



CIVIL AVIATION RULES AND STANDARDS
FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA

PART 1 — GENERAL POLICIES, PROCEDURES, AND DEFINITIONS

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Part 1 - General Policies, Procedures and Definitions

AMENDMENTS

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1.1 RULES OF CONSTRUCTION

1.1.1.1 RULES OF CONSTRUCTION

- (a) Throughout these rules and standards the following word usage applies:
- (1) **Shall** indicates a mandatory requirement.
 - (2) The words “**no person may...**” or “**a person may not...**” mean that no person is required authorized or permitted to do an act described in these rules and standards.
 - (3) **May** indicates that discretion can be used when performing an act described in these rules and standards.
 - (4) **Will** indicates an Action incumbent upon the Authority.
 - (5) **Includes** means “includes but is not limited to.”
 - (6) **Approved** means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval.
 - (7) **Acceptable** means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation.
 - (8) **Prescribed** means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall” or a discretionary requirement if the written policy or methodology states “may.”

1.1.1.2 APPLICABILITY

- (a) These Rules and Standards shall be applicable to:
- (1) Civil aerodromes in Ethiopia;
 - (2) Air services and general aviation services operators established or operating in Ethiopia;
 - (3) Any aircraft registered by the Authority;
 - (4) Any foreign aircraft within the Ethiopian territory.
 - (5) Aviation Personnel and training schools certified by the Authority;
 - (6) Enterprises operating in Ethiopia in the design, manufacture, maintenance, repair and modification of aircraft and aircraft parts or components; and
 - (7) Air navigation facilities and services in Ethiopia.
- (b) Those rules and standards addressing persons certificated under any Part of these rules and standards apply also to any person who engages in an operation governed by any Part of these rules and standards without the appropriate certificate, license, operations specification, or similar document required as part of the certification.

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- (c) Rules and standards addressing general matters establish minimum standards for all aircraft operated in Ethiopia. Specific rules and standards applicable to the holder of a certificate shall apply if they conflict with more general rules and standards.
- (d) Foreign air operators who conduct commercial air transport into, or from, Ethiopia shall be governed by the provisions of the Operations Specification issued by the Authority, and by those provisions in Parts 7, 8, and 10 that specifically address commercial air transport. Rules and standards that address AOC holders apply only to operators certificated by the Authority.

1.1.1.3 ORGANISATION OF RULES AND STANDARDS

- (a) These rules and standards are subdivided into five hierarchical categories:
 - (1) **Part** refers to the primary subject area.
 - (2) **Subpart** refers to any subdivision of a Part.
 - (3) **Section** refers to any subdivision of a Subpart.
 - (4) **Subsection** refers to the title of a rules and standards and can be a subdivision of a Subpart or Section.
 - (5) **Paragraph** refers to the text describing the rules and standards. All paragraphs are outlined alphanumerically in the following hierarchical order: (a), (1), (i), (A).
- (b) **Acronyms** used within each Part are defined at the beginning of those Parts,
- (c) **Standards** may refer to Implementing Standards, which provide detailed requirements that support the purpose of the subsection, and unless otherwise indicated, have the legal force and effect of the referring rules and standards. The rules of construction, Subsection 1.1.1.1, apply to Implementing Standards.

1.2 GENERAL ADMINISTRATIVE RULES AND STANDARDS GOVERNING TESTING, LICENSES, AND CERTIFICATES

1.2.1.1 DISPLAY AND INSPECTION OF LICENSES AND CERTIFICATES

- (a) Pilot License:
 - (1) To act as a pilot of a civil aircraft of Ethiopia registry, a pilot shall have in his or her physical possession or readily accessible in the aircraft a valid pilot license or special purpose authorization issued under these rules and standards.
 - (2) To act as a pilot of a civil aircraft of foreign registry within Ethiopia, a pilot shall be the holder of a valid pilot license, and have the pilot license in his or her physical possession or readily accessible in the aircraft.

