless otherwise authorized by the Authority.

11.3.2.6 AVAILABILITY, TRANSFER, AND SURRENDER OF CERTIFICATE

- (a) Each person conducting a rotorcraft external-load operation shall carry a facsimile of the Rotorcraft External-Load Operator Certificate in each rotorcraft used in the operation.
- (b) A certificate holder shall return its certificate to the Authority—
- (1) If the Authority suspends or revokes its Rotorcraft External-Load Operator Certificate; or
 - (2) If the certificate holder discontinues operations and does not resume operations within two years.

11.3.3 OPERATING RULES AND RELATED REQUIREMENTS**11.3.3.1 OPERATING RULES**

- (a) No person may conduct a rotorcraft external load operation without, or contrary to, the Rotorcraft/Load Combination Flight Manual prescribed in Subpart 11.3.4.4.
- (b) No person may conduct a rotorcraft external load operation unless -
- (1) The rotorcraft complies with Subpart 11.3.2.6; and

- (2) The rotorcraft and rotorcraft/load combination is authorized under the Rotorcraft External Load Operator Certificate.
- (c) Before a person may operate a rotorcraft with an external load configuration that differs substantially from any that person has previously carried with that type of rotorcraft (whether or not the rotorcraft/load combination is of the same class), that person shall conduct, in a manner that will not endanger persons or property on the surface, such of the following flight operational checks as the Authority determines are appropriate to the rotorcraft/load combination:
 - (1) A determination that the weight of the rotorcraft/load combination and the location of its centre of gravity are within approved limits, that the external load is securely fastened, and that the external load does not interfere with devices provided for its emergency release.
 - (2) Make an initial liftoff and verify that controllability is satisfactory.
 - (3) While hovering, verify that directional control is adequate.
 - (4) Accelerate into forward flight to verify that no attitude (whether of the rotorcraft or of the external load) is encountered in which the rotorcraft is uncontrollable or which is otherwise hazardous.
 - (5) In forward flight, check for hazardous oscillations of the external load, but if the external load is not visible to the pilot, other crewmembers or ground personnel may make this check and signal the pilot.
 - (6) Increase the forward airspeed and determine an operational airspeed at which no hazardous oscillation or hazardous aerodynamic turbulence is encountered.
- (d) Notwithstanding the provisions of Part 8, the holder of a Rotorcraft External Load Operator Certificate may conduct rotorcraft external load operations over congested areas if those operations are conducted without hazard to persons or property on the surface and comply with the following:
 - (1) The operator shall develop a plan for each complete operation and obtain approval for the operation from the Authority.

Note: The plan must include an agreement with the appropriate political subdivision that local officials will exclude unauthorized persons from the area in which the operation will be conducted, coordination with air traffic control, if necessary, and a detailed chart depicting the flight routes and altitudes.
 - (2) Each flight shall be conducted at an altitude, and on a route, that will allow a jettisonable external load to be released, and the rotorcraft landed, in an emergency without hazard to persons or property on the surface.
- (e) Notwithstanding the provisions of Part 8, and except as provided in Subpart 11.3.4.3(a)(4), the holder of a Rotorcraft External Load Operator Certificate may conduct external load operations, including approaches, departures, and load positioning maneuvers necessary for the operation, below 500 feet above the surface and closer than 500 feet to persons, vessels, vehicles, and structures, if the operations are conducted without creating a hazard to persons or property on the surface.
- (f) No person may conduct rotorcraft external load operations under IFR unless specifically approved by the Authority.

11.3.3.2 CARRIAGE OF PERSONS

- (a) No AOC holder may allow a person to be carried during rotorcraft external load operations unless that person—
 - (1) Is a flight crew member;
 - (2) Is a flight crewmember trainee;
 - (3) Performs an essential function in connection with the external load operation; or
 - (4) Is necessary to accomplish the work activity directly associated with that operation.
- (b) The PIC shall ensure that all persons are briefed before takeoff on all pertinent procedures to be followed (including normal, abnormal, and emergency procedures) and equipment to be used during the external load operation.

11.3.3.3 CREWMEMBER TRAINING, CURRENCY, AND TESTING REQUIREMENTS

- (a) No certificate holder may use, nor may any person serve, as a pilot in rotorcraft external load operations unless that person—
 - (1) Has successfully demonstrated to the Authority the knowledge and skill with respect to the rotorcraft/load combination; and
 - (2) Has in his or her personal possession a letter of competency or an appropriate logbook entry indicating compliance with paragraph (a)(1) of this section.
- (b) No Certificate of Authorization holder nor any person may serve as a crewmember or other operations personnel in Class D operations unless, within the preceding 12 calendar months, that person has successfully completed either an approved initial or a recurrent training program.
- (c) Notwithstanding the provisions of paragraph (b) of this section, a person who has performed a rotorcraft external load operation of the same class and in an aircraft of the same type within the past 12 calendar months need not undergo recurrent training.

11.3.4 AIRWORTHINESS REQUIREMENTS**11.3.4.1 FLIGHT CHARACTERISTICS REQUIREMENTS**

- (a) The applicant must demonstrate to the Authority, by performing the following operational flight checks, that the rotorcraft-load combination has satisfactory flight characteristics, unless these operational flight checks have been demonstrated previously and the rotorcraft-load combination flight characteristics were satisfactory. For the purposes of this demonstration, the external-load weight (including the external-load attaching means) is the maximum weight for which authorization is requested.
- (b) *Class A rotorcraft-load combinations*: The operational flight check must consist of at least the following maneuvers:
 - (1) Take-off and landing.
 - (2) Demonstration of adequate directional control while hovering.
 - (3) Acceleration from a hover.
 - (4) Horizontal flight at airspeeds up to the maximum airspeed for which authorization

is requested.

- (c) *Class B and D rotorcraft-load combinations*: The operational flight check must consist of at least the following maneuvers:
- (1) Pickup of the external load.
 - (2) Demonstration of adequate directional control while hovering.
 - (3) Acceleration from a hover.
 - (4) Horizontal flight at airspeeds up to the maximum airspeed for which authorization is requested.
 - (5) Demonstrating appropriate lifting device operation.
 - (6) Maneuvering of the external load into release position and its release, under probable flight operation conditions, by means of each of the quick-release controls installed on the rotorcraft.
- (d) *Class C rotorcraft-load combinations*: For Class C rotorcraft-load combinations used in wire-stringing, cable-laying, or similar operations, the operational flight check must consist of the maneuvers, as applicable, prescribed in paragraph (c) of this section.

11.3.4.2 STRUCTURES AND DESIGN

- (a) External-load attaching means. Each external-load attaching means shall be approved by the Authority.
- (b) Quick release devices. Each quick release device means shall be approved by the Authority.
- (c) Weight and centre of gravity:
- (1) Weight. The total weight of the rotorcraft-load combination must not exceed the total weight approved for the rotorcraft during its type certification.
 - (2) Centre of gravity. The location of the centre of gravity must, for all loading conditions, be within the range established for the rotorcraft during its type certification. For Class C rotorcraft-load combinations, the magnitude and direction of the loading force must be established at those values for which the effective location of the centre of gravity remains within its established range.

11.3.4.3 OPERATING LIMITATIONS

- (a) In addition to the operating limitations set forth in the approved Rotorcraft Flight Manual, and to any other limitations the Authority may prescribe, the operator shall establish at least the following limitations and set them forth in the Rotorcraft-Load Combination Flight Manual for rotorcraft-load combination operations:
- (1) The rotorcraft-load combination may be operated only within the weight and centre of gravity limitations established in accordance with this Subpart.
 - (2) The rotorcraft-load combination may not be operated with an external load weight exceeding that used in showing compliance with this Subpart.
 - (3) The rotorcraft-load combination may not be operated at airspeeds greater than those established in accordance with this Subpart.
 - (4) No person may conduct an external-load operation under Part 11 with a rotorcraft type certified in the restricted category over a densely populated area, in a congested airway, or near a busy airport where passenger transport operations

are conducted.

- (5) The rotorcraft-load combination of Class D may be conducted only in accordance with the following:
 - (i) The rotorcraft to be used must have been type certified under transport Category A for the operating weight and provide hover capability with one engine inoperative at that operating weight and altitude.
 - (ii) The rotorcraft must be equipped to allow direct radio intercommunication among required crewmembers.
 - (iii) The personnel lifting device must be approved by the Authority.
 - (iv) The lifting device must have an emergency release requiring two distinct actions.

11.3.4.4 ROTORCRAFT-LOAD COMBINATION FLIGHT MANUAL

- (a) The applicant must prepare a Rotorcraft-Load Combination Flight Manual and submit it for approval by the Authority. The limiting height-speed envelope data need not be listed as operating limitations. The manual shall set forth—
 - (1) Operating limitations, procedures (normal and emergency), performance, and other information established under this Subpart;
 - (2) The class of rotorcraft-load combinations for which the airworthiness of the rotorcraft has been demonstrated in accordance with this Subpart; and
 - (3) In the information section of the Rotorcraft-Load Combination Flight Manual—
 - (i) Information on any peculiarities discovered when operating particular rotorcraft-load combinations;
 - (ii) Precautionary advice regarding static electricity discharges for Class B, Class C, and Class D rotorcraft-load combinations; and
 - (iii) Any other information essential for safe operation with external loads.

11.3.4.5 MARKINGS AND PLACARDS

- (a) The following markings and placards must be displayed conspicuously and must be such that they cannot be easily erased, disfigured, or obscured:
 - (1) A placard (displayed in the cockpit or cabin) stating the class of rotorcraft-load combination and the occupancy limitation for which the rotorcraft has been approved.
 - (2) A placard, marking, or instruction (displayed next to the external-load attaching means) stating the maximum external load approved.

11.3.4.6 AIRWORTHINESS CERTIFICATION

- (a) A Rotorcraft External-Load Operator Certificate is a current and valid airworthiness certificate for each rotorcraft type and listed by registration number on a list attached to the certificate, when the rotorcraft is being used in operations conducted under Part 11.

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11.4 GLIDER TOWING**11.4.1 APPLICABILITY**

- (a) This Subpart applies to those operations involving towing gliders by aircraft.

11.4.2 CERTIFICATE OF AUTHORIZATION REQUIRED

- (a) The Authority will require each person conducting glider towing operations covered by this Subpart to hold a certificate of authorization as prescribed in Subpart 11.1.
- (b) The Authority will issue a certificate or authorization to each applicant who qualifies for it under the provisions of Subparts 11.1 and 11.4.

11.4.3 AIRCRAFT REQUIREMENTS

- (a) No person may operate an aircraft that is towing a glider:
- (1) Unless the aircraft is equipped with a tow hook and release control system that meet the applicable standards of airworthiness; and
 - (2) The towline used has a breaking strength not less than 80 percent of maximum certificated operating weight of the glider.
- (b) However, the towline used may have a breaking strength more than twice the maximum certificated operating weight of the glider if a safety link is installed at the point of attachment of the towline to:
- (1) the glider with breaking strength not less than 80 percent of maximum certificated operating weight of the glider and not greater than twice this operating weight; or
 - (2) the towing aircraft with a breaking strength greater, but not more than 25 percent greater, than that of the safety link at the towed glider end of the towline and not greater than twice the maximum certificated operating weight of the glider.

11.4.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) No person may act as a tow pilot for a glider unless that person has:
- (1) At least a private pilot license with a category rating for the tow aircraft;
 - (2) Logged at least 100 hours of pilot-in-command time in same aircraft category, class, and type, if applicable, as the tow aircraft;
 - (3) Received training in and instructor endorsement for:
 - (i) The techniques and procedures essential to the safe towing of gliders, including airspeed limitations;
 - (ii) Emergency procedures;
 - (iii) Signals used; and
 - (iv) Maximum angles of bank.
 - (4) Except as provided in paragraph (b) of this section, has completed and had endorsed at least three flights as the sole manipulator of the controls of an aircraft towing a glider or simulating glider-towing flight procedures while accompanied by a pilot who meets the requirements of this section; and
 - (5) Within the preceding 12 months has:

- (i) Made at least three actual glider tows; or
- (ii) Made at least three flights as pilot-in-command of a glider towed by an aircraft.

11.4.5 OPERATING RULES

- (a) No pilot may conduct any towing operation in controlled airspace until the pilot has received the appropriate clearance from the air traffic control service.
- (b) No pilot may conduct any towing operation in uncontrolled airspace until the pilot has notified the appropriate Authority for such activity to be entered into the NOTAM service of Republic of the Philippines.
- (c) No pilots shall engage in towing operations, either as the pilot of the towing aircraft or as the pilot of the towed glider, until all pilots have agreed upon a general course of action, including take-off and release signals, airspeeds and emergency procedures for each pilot.
- (d) No pilot of a civil aircraft may intentionally release a towline, after release of a glider, in a manner that endangers the life or property of another.

11.5 BANNER TOWING

11.5.1 APPLICABILITY

- (a) This Subpart applies to those operations involving towing by aircraft banners or other signs, lit or unlit.
- (b) For banner towing utilizing RPA, operators shall also conform with the requirements provided in Subpart 11.11.8.4.

11.5.2 CERTIFICATE OF AUTHORIZATION REQUIRED

- (a) The Authority will require each person conducting operations covered by this Subpart to hold a certificate of authorization as prescribed in Subpart 11.1.
- (b) The Authority will issue a certificate or authorization to each applicant who qualifies for it under the provisions of Subparts 11.1 and 11.5.
- (c) A helicopter operating under the provision of Subpart 11.3 may tow a banner using an external-load attaching means without a certificate only if the operator has at least a Class B authorization on the operating certificate.

11.5.3 AIRCRAFT REQUIREMENTS

- (a) No person may operate an aircraft that is towing a banner unless the aircraft is equipped with a tow hook and release control system that meet the applicable standards of airworthiness.
- (b) No person may operate a helicopter that is towing a banner unless the helicopter has a means to prevent the banner from becoming entangled in the helicopter's tail rotor during all phases of flight, including auto-rotations.