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- (b) **Flight Instructor License:** A person who holds a flight instructor license shall have that license, or other documentation acceptable to the Authority, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that license.
- (c) **Other Aviation Personnel License:** A person required by any part of these rules and standards to have an aviation personnel's license shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that license.
- (d) **Medical Certificate:** A person required by any part of these rules and standards to have a current medical certificate shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that certificate.
- (e) **Approved Training Organization (ATO) Certificate:** Each holder of a certificate shall display that certificate in a place in the school that is normally accessible to the public and that is not obscured.
- (f) **Aircraft Certificate of Registration:** Each owner or operator of an aircraft shall carry the aircraft certificate of registration on the aircraft and have it available for inspection.
- (g) **Aircraft Certificate of Airworthiness:** Each owner or operator of an aircraft shall display that certificate in the cabin of the aircraft or at the entrance to the aircraft flight deck.
- (h) **Approved Maintenance Organization (AMO) Certificate:** Each holder of an AMO certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the AMO.
- (i) **Aerial Work Certificate:** Each owner or operator of an aircraft engaged in aerial work shall carry that certificate or a copy of that certificate on the aircraft and have it available for inspection.
- (j) **Air Operator Certificate:** Each owner or operator of an aircraft engaged in commercial air transport shall carry the air operator certificate or a copy of that certificate on the aircraft and have it available for inspection.
- (k) **Aerodrome License or Certificate:** an Aerodrome operator shall present the aerodrome certificate or a copy of it for inspection.
- (l) **Inspection of License:** Each person who holds an aviation personnel or crewmember license, medical certificate, or authorization required by these rules and standards shall present it for inspection upon a request from
 - (1) The Authority; or
 - (2) Any national or local law enforcement officer.

1.2.1.2 CHANGE OF NAME

- (a) A holder of a license or certificate issued under these rules and standards may apply to change the name on a license or certificate. The holder shall include with any such request:
 - (1) The current license or certificate; and
 - (2) A copy of the marriage license, court order, or other document verifying the name change.

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- (3) The Authority shall change the name of the holder and issue a replacement license or certificate with the appropriate endorsement.
- (4) The Authority shall retain copies of the documents submitted under this rules and standards.
- (b) The Authority may return to the aviation personnel the documents specified in paragraph (a) of this subsection.

1.2.1.3 CHANGE OF ADDRESS

- (a) The holder of an aviation personnel license or certificate, or approved training organization certificate who has made a change in permanent address shall not, after 30 days from that date, exercise the privileges of the license or certificate unless the holder has notified the Authority in writing of the new permanent address, or current residential address if the permanent mailing address includes a post office box number.

1.2.1.4 REPLACEMENT OF A LOST OR DESTROYED AVIATION LICENSE OR CERTIFICATE

- a) An applicant who has lost or destroyed one of the following documents issued under these rules and standards shall request a replacement in writing from the office if any designated by the Authority:
 - (1) An aviation personnel license.
 - (2) A medical certificate.
 - (3) A knowledge test report.
 - (4) Any license issued by the Authority
- (b) The aviation personnel or applicant shall state in the request letter:-
 - (1) The name of the aviation personnel or applicant;
 - (2) The permanent address, or if the permanent address includes a post office box number, the person's current residential address;
 - (3) The Pass port or equivalent national identification number;
 - (4) The date and place of birth of the aviation personnel or applicant; and
 - (5) Any available information regarding the:-
 - (i) Grade, number, and date of issuance of the license, and the ratings, if applicable;
 - (ii) Date of the medical examination, if applicable; and
 - (iii) Date of the knowledge test was taken, if applicable
 - (iv) Police report verifying the registration of the lost or destroyed license or document

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- (c) After receiving an application from, the Authority confirming that the lost or destroyed document was issued, aviation personnel may carry the facsimile in lieu of the lost or destroyed document for up to 15 days pending the aviation personnel's receipt of a duplicate document.

1.2.1.5 FALSIFICATION, REPRODUCTION, OR ALTERATION OF APPLICATIONS, LICENSES, CERTIFICATES, LOGBOOKS, REPORTS, OR RECORDS

- (a) No person may make or cause to be made concerning any license, certificate, rating, qualification, or authorization, application for or duplicate thereof, issued under these rules and standards:
 - (1) Any fraudulent or intentionally false statement;
 - (2) Any fraudulent or intentionally false entry in any logbook, record, or report that these rules and standards require, or used to show compliance with any requirement of these rules and standards;
 - (3) Any reproduction for fraudulent purpose; or
 - (4) Any alteration.
- (b) Any person who commits any act prohibited under paragraph (a) of this section may have his or her aviation personnel license, rating, certificate, qualification, or authorization revoked or suspended.