Note: The only way to prevent the banner from tangling in the tail rotor during auto-rotation may be to jettison the banner.

11.5.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) For manned aircraft operations:
 - (1) For non-revenue flights, the pilot of the tow aircraft shall hold at least a valid private pilot certificate and have a minimum of 200 hours PIC time.
 - (2) When banner tow operations are conducted for compensation or hire, the pilot shall have at least a commercial pilot certificate (instrument rating not required) and at least a valid second class medical certificate.
 - (3) All pilots engaged in banner towing operations shall demonstrate competence to the Authority by performing at least one pickup and drop of the maximum number of letters (panels) to be used by the certificate holder.

Note: This demonstration should be observed from the ground to allow the inspector to evaluate the competence of any essential ground personnel as well as the flight operation.

- (b) For RPAS operations:
 - (1) All remote pilots engaged in banner towing operations shall demonstrate competence relevant to its specific operation in a manner acceptable to the Authority.

11.5.5 OPERATING RULES

- (a) All banner tow operations shall be conducted only:
 - (1) In VFR weather conditions; and
 - (2) Between the hours of official sunrise and official sunset.
- (b) No person may conduct banner towing operations:
 - (1) Over congested areas or open air assemblies of persons lower than 1,000 feet; and
 - (2) Elsewhere lower than the minimum safe altitude requirements of Part 8.
 - Note: Helicopters may be operated at less than the minimums prescribed in paragraph (b) if the operation is conducted without hazard to persons or property on the surface.*
- (c) The certificate holder shall obtain the airport manager's approval to conduct banner tow operations.
- (d) If banner towing operations take place at an airport with a control tower, the certificate holder shall inform that control tower of the time of the banner tow operation.
- (e) The certificate holder shall notify the appropriate airport officials in advance when banner tow operations will be in close proximity to an uncontrolled airport.
- (f) Only essential crewmembers shall be carried when conducting banner tow operations.
- (g) When banner tow operations are conducted around congested areas, the pilot shall exercise due care so that, in the event of emergency release of the banner and/or towrope, it will not cause undue hazard to persons or property on the surface.
- (h) Each pilot shall drop the towrope in a predesignated area at least 500 feet from persons, buildings, parked automobiles, and aircraft.
 - Note: If the tow plane lands with the rope attached, due care will be exercised to avoid trailing the rope and endangering other aircraft in the air, or persons, property or aircraft on the surface.*
- (i) Each pilot conducting banner towing operations shall carry onboard the aircraft a current copy of the following certificate of Waiver or Authorization allowing banner towing operations.

11.6 TV AND MOVIE OPERATIONS**11.6.1 APPLICABILITY**

- (a) This Subpart applies to those operations involving movie filming, appearance in flight in movies, and airborne direction or production of such filming when those operations are conducted as part of a business enterprise or for compensation or hire.
- (b) For purposes of this Subpart, "movie" shall include film, videos, and live broadcast in any format, and the preparation and rehearsal for those operations.
- (c) For TV and movie operations utilizing RPA, operators shall also conform with the requirements provided in Subpart 11.11.8.4.

11.6.2 CERTIFICATE OF AUTHORIZATION REQUIRED

- (a) The Authority shall require each person conducting operations covered by this Subpart to hold a certificate of authorization as prescribed in Subpart 11.1.
- (b) The Authority will issue a certificate of authorization to each applicant who qualifies for it under the provisions of Subparts 11.1 and 11.6.

11.6.3 AIRCRAFT REQUIREMENT

- (a) In order to be used in motion picture and television filming operations, aircraft in the experimental category shall have an airworthiness certificate issued for the purpose of exhibition.

11.6.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) For manned aircraft operations:
 - (1) No pilot may conduct television and movie operations unless he or she has:
 - (i) A commercial license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver.
 - (ii) At least 500 hours as PIC.
 - (iii) A minimum of 100 hours in the category and class of aircraft to be used.
 - (iv) A minimum of five hours in the make and model aircraft to be used under the waiver.
 - (v) If the pilot intends to perform aerobatics below 1,500 AGL, a Statement of Aerobatics Competency for the operations to be performed.
- (b) For RPAS operations:
 - (1) All remote pilots engaged in TV and movie operations shall demonstrate competence relevant to its specific operation in a manner acceptable to the Authority.

11.6.5 OPERATING RULES AND WAIVER REQUIREMENTS

- (a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight.
- (b) Each operator shall obtain a waiver from the Authority if filming sequences require an aircraft to be flown:

- (1) In aerobatic flight below 1,500 AGL;
 - (2) Over a congested area;
 - (3) In controlled airspace; or
 - (4) In other instances where a departure from the requirements in Part 8 is needed.
- (c) The holder of the waiver shall provide a schedule of events that lists the:
- (1) Identification of the aircraft; and
 - (2) Performers in the sequence of their appearance.
- (d) Any maneuvers added or time changes to the schedule of events shall be approved by the Authority.
- (e) The waiver holder shall develop, have approved by the Authority, and adhere to a Motion Picture and Television Flight Operations Manual.
- (f) The waiver holder shall develop, have approved by the Authority, and adhere to a Motion Picture and Television Flight Operations Manual.
- (g) When conducting any filming operation requiring a waiver, the certificate holder shall ensure that all reasonable efforts are made to confine spectators to designated areas. If reasonable efforts have been taken and unauthorized persons or vehicles enter the airspace where maneuvers are being performed during the filming production event, efforts must be made to remove them.

11.6.6 CONTENTS OF A MOTION PICTURE AND TELEVISION FLIGHT OPERATIONS MANUAL

- (a) Each Motion Picture and Television Flight Operations Manual shall contain at least the following:
- (1) Company Organization:
 - (i) Business name, address, and telephone number of applicant.
 - (ii) List of pilots to be used during the filming, including their pilot license numbers, grade, and class and date of medical.
 - (iii) List of aircraft by make and model.
 - (2) Distribution and Revision: Procedures for revising the manual to ensure that all manuals are kept current.
 - (3) Persons Authorized: Procedures to ensure that no persons, except those persons consenting to be involved and necessary for the filming production, are allowed within 500 feet of the filming production area.
 - (4) Area of Operations: The area that will be used during the term of the waiver.
 - (5) Plan of Activities: Procedures for the submission, within three days of scheduled filming, a written plan of activities to the Authority containing at least the following:
 - (i) Dates and times for all flights.
 - (ii) Name and phone number of person responsible for the filming production event.
 - (iii) Make and model of aircraft to be used and type of airworthiness certificate, including category
 - (iv) Name of pilots involved in the filming production event.