1.2.1.6 VOLUNTARY SURRENDER OR EXCHANGE OF LICENSE

- (a) The holder of a license or certificate issued under these rules and standards may voluntarily surrender it for:
 - (1) Cancellation;
 - (2) Issuance of a lower grade license; or
 - (3) Another license with specific ratings deleted.
- (b) An applicant requesting voluntary surrender of a license shall include the following signed statement or its equivalent: "This request is made for my own reasons, with full knowledge that my (insert name of license or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issuance."

1.2.1.7 PROHIBITION ON PERFORMANCE DURING MEDICAL DEFICIENCY

- (a) A person who holds a current medical certificate issued under these rules and standards shall not act in a capacity for which that medical certificate is required while that person:
 - (1) knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the required medical certificate; or
 - (2) is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the required medical certificate.

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1.2.1.8 PSYCHOACTIVE SUBSTANCE TESTING AND REPORTING

- (a) Any person who performs any function requiring a license, rating, qualification, or authorization prescribed by these rules and standards directly or by contract for a certificate holder under the provisions of these rules and standards may be tested for usage of psychoactive substances.
- (b) Chemicals considered psychoactive substances are listed in IS 1.2.1.8.
- (c) Any person subject to these rules and standards who refuses to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by an inspector of the Authority, or refuses to furnish or to authorize the release of the test results requested by the Authority may:-
 - (1) Be denied any license, certificate, rating, qualification, or authorization issued under these rules and standards for a period of up to 1 year after the date of that refusal; or
 - (2) Have his or her license, certificate, rating, qualification, or authorization issued under these rules and standards suspended or revoked.
- (d) Any person subject to these rules and standards who refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when requested by an inspector of the Authority, or refuses to furnish or to authorize the release of the test results requested by the Authority may:-
 - (1) Be denied any license, certificate, rating, qualification, or authorization issued under these rules and standards for a period of up to 1 year after the date of that refusal; or
 - (2) Have his or her license, certificate, rating, qualification, or authorization issued under these rules and standards suspended or revoked.
- (e) Any person subject to these rules and standards who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, may:-
 - (1) Be denied any license, certificate, rating, qualification, or authorization issued under these rules and standards for a period of up to 1 year after the date of final conviction; or
 - (2) Have his or her license, certificate, rating, qualification, or authorization issued under these rules and standards suspended or revoked.

1.3 INVESTIGATIVE AND ENFORCEMENT PROCEDURES

1.3.1 INVESTIGATIVE PROCEDURES

1.3.1.1 REPORTS OF VIOLATIONS

- (a) Any person who knows of a violation of the Proclamation or any rules and standards and orders there under should report it to the Authority.
- (b) Each report made under this section together with any other information the Authority may have that is relevant to the matter reported will be reviewed by the Authority to determine the nature and type of any additional investigation or enforcement Action the Authority will take.

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1.3.1.2 INVESTIGATIONS—GENERAL

- (a) Under the Proclamation, the Authority may conduct investigations, hold hearings, issue subpoenas, require the production of relevant document, records, and property, and take evidence and depositions.

1.3.1.3 FORMAL COMPLAINTS

- 1.3.1.4 Complaints submitted to the Authority under section 1.3.1.1(a) shall be in a form and manner prescribed by the Authority.

1.3.2 ADMINISTRATIVE ACTION

- (a) If it is determined that a violation or an alleged violation of the proclamation, or an order or rules and standards or rules and standards issued under it, is appropriate for administrative Action, the Authority may take administrative Action by one of the following:
 - (1) A “**Warning Notice**” that shall recite available facts and information about the incident or condition and indicate that it may have been a violation; or
 - (2) A “**Letter of Correction**” which confirms the Authority’s decision in the matter and states the necessary corrective Action the alleged violator has taken or agreed to take. If the agreed corrective Action is not fully completed, formal **certificate Action** may be taken in accordance with 1.3.3.3.
- (b) An administrative Action under this section does not constitute a formal adjudication of the matter.