- (v) A statement that permission has been obtained from property owners and/or local officials to conduct the filming production event.
 - (vi) Signature of waiver holder or a designated representative.
 - (vii) A general outline, or summary, of the production schedule, to include maps or diagrams of the specific filming location, if necessary.
- (6) **Permission to Operate:** Requirements and procedures that the waiver holder will use to obtain permission from property owners and/or local officials (e.g., police, fire departments, etc.) as appropriate for the conduct of all filming operations when using the waiver.
- (7) **Security:** Method of security that will be used to exclude all persons not directly involved with the operation from the location.
- Note: This should also include the provision that will be used to stop activities when unauthorized persons, vehicles, or aircraft enter the operations area, or for any other reason, in the interest of safety.*
- (8) **Briefing of Pilot/Production Personnel:** Procedures to brief personnel of the risks involved, emergency procedures, and safeguards to be followed during the filming production event.
- (9) **Certification/Airworthiness:** Procedures to ensure that required inspections will be conducted.
- (10) **Communications:** Procedures to provide communications capability with all participants during the actual operation and filming.
- Note: The applicant can use oral, visual, or radio communications as long as it keeps the participants continuously apprised of the current status of the operation.*
- (11) **Accident Notification:** Procedures for notification and reporting of accidents.

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11.7 SIGHT-SEEING FLIGHTS**11.7.1 APPLICABILITY**

- (a) This Subpart applies to those operations involving the carriage of persons for viewing natural formations or manmade objects on the ground when those operations are conducted as part of a business enterprise or for compensation or hire;
- (b) The flight is unquestionably advertised as “sight-seeing”;
- (c) The flight returns to the airport of departure without having landed at any other airport;
- (d) The flight is conducted within 25 statute mile radius of the departure airport; and
- (e) The certificated passenger capacity of the aircraft does not exceed 9 passengers.

Note: Any other passenger carrying flight for remuneration, hire or valuable consideration must be conducted under an Air Operator Certificate (AOC) as contained in Part 9.

11.7.2 CERTIFICATE OF AUTHORIZATION REQUIRED

- (a) The Authority will require each person conducting operations covered by this Subpart to hold a certificate of authorization as prescribed in Subpart 11.1.
- (b) The Authority will issue a certificate or authorization to each applicant who qualifies for it under the provisions of Subparts 11.1 and 11.7.

11.7.3 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) No pilot may conduct sightseeing operations unless he or she has:
 - (1) A commercial license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver;
 - (2) At least 500 hours as PIC;
 - (3) A minimum of 100 hours in the category and class of aircraft to be used; and
 - (4) A minimum of five (5) hours in the make and model aircraft to be used under the waiver.

11.7.4 OPERATING RULES

- (a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight.
- (b) All sightseeing operations shall be conducted only:
 - (1) In VFR weather conditions; and
 - (2) Between the hours of official sunrise and official sunset.
- (c) No person may conduct sightseeing operations:
 - (1) Over congested areas or open air assemblies of persons lower than 1,000 feet; and
 - (2) Elsewhere lower than the minimum safe altitude requirements of Part 8.
- (d) The requirements of Part 8 apply to sightseeing operations described by this Subpart.

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11.8 FISH SPOTTING**11.8.1 APPLICABILITY**

- (a) This Subpart applies to those operations involving location, tracking, and reporting on the location of fish and fish schools, when those operations are conducted as part of a business enterprise or for compensation or hire.
- (b) For fish spotting utilizing RPA, operators shall also conform with the requirements provided in Subpart 11.11.8.4.

11.8.2 CERTIFICATE OF AUTHORIZATION REQUIRED

- (a) The Authority will require each person conducting operations covered by this Subpart to hold a certificate of authorization as prescribed in Subpart 11.1.
- (b) The Authority will issue a certificate or authorization to each applicant who qualifies for it under the provisions of Subparts 11.1 and 11.8.

11.8.3 OPERATING RULES

- (a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight.
- (b) Minimum cloud clearance requirements and minimum altitude requirements of Part 8 do not apply to those persons to whom the Authority has specifically approved different minimums as a part of an authorization under this Subpart.

11.8.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) For manned aircraft operations:
 - (1) No pilot may conduct fish spotting operations unless he or she has:
 - (i) At least a commercial pilot license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver.
 - (ii) At least 500 hours as PIC.
 - (iii) A minimum of 100 hours in the category and class of aircraft to be used.
- (b) For RPAS operations:
 - (1) All remote pilots engaged in fish spotting shall demonstrate competence relevant to its specific operation in a manner acceptable to the Authority.

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11.9 NEWS MEDIA AND TRAFFIC REPORTING**11.9.1 APPLICABILITY**

- (a) This Subpart applies to those operations involving the observation of, and reporting on, news media events and/or vehicular traffic conditions on the highways and streets when conducted by aircraft or airmen, or both, not designated as solely public use.
- (b) For news media and traffic reporting utilizing RPA, operators shall also conform with the requirements provided in Subpart 11.11.8.4

11.9.2 CERTIFICATE OF AUTHORIZATION REQUIRED

- (a) The Authority will require each person conducting operations covered by this Subpart to hold a certificate of authorization as prescribed in Subpart 11.1.
- (b) The Authority will issue a certificate or authorization to each applicant who qualifies for it under the provisions of Subparts 11.1 and 11.9.

11.9.3 OPERATING RULES

- (a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight.
- (b) Minimum cloud clearance requirements and minimum altitude requirements of Part 8 do not apply to those persons to whom the Authority has specifically approved different minimums as a part of an authorization under this Subpart.

11.9.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) For manned aircraft operations:
 - (1) No pilot may conduct news media or traffic reporting operations unless he or she has:
 - (i) At least a commercial pilot license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver.
 - (ii) At least 500 hours as PIC.
 - (iii) A minimum of 100 hours in the category and class of aircraft to be used.
- (b) For RPAS operations:
 - (1) All remote pilots engaged in news media and traffic reporting shall demonstrate competence relevant to its specific operation in a manner acceptable to the Authority.

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11.10 NON-TYPE CERTIFICATED AIRCRAFT: OPERATING LIMITATIONS**11.10.1 APPLICABILITY**

- (a) This Subpart applies to non-type certificated aircraft.
- (b) Definition: Non-type certificated aircraft is an aircraft that does not possess an aircraft type certificate issued by any country/state. It is, of simple design and construction, either a homebuilt or a kit built variety and for recreational and sport use, day VFR condition only.
- (c) A class of non-type certificated aircraft is applicable to all classifications, including:
 - (1) powered parachutes;
 - (2) gyrocopter;
 - (3) fixed wing aircraft and helicopters.