1.3.3 LEGAL ENFORCEMENT ACTIONS

1.3.3.1 CIVIL PENALTIES

- (a) Any foreign civil aircraft operator who violates the provisions of Article 40(1) or (2) of the Proclamation shall be liable to a fine up to 15,000 United States Dollar.
- (b) Any person, other than a person conducting an operation in commercial air transport or international commercial air transport, who violates any provision of the Proclamation, these Aviation Safety Rules, or any order issued there under, is subject to a civil penalty imposed by the Authority in accordance with article 78/2 of the Proclamation.
- (c) Any person conducting an operation in commercial air transport or international commercial air transport, who violates any provision of the Proclamation, these Aviation Safety Rules, or any order issued there under, is subject to a civil penalty imposed by the Authority in accordance with article 78/3 of the Proclamation.
- (d) Civil penalties may be assessed instead of or in addition to any license or certificate Action described in 1.3.3.3.
- (e) Guidelines for civil penalties and certificate Actions are listed in IS 1.3.3.

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1.3.3.2 CRIMINAL PENALTIES

- (a) Part seven of the Proclamation establishes criminal penalties for any person who knowingly and willfully violates specified provisions of that Proclamation, or any rules and standards or order issued there under.
- (b) If the Authority becomes aware of a possible violation of any criminal provision of the Proclamation, shall immediately report it to the appropriate government body in a manner prescribed by law.

1.3.3.3 CERTIFICATE ACTION

- (a) Suspension or revocation of a license or certificate for violation of these rules and standards.
 - (1) The holder of any license or certificate issued under these rules and standards who violates any provision of the Proclamation, as amended, or any rules or order issued there under, is subject to suspension or revocation of the license or certificate, in accordance with the provisions of Article 32 and 77 of the Proclamation.
 - (2) Any license or certificate issued under these rules and standards ceases to be effective, if it is surrendered, suspended, or revoked.
 - (3) The holder of any license or certificate issued under these rules and standards that has been suspended or revoked shall return that license to the Authority when requested to do so by the Authority.
- (b) Re-examination or re-inspection of a certificate or license for lack of qualification.
 - (1) Under Article 32 of the Proclamation, the Authority may re-inspect any civil aircraft, aircraft engine, propeller, appliance, air operator, school, or approved maintenance organization, or any civil aviation personnel holding a certificate or license issued under Article 10 of the Proclamation.
 - (2) If, as a result of that re-inspection or re-examination, or any other investigation made by the Authority, the Authority determines that a lack of qualification exists, and that safety in air transport and the public interest requires it, the Authority may issue an order to amend, modify, suspend, or revoke the license or certificate in whole or in part.
 - (3) Procedures for the re-examination of personnel licenses, ratings, authorizations, or certificates are set forth in Part 2 of these rules and standards.
- (c) **Notice and opportunity to be heard.** Unless safety in air transport requires immediate Action, prior to a final determination under this section 1.3.3, the Authority shall provide the person with an opportunity to be heard as to why such certificate or license should not be amended, modified, suspended, or revoked, in accordance with Article 80/1 of the Proclamation.
- (d) **Reapplication after revocation.** Unless otherwise authorized by the Authority, a person whose license, certificate, rating, or authorization has been revoked may not apply for any license, certificate, rating, or authorization for 1 year after the date of revocation.
- (e) **Reapplication after suspension.** Unless otherwise authorized by the Authority, a person whose license has been suspended may not apply for any license, rating, or authorization during the period of suspension.

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1.3.3.4 DETENTION OF AIRCRAFT

- (a) As provided by the Proclamation, an aircraft that is involved in a violation for which a civil penalty has been imposed or may be imposed on its owner or operator may be subject to detention by the Authority in accordance with enforcement procedures set forth by the Authority.

1.4 EXEMPTIONS

1.4.1 APPLICABILITY

- (a) This subpart prescribes procedures for the request, review, and denial or issuance of exemptions from the rules and standards of these Parts, as provided by these rules and standards.

1.4.2 GENERAL

- (a) Any interested person may apply to the Authority for an exemption from these rules and standards.
- (b) Only the Authority may issue exemptions, and no person may take or cause to be taken any Action not in compliance with these rules and standards unless the Authority has issued an applicable exemption to the person.
- (c) Exemptions will only be granted in extraordinary circumstances.

1.4.3 REQUIREMENTS FOR APPLICATION

1.4.3.1 GENERAL

- (a) Applications for an exemption should be submitted at least 60 days in advance of the proposed effective date, to obtain timely review.
- (b) The request must contain the applicant's:
 - (1) Name;
 - (2) Street address and mailing address, if different;
 - (3) Telephone number;
 - (4) Fax number if available;
 - (5) Email address if available; and
 - (6) Agent for all purposes related to the application;
- (c) If the applicant is not a citizen or legal resident of Ethiopia, the application must specify an Ethiopian agent for service.