11.10.2 OPERATING LIMITATIONS

Each person operating a non-type certificated aircraft shall operate within the following prescribed limitations:

- (a) Amateur builders can select their own aircraft design and is not subject to the Authority approval.
- (b) For registration and nationality marks refer to CAR Part 4.
- (c) Aircraft airworthiness certificate will not be issued to non-type certificated aircraft.
- (d) License to pilot these non-type certificated aircraft will not be issued by the Authority.
- (e) Its place of operation will be evaluated and approved by the Authority.
- (f) Operators will be responsible in maintaining these non-type certificated aircraft in safe condition so as not to be hazard to life and property.
- (g) Operators will be responsible to any damages to either life or property that maybe incurred during the operation of these non-type certificated aircraft.
- (h) Except with the approval of the Authority, a non-type certificated aircraft shall not be flown:
 - (1) Outside the designated area of operation.
 - (2) Without an operational two-way radio.
 - (3) At a height in excess of 800 ft. above ground level within the designated area of operation and outside of the approved lateral area.
 - (4) Within 5 nautical miles (8 km) from an airport with an operational control tower, unless two-way radio communication is established and prior approval is obtained to enter controlled airspace/designated flight training areas.
 - (5) Over congested area or over open-air assemblies of people.
 - (6) In clouds.
 - (7) Between the period of sunset and sunrise.
 - (8) In other than VFR conditions.
 - (9) In aerobatics conditions.
 - (10) In commercial conditions.

- (11) Without clearance from the control tower if operating within radio contact of a controlled aerodrome.
- (i) Where it is proposed to fly a non-type certificated aircraft other than those specified in paragraph (h) above,
 - (j) the person operating these aircraft or his agent shall submit a written application specifying the details of the proposed operation to the Authority not less than fifteen (15) days prior to a proposed flight.

11.11 REMOTELY PILOTED AIRCRAFT SYSTEM**11.11.1 APPLICABILITY**

- (a) This Part prescribes the rules governing the operation of civil Remotely Piloted Aircraft Systems (RPAS).

11.11.2 REMOTELY PILOTED AIRCRAFT REGISTRATION AND CERTIFICATE OF REGISTRATION

- (a) Every person lawfully entitled to possess and operate an RPA shall register the RPA and hold a valid certificate of registration for that aircraft from the Authority in compliance with PCAR Part 4.4.

11.11.3 ACCIDENT/INCIDENT REPORTING

- (a) The remote pilot of an RPA shall report any serious injury to a person or damage to any property other than the RPA no later than 48 hours after an RPAS operation.
- (b) The owner/operator of an RPA shall file a report in accordance with Part 13; 13.040.

11.11.4 AIRSPACE KNOWLEDGE

- (a) A person who will operate an RPA shall:
- (1) ensure that before each flight, the person is aware of any applicable airspace restrictions in place in the area of intended operation; or
 - (2) conduct the operation under the direct supervision of a person aware of any applicable airspace restrictions in place in the area of intended operation.

11.11.5 HAZARD AND RISK MINIMIZATION

- (a) A person operating an RPA shall take all practicable steps to minimize hazards to persons, property and other aircraft.

11.11.6 RIGHT-OF-WAY

- (a) A person who is operating an RPA shall give way to and remain clear of all manned aircraft on the ground and in flight.

11.11.7 CONSUMPTION OF ALCOHOL OR DRUGS

- (a) No person shall act as a remote pilot or an RPA observer:
- (1) within 8 hours after consuming an alcoholic beverage;
 - (2) while under the influence of alcohol; or
 - (3) while using any drug that impairs the person's faculties.

11.11.8 RPAS OPERATIONS

The operation of RPA is regulated according to the following categories:

- (a) **Open** (low risk). RPAS operations in the 'open' category shall be limited to the following conditions:
- (1) the RPA has a maximum take-off mass of 25 kg or less;
 - (2) the remote pilot ensures that the RPA is not flown over assemblies of people and uninvolved persons;
 - (3) the RPA is operated at a safe horizontal distance of at least 30 meters from assemblies of people and uninvolved persons;
 - (4) the RPA is operated at a safe horizontal distance of at least 150 meters from residential, commercial, industrial, or recreational areas;
 - (5) the RPA is operated by a remote pilot familiar with the user's manual provided by the manufacturer of the RPAS;
 - (6) the remote pilot keeps the RPA within Visual-Line-of-Sight at all times;
 - (7) during flight, the RPA maintains an altitude within 120 m Above Ground Level (AGL); and
 - (8) during flight, the RPA shall not carry or drop any goods or material.
- (b) **Specific** (medium risk/regulated lower risk). Where one of the conditions of Open Category is not met, an RPAS operator shall be required to obtain a Certificate of Authorization pursuant to 11.1.6 from the Authority.
- (c) **Certified** (high risk, requires Certificate of Airworthiness). RPAS operations involving carriage of passengers or engaged in international operations.

11.11.8.1 STANDARDS FOR REMOTELY PILOTED AIRCRAFT SYSTEM OPERATING CONDITIONS

- (a) An RPA is operated in ***standard Remotely Piloted Aircraft operating conditions*** if, during the operation:
- (1) the RPA is operated within the visual line-of-sight of the person operating the RPA;
 - (2) the RPA is operated within 120 m AGL;
 - (3) the RPA is not operated within 30 m of a person who is not directly associated with the operation of the RPA; and
 - (4) the RPA is not operated:
 - (i) at night;
 - (ii) in a prohibited area;
 - (iii) in a restricted area;
 - (iv) over national security-sensitive facilities;
 - (v) over assemblies of people;
 - (vi) within 10 kms of the movement area of a controlled aerodrome; and
 - (vii) over an area where a fire, police or other public safety or emergency operation is being conducted.
 - (viii) on-board a moving vehicle.

- (5) The person operates only one RPA during the operation.

11.11.8.2 SPECIAL PERMIT FOR OPERATION OF REMOTELY PILOTED AIRCRAFT

- (a) A person may apply to the Authority for a Special Permit if:
- (1) the person holds an RPL; and
 - (2) the intended operation exceeds the condition on 11.11.8.1 (a) (4) or the limitations provided in the Operations Specification of their Certificate of Authorization.
- (b) The applicant for an RPA Special Permit shall meet the requirements prescribed by the Authority.
- (c) The Authority may impose conditions on the Special Permit in the interests of the safety of air navigation.
- (d) If the Authority approves an area, it shall publish details of the Special Permit (including any condition) in a NOTAM.
- (e) The Authority may revoke the Special Permit, or change the conditions that apply to such, in the interests of the safety of air navigation, but the Authority shall publish details of any revocation or change in NOTAM.
- (f) The Authority will provide written notice of the revocation or change to the holder of the Special Permit.

11.11.8.3 OPEN CATEGORY

11.11.8.3.1 APPLICABILITY

- (a) This Part applies to the operation of Remotely Piloted Aircraft Systems with a Maximum Take-off Mass (MTOM) of 25 kg or less.

11.11.8.3.2 SHIELDED OPERATION

- (a) If a shielded operation is within 10 km of an aerodrome, there must also be a physical and solid barrier between the shield and airport that would prevent an RPA from straying into the airport should the remote pilot lose control of the RPA.
- (b) Obstacle avoidance, return-to-home and failsafe features of an RPA shall be turned off.

11.11.8.3.3 CONTROLLED AIRSPACE

- (a) A person shall not operate an RPA in a controlled airspace without a Special Permit issued by the Authority.
- (b) A person shall not operate an RPA in a controlled airspace unless that person:
- (1) holds a relevant qualification for the use of an aeronautical radio;
 - (2) maintains a listening watch on a specified frequency or frequencies specified in the direction; and

- (3) makes broadcasts on a specified frequency or frequencies and/or maintains other ways of communication requested by the ATC unit at the specified interval giving the specified information in the direction.
- (c) In paragraph (b), **relevant qualification** means any of the following qualifications:
 - (1) an aeronautical radio operator certificate;
 - (2) a remote pilot license [or flight crew license];
 - (3) an air traffic control license; or
 - (4) a military qualification equivalent to a license mentioned in paragraph (c)(2) or (c)(3).
- (d) The Authority may direct a person not to operate an RPA, unless the person:
 - (1) holds a relevant qualification for the use of an aeronautical radio;
 - (2) maintains a listening watch on a specified frequency or frequencies specified in the direction; and
 - (3) makes broadcasts on a specified frequency or frequencies and/or maintains other ways of communication requested by the ATC unit at the specified interval giving the specified information in the direction.

11.11.8.3.4 AERODROMES

- (a) A person shall not operate an RPA within 10 kms of an aerodrome, unless:
 - (1) a Special Permit has been secured from the Authority;
 - (2) each remote pilot has an RPA observer in attendance while the aircraft is in flight; and
 - (3) the RPA is not operated at an altitude of more than 120 m AGL.

11.11.8.3.5 AIRSPACE

- (a) A person operating an RPA shall:
 - (1) not operate within 30 m from a person, measured horizontally;
 - (2) ensure continuous observation of the airspace surrounding the RPA operational area; and
 - (3) not operate the RPA at an altitude above 120 m AGL.

11.11.8.3.6 VISUAL LINE-OF-SIGHT OPERATIONS

- (a) A person shall not operate an RPA:
 - (1) in any area in which the person's view of the surrounding airspace is obstructed;
 - (2) in unfavorable meteorological conditions that obstruct the person's ability to maintain visual line-of-sight of the aircraft;
 - (3) over any cloud base; or
 - (4) without maintaining visual line-of-sight with the RPA.

- (b) For the purposes of this rule, visual line-of-sight means a straight line along which the remote pilot has a clear view and which may be achieved with the use of spectacles, contact lenses, or a similar device used for vision correction of the user to no better than normal vision but not the use of an electronic, mechanical, electromagnetic, optical, or electro-optical instrument.

11.11.8.3.7 WEATHER AND DAY LIMITATIONS

- (a) A person shall not operate an RPA:
- (1) in or into a cloud;
 - (2) at night; or
 - (3) in conditions other than visual meteorological conditions (VMC).

11.11.8.3.8 NIGHT OPERATIONS

- (a) A person shall not operate an RPA at night unless the operation is:
- (1) indoors; or
 - (2) a shielded operation.
- (b) Night operations may be allowed provided that a Special Permit is secured and the RPA is equipped with, but not limited to, the following:
- (1) anti-collision light; and
 - (2) navigation light.

11.11.8.3.9 OPERATION OVER AND NEAR PEOPLE

- (a) No person shall operate an RPA over a person unless the latter is:
- (1) Located under a covered structure or inside a stationary vehicle that can provide reasonable protection; or
 - (2) Directly associated with the operation of the RPA or the RPA is operated no closer than 30 m, measured horizontally from a second person not directly associated with the operation of the RPA.

11.11.8.3.10 PROHIBITED RPAS OPERATIONS

- (a) No person shall operate an RPA in such a careless or reckless manner as to endanger aviation safety or the safety of any person or property.

11.11.8.4 SPECIFIC CATEGORY

11.11.8.4.1 APPLICABILITY

- (a) This Part applies to RPAS operations that exceed the conditions provided in the Open Category.
- (b) The types of operations that fall under the Specific Category include, but are not limited to, the following:
- (1) Agricultural operations (handling of chemical, restrictions, procedures);

- (2) Surveying/ mapping;
- (3) Aerial Photography/ Videography/ advertisement;
- (4) Pipeline and powerline inspections;
- (5) Media and entertainment/ flying display (for scenarios where the flight is observed by the general public);
- (6) Delivery/ carriage of item;
- (7) Conduct of training involving flying / operating of RPA;
- (8) Discharge of substances;
- (9) Flight competition;
- (10) Flight demonstration;
- (11) Flight trials/ experimentation;
- (12) Research and development (environment, wildlife, marine and underwater, contamination measurement)
- (13) Construction;
- (14) Observation and patrol;
- (15) Search and rescue, disaster and relief; and
- (16) Highway and road traffic monitoring.

11.11.8.4.2 GENERAL OPERATING RULES

- (a) No person shall operate an RPA unless the RPA is registered with the Authority.
- (b) No person shall operate an RPA unless the person operating the RPA holds a remote pilot license.
- (c) No person shall operate an RPA without:
 - (1) a Certificate of Authorization as prescribed in Subpart 11.1; and
 - (2) Third Party Liability Insurance.

11.11.8.4.3 INSPECTION, TESTING, AND DEMONSTRATION OF COMPLIANCE

- (a) The remote pilot, operator/owner, or RPA observer shall allow the Authority to conduct surveillances, tests, and inspections, at any time or place, to determine compliance with the applicable laws, regulations, and the terms and conditions provided in the Certificate of Authorization.
- (b) A remote pilot or operator operating an RPA shall make available to the Authority the following upon request:
 - (1) Certificate of Authorization;
 - (2) The remote pilot license;
 - (3) Operations Manual;
 - (4) A current list of individual positions responsible for each record, document, and report required to be kept by the holder of a Certificate of Authorization under applicable aviation laws, regulations, or standards; and

- (5) Any other documents, records, or reports required to be kept under this part.
- (c) Failure by any operator to make available to the Authority upon request, all portions of the Certificate of Authorization, Operations Manual, and any required record, document, or report is a ground for suspension of all or part of the Certificate of Authorization. The suspension shall be for a minimum period of thirty (30) days and a maximum period of ninety (90) days.

11.11.8.4.4 ELIGIBILITY FOR SPECIFIC CATEGORY OPERATIONS

- (a) To be able to conduct operations in the specific category, a remote pilot shall hold a remote pilot license and the RPAS shall:
 - (1) be designed, produced, or modified such that it does not contain any safety defects identified by the Authority;
 - (2) have a current user's manual that applies to the operation of the RPAS. Such user's manual shall address, at a minimum:
 - (i) a system description that includes the required RPAS components, any system limitations, and the declared category or categories of operation;
 - (ii) modifications that will not change the ability of the RPAS to meet the requirements for the category or categories of operation the RPAS is eligible to conduct; and
 - (iii) procedures on how to verify and change the mode or configuration of the RPA.
 - (3) have a current Certificate of Registration.
 - (4) have a certificate of authorization for the intended specific operation.

11.11.8.4.5 OPERATIONS UNDER EXTENDED VISUAL LINE OF SIGHT (EVLOS)

- (a) A remote pilot shall maintain uninterrupted situational awareness of the airspace in which the RPA operation is being conducted via visual airspace surveillance through one or more human visual observers, possibly aided by technological means.
- (b) EVLOS operations are to be considered to be BVLOS.
- (c) All VLOS requirements are applicable to EVLOS. EVLOS may have additional requirements over and above those of VLOS. The EVLOS verification and communication latency between the remote pilot and the visual observers shall be less than 15 seconds.
- (d) The remote pilot has direct control of the RPA at all times.