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1.4.3.2 SUBSTANCE OF THE REQUEST FOR EXEMPTION

- (a) Applications must contain the following:
 - (1) Justification for the exemption;
 - (2) A citation of the specific requirement from which the applicant seeks relief;
 - (3) Description of the type of operations to be conducted under the proposed exemption;
 - (4) The proposed duration of the exemption;
 - (5) An explanation of how the exemption would be in the public interest, that is, benefits the public as a whole;
 - (6) A detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by these rules and standards in question; and
 - (7) A review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware.
 - (8) Any other relevant information that may be required by the Authority.
 - (9) If the applicant seeks to operate under the proposed exemption outside of Ethiopia airspace, the application must also indicate whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO).
 - (10) An application for exemption shall be accompanied by a fee.
- (b) If the applicant seeks emergency processing, the application must contain supporting facts and reasons that the application was not timely filed, and the reasons it is an emergency. The Authority may deny an application if the Authority finds that the applicant has not justified the failure to apply in a timely fashion.

1.4.4 REVIEW, PUBLICATION, AND ISSUE OR DENIAL OF THE EXEMPTION

1.4.4.1 INITIAL REVIEW BY THE AUTHORITY

- (a) The Authority will review the application for accuracy and compliance with the requirements of 1.4.3.
- (b) If the application appears on its face to satisfy the provisions of 1.4.3 and the Authority determines that a review of its merits is justified, the Authority will publish a detailed summary of the application for comment and specify the date by which comments must be received by the Authority for consideration.
- (c) If the filing requirements of 1.4.3 have not been met, the Authority will notify the applicant and take no further Action until the applicant complies with the requirements of 1.4.3.

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1.4.4.2 EVALUATION OF THE REQUEST

- (a) After initial review, if the filing requirements have been satisfied, the Authority shall conduct an evaluation of the request to include:
 - (1) A determination of whether an exemption would be in the public interest;
 - (2) A determination, after a technical evaluation, of whether the applicant's proposal would provide a level of safety equivalent to that established by these rules and standards;
 - (i) If it appears to the Authority that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis.
 - (3) A determination, if the applicant seeks to operate under the exemption outside of Ethiopia airspace, of whether a grant of the exemption would contravene the applicable ICAO Standards and Recommended Practices;
 - (4) An evaluation of comments received from interested parties concerning the proposed exemption; and
 - (5) A recommendation, based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

1.4.4.3 NOTIFICATION OF DETERMINATION

- (a) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request. The summary shall specify the duration of the exemption and any conditions or limitations to the exemption.
- (b) If the request is for emergency relief, the Authority will publish the application and/or the Authority's decision as soon as possible after processing the application.
- (c) If the exemption affects a significant population of the aviation community of Ethiopia, the Authority shall also publish the summary in its aeronautical information publications.

1.4.4.4 EXTENSION OF THE EXEMPTION TO OTHER INTERESTED PARTIES

- (a) If the Authority determines that an exemption should be granted, other persons or organizations may apply to the Authority to be included in the relief granted.
- (b) Such applications shall be in accordance with the requirements of 1.4.3
- (c) If the Authority determines that the request merits extension of the exemption to the applicant, it shall notify the applicant by letter, specifying the duration of the exemption, and listing any additional conditions that may pertain to the applicant that are not addressed in the underlying exemption.

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1.5 DEFINITIONS

(a) For the purpose of these rules and standards, the following definitions shall apply:

Acceptable: A rule of construction in Part 1.1.1.1.(a)(7) that means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation.

Acceptance Checklist: A document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.

Accident. Definition used in a safety management context. An occurrence associated with the operations of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- (i) a person is fatally or seriously injured as a result of: being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- (ii) the aircraft sustains damage or structural failure which: adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- (iii) the aircraft is missing or is completely inaccessible.

Accountable Manager: The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator. The accountable manager may delegate in writing to another person within the organization, the day to day management but not the overall approval management responsibility.

Accredited Representative: As relating to an aircraft accident, a person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another party.

Accelerate-stop distance available (ASDA): The length of the take-off run available plus the length of stop way, if provided.