11.11.8.4.6 RECORD RETENTION

- (a) Each holder of a Certificate of Authorization shall maintain:
 - (1) A record containing the names of the remote pilots and RPA Observer involved in each flight.
 - (2) A record of the time of each flight or series of flights; and
 - (3) A record containing maintenance action, modification, or repair performed on the RPAS, including:

- (i) the name of person who performed the work;
 - (ii) the dates when the work was performed;
 - (iii) in the case of modification, the manufacturer, model, and description of parts or equipment modifying the RPAS; and
 - (iv) if applicable, any instructions provided to complete the work.
- (b) Each owner of an RPAS who transfers ownership to another person shall, at the time of transfer, provide the new owner with all records referred to in paragraph (a).
 - (c) Each owner of an RPAS shall ensure that all records are stored and protected from damage alteration and theft.
 - (d) Records should be traceable, available and retrievable throughout the required retention period of 5 years.
 - (e) The retention period starts when the record was created or last amended.
 - (f) Adequate back ups should be ensured.

11.11.8.4.7 COMPLIANCE WITH RPAS OPERATOR'S OPERATIONS MANUAL

- (a) An operator shall make an operations manual that includes the practices and operational procedures.
- (b) All personnel employed by an operator or who assist with an operator's operation shall comply with the operator's operations manual.

11.11.8.4.8 FUNCTIONS AND DUTIES OF THE CHIEF REMOTE PILOT

- (a) An operator shall nominate an RPA-licensed person as Chief Remote Pilot.
- (b) The functions and duties of a chief remote pilot are as follows:
 - (1) ensuring the operator's RPA operations are conducted in accordance with the civil aviation regulations;
 - (2) maintaining a record of the qualifications held by each person operating an RPA for the operator;
 - (3) monitoring the operational standards and proficiency of each person operating an RPA for the operator; and
 - (4) maintaining a complete and up-to-date reference library of operational documents for the types of operations conducted by the operator.

11.11.8.4.9 FUNCTIONS OF REMOTE PILOT

- (a) The remote pilot shall:
 - (1) Not perform duties under the influence of psychoactive substances or alcohol or when it is unfit to perform its tasks due to injury, fatigue, medication, sickness or other causes;
 - (2) Have the appropriate RPL;
 - (3) Be familiar with the manufacturer's instructions provided by the manufacturer of the RPA;
- (b) Before starting an RPA operation, the remote pilot shall comply with the following:

- (1) Obtain updated information relevant to the intended operation about any geographical zones;
 - (2) Ensure that the operating environment is compatible with the authorized limitations and conditions;
 - (3) Ensure that the RPA is in a safe condition to complete the intended flight safely; and
 - (4) Ensure that the information about the operation has been made available to the relevant ATS unit, other airspace users and relevant stakeholders.
- (c) During the flight, the remote pilot shall:
- (1) Comply with the authorized limitations and conditions;
 - (2) Avoid any risk of collision with any manned aircraft and discontinue a flight if continuing it may pose a risk to other aircraft, people, animals, the environment, or property;
 - (3) Comply with the operator's procedures; and
 - (4) Not fly close to or inside areas where an emergency response effort is ongoing unless they have permission to do so from the responsible emergency response services.
- (d) The remote pilot shall ensure that checklists are complied with in detail.
- (e) The remote pilot shall be responsible for reporting all known or suspected defects in the RPAS to the operator at the earliest practicable time.
- (f) The remote pilot shall be responsible for the journey logbook containing information, including but not limited to remote pilot flight time, type of operation, area of operation, and accident or incident occurrence.

11.11.8.4.10 FUNCTIONS AND DUTIES OF AN RPA VISUAL OBSERVER

- (a) An RPA Visual Observer shall:
- (1) Maintain a thorough airspace scan of the airspace surrounding the RPA in order to identify any risk of a collision with any manned aircraft;
 - (2) Maintain awareness of the position of the RPA through direct airspace observation or through assistance provided by electronic means;
 - (3) Alert the remote pilot when a hazard is detected and assist in avoiding or minimizing the potential negative effects;
 - (4) Provide clear and concise information on the geographical position of the RPA, its speed, and its height above the surface or take off point; and
 - (5) Use the same system provided to the remote pilot.

11.11.8.4.11 COMPLIANCE WITH RPAS OPERATOR'S PRACTICES AND PROCEDURES

- (a) Persons who are employed by an operator to provide assistance in its operations shall comply with the practices and procedures documented by the operator.

11.11.8.4.12 RESPONSIBILITIES OF RPAS OPERATOR

- (a) An operator shall:
- (1) Comply with established procedures and limitations on RPAS operations and risk involved, including:
 - (i) Operational procedures to ensure the safety of the operations;
 - (ii) Procedures to ensure that security requirements applicable to the area of operations are complied with in the intended operation; and
 - (iii) Measures to protect against unlawful interference and unauthorized access;
 - (2) Designate a remote pilot for each flight;
 - (3) Ensure that all operations effectively use and support the efficient use of radio spectrum in order to avoid harmful interference;
 - (4) Ensure that before conducting operations, remote pilots comply with all of the following conditions:
 - (i) Have the competency to perform their tasks in line with the applicable training for the operation identified in the Certificate of Authorization; and
 - (ii) Have been informed of the RPAS operator's operations manual, if required by the risk assessment and procedures established in accordance with paragraph (a).
 - (5) Ensure that personnel in charge of duties essential to the RPAS operation, other than the remote pilot itself, comply with the following conditions:
 - (i) Have completed the on-the-job-training developed by the operator;
 - (ii) Have been informed about the RPAS operator's operations manual, if required by the risk assessment, and procedures; and
 - (iii) Have obtained updated information relevant to the intended operation about any geographical zones.
 - (6) Carry out each operation within the limitations, conditions, and mitigation measures defined in the Certificate of Authorization;
 - (7) Keep an up-to-date record of all the relevant qualification and training records;
 - (8) Develop procedures in order to coordinate the activities between its employees;
 - (9) Allocate functions and responsibilities in accordance with the level of autonomy of the RPAS during the operation;
 - (10) Be responsible for logging of flight activities and record keeping;
 - (11) Have an accountable manager, acceptable to the Authority, with corporate authority to ensure that all operations can be financed and carried out to the highest degree of safety standards required by the Authority. This individual shall also be responsible for the maintenance of an effective safety management system;
 - (12) State in the general policy provisions of the operations manual the duties and responsibilities and authority of personnel required;
 - (13) List in the operations manual the names and business addresses of the individuals assigned to those positions; and

- (14) Notify the Authority within 10 days of any change in personnel or any vacancy in any position listed.
- (b) The Authority may approve a position or number of positions, if the operator is able to show that it can perform the operation with the highest degree of safety under the direction of fewer or different categories of management personnel due to the:
- (1) The kind of operations involved;
 - (2) The number of aircraft used; and
 - (3) The area of operation.

11.11.8.4.13 RPAS SAFETY MANAGEMENT SYSTEM

- (a) An RPAS operator shall have a system for safety management that includes:
- (1) a safety policy on which the system for safety management is based, and should:
 - (i) Be endorsed by the Accountable Manager;
 - (ii) Be communicated, with visible endorsement, throughout the organization;
 - (iii) Include internal reporting principles, and encourage personnel to report errors related to RPAS operations, incidents and hazards;
 - (iv) Include a commitment to apply the human factors principles; and
 - (v) Apply “just culture” principles to attribute blame or liability to someone for reporting something which would not have been otherwise detected;
 - (2) a process for risk management that identifies hazards to aviation safety and that evaluates and manages the associated risks;
 - (3) safety assurance measures that ensure:
 - (i) hazards, incidents and accidents are internally reported and analysed and action is taken to prevent recurrence;
 - (ii) goals for the improvement of aviation safety are set and the attainment of these goals are measured; and
 - (iii) there is a safety management program that includes conducting internal audits and regular reviews of the system for safety management.
 - (4) training that ensures personnel are competent to fulfil their safety responsibilities.
- (b) The operator shall document all processes required to establish and maintain the system for safety management.
- (c) The operator’s system for safety management shall be commensurate with the size of the organization, the nature and complexity of the activities undertaken by the operator, and the hazards and associated risks inherent in the activities undertaken by the operator.
- (d) The operator shall appoint key personnel on operations, maintenance, and trainings.

11.11.8.5 RESERVED FOR CERTIFIED CATEGORY

Republic of the Philippines
CIVIL AVIATION REGULATIONS (CAR)

PART 11: IS
AERIAL WORK AND OPERATING LIMITATIONS FOR
NON-TYPE CERTIFICATED AIRCRAFT:

IMPLEMENTING STANDARDS

IS: 11.1.5 APPLICATION FOR A CERTIFICATE OF AUTHORIZATION

- (a) An operator applying for a Certificate of Authorization for RPAS operations to the Authority shall submit;
- (1) A Letter of Intent;
 - (2) An application form – Pre-Application Statement of Intent (PASI) - prescribed by the Authority;
 - (3) User's Manual;
 - (4) Operations Manual;
 - (5) Third Party Liability Insurance;
 - (6) Photocopies of the following:
 - (i) RPA Controller's Certificate;
 - (ii) Certificate of Registration of the aircraft to be used; and
 - (iii) Official receipt of appropriate fees;
 - (7) Corporate Documents:
 - (i) SEC (Securities and Exchange Commission) (if applicable); or
 - (ii) DTI (Department of Trade and Industry);
 - (8) Secretary's Certificate (for corporation);
 - (9) Organizational Chart;
 - (10) Photos of facilities, equipment and the aircraft to be used; and
 - (11) Certificate of Public Convenience and Necessity (CPCN) issued by the Civil Aeronautics Board (CAB) for agricultural operations.
- (b) The application for a certification of authorization for RPAS operations shall indicate the following:
- (1) Identity of the accountable manager who shall have primary responsibility for the overall operation;
 - (2) Identity of the chief remote pilot;
 - (3) Details of the physical locations to be used in the operation;
 - (4) Procedures for reporting information to the Authority including incidents and accidents;
 - (5) Includes remote pilot and remote flight crew qualifications, training, competency and medical requirements;
 - (6) Details of the number and specifications of the RPA to be used, including any registration number or serial number of RPA;
 - (7) Details of the control system to be used to pilot the aircraft;
 - (8) Procedures for the maintenance of aircraft and measures to ensure continued airworthiness;
 - (9) Inflight procedures, including minimum distances from persons or property; and
 - (10) Procedures for handling cargo, including dangerous goods, or dropping items, if such operations are intended.

IS: 11.11.8.2 SPECIAL PERMIT FOR OPERATION OF REMOTELY PILOTED AIRCRAFT

- (a) A special permit shall submit the following requirements:
- (1) Flight details:
 - (i) purpose;
 - (ii) type of operation;
 - (iii) area of operation;
 - (iv) date/ alternative date of operation;
 - (v) duration of the flight; and
 - (vi) exact time and coordinates.
 - (2) Company name;
 - (3) Contact details;
 - (4) Email address;
 - (5) Photocopy of operator's RPAS Operator Certificate (ROC);
 - (6) Photocopy of remote pilot's license;
 - (7) Photocopy of operator's operations specifications (OpSpecs); and
 - (8) Photocopy of certificate of registration of the aircraft to be used.
- (b) Applicant may be required to secure, depending on the conditions and limitations issued by ATS, the following:
- (1) J2 clearance/ Aerial Photography clearance; and
 - (2) LGU Clearance.

IS: 11.11.8.4.11 COMPLIANCE WITH RPAS OPERATOR'S PRACTICES AND PROCEDURES

- (a) An operator shall provide the following for the use and guidance of operations personnel:
- (1) An Operations Manual (OM) that should contain at least the following:
 - (i) Binder cover page identifying the RPAS Operator with the title "Operations Manual", contact information and OM revision number;
 - (ii) Title page. For organization, the registered entity name as listed in DTI or SEC, or a legally-recognized name is to be indicated.
 - (iii) Operator's address and contact details. For organization, the address of the principal place of business is to be indicated. For an individual, the applicant's residential address is to be indicated;
 - (iv) Foreword;
 - (v) Corporate Commitment by the Accountable Manager;
 - (vi) List of Effective Pages (LEP);
 - (vii) Table of Contents;
 - (viii) Acronyms, Abbreviations and Definitions;

- (ix) Administration and Control of the Manual - amendment procedures / record of revisions, manual distribution, rules of construction, control number and label, pagination, and content format;
 - (x) Company policies, Organization profile, organizational structure, place of business;
 - (xi) Functions and duties of key management personnel - Accountable manager and delegation of duties;
 - (xii) Functions and duties of the Operator, chief remote pilot, remote pilot, remote pilot controller, visual observer, maintenance personnel;
 - (xiii) Description of RPA;
 - (xiv) Concept of Operations/ Normal procedures;
 - (xv) General RPA operating procedures;
 - (xvi) Emergency procedures;
 - (xvii) Flight procedures;
 - (xviii) Maintenance plan;
 - (xix) Contingency procedures;
 - (xx) Security procedures;
 - (xxi) QMS procedures;
 - (xxii) Management of records and checklists;
 - (xxiii) SMS procedures;
 - (xxiv) Incident/accident reporting, management of casualties; and
 - (xxv) Internal training requirements.
- (b) Checklist shall be used by remote flight crews prior to, during and after all phases of operations, and in emergencies, to ensure compliance with the operating procedures contained in the manual.
- (c) Persons who are employed by an operator or who assist with an operator's operation shall comply with the operator's documented and implemented procedures.
- (d) The manuals shall be amended or revised as necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.