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Acrobatic Flight: Maneuvers intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

Acts of unlawful interference: These are acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.:

- unlawful seizure of aircraft in flight,
- unlawful seizure of aircraft on the ground,
- hostage-taking on board an aircraft or on aerodromes,
- forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

ADS (Automatic dependent surveillance) Agreement: An ADS reporting plan that establishes the conditions of ADS data reporting (i.e. data required by the air traffic services or control unit and frequency of ADS reports that have to be agreed to prior to the provision of the ADS services).

ADS (Automatic dependent surveillance) Contract : A means by which the terms of an ADS agreement will be exchanged between the ground system and the aircraft, specifying under what conditions ADS reports would be initiated, and what data would be contained in the reports.

Advisor: As relating to an aircraft accident, a person appointed by a State on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

Advisory Airspace: An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.

Advisory Route: A designated route along which air traffic advisory service is available.

Aerial Work: An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

Aerodrome: A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome control Service: Air traffic control service for aerodrome traffic.

Aerodrome control Tower: A unit established to provide air traffic control service to aerodrome traffic.

Aerodrome Operating Minima: The limits of usability of an aerodrome for:

- (i) Takeoff, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
- (ii) Landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation;

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(iii) Landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and

(iv) Landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.

Aerodrome Traffic Zone: An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Aeronautical Experience: Pilot time obtained in an aircraft, approved flight simulation training device for meeting the training and flight time requirements of these rules and standards.

Aeronautical Product: Any aircraft, aircraft engine, propeller, or subassembly, appliance, material, part, or component to be installed thereon.

Aeroplane: A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Afterburning. A mode of engine operation wherein a combustion system fed (in whole or part) by vitiated air is used.

Agricultural Aircraft Operation: The operation of an aircraft for the purpose of:-

- (i) Dispensing any economic poison;
- (ii) Dispensing any other substance intended for plant nourishment, soil treatment, propagation of plant life, or pest control; or
- (iii) Engaging in dispensing activities directly affecting agriculture, horticulture, or forest preservation, but not including the dispensing of live insects.

Airborne image recorder (AIR). A device that uses a combination of cameras to collect and record information that reflects the status of various parts of the aircraft (internal and external).

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft Accident: An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

- (i) A person is fatally or seriously injured as a result of:-
 - (A) Being in the aircraft;
 - (B) Direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or

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- (C) Direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.

- (ii) The aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or the aircraft is missing or is completely inaccessible.

Aircraft Avionics: A term designating any electronic device – including its electrical part – for use in an aircraft, including radio, automatic flight control and instrument systems.

Aircraft Category: Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon, airship, powered-lift.

Aircraft Certificated for Multi-pilot Operation: A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of two pilots.

Aircraft Certificated for Single-pilot Operation: A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

Aircraft Component: Any component part of an aircraft up to and including a complete power plant and/or any operational/emergency equipment.

Aircraft data recording system. A device or devices that use a combination of data providers to collect and record parameters that reflect the state and performance of an aircraft.

Aircraft Operating Manual: A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems, and other material relevant to the operation of the aircraft.

Aircraft Piracy: Any actual or attempted seizure or exercise of control, by force or violence, or by any other form of intimidation, with wrongful intent, of an aircraft within the jurisdiction of Ethiopia.

Aircraft Required to be Operated with a Co-pilot: A type of aircraft that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.

Aircraft Technical Log: Documentation for an aircraft that includes the maintenance record for the aircraft and a record for each flight made by the aircraft. The aircraft technical log contains two independent sections: a journey record section and an aircraft maintenance record section.

Airframe: The fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of a power plant), and landing gear of an aircraft and their accessories and controls.

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Air Navigation Facility: Any facility used in, available for use in, or designed for use in aid of air navigation, including airports, landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio directional finding, or for radio or other electromagnetic communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft.

Aviation Personnel: This term refers to any individual who carries out civil aviation operational or technical functions and includes:-

- (i) Any individual who engages, as the person in command or as pilot, mechanic, or member of the crew, or who navigates an aircraft while the aircraft is underway;
- (ii) Any individual in charge of the inspection, maintenance, overhauling, or repair of aircraft, and any individual in charge of the inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances; or
- (iii) Any individual who serves in the capacity of flight controller, air traffic controller or aircraft dispatcher officer.

Aviation Personnel Ship: The consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.

Air Operator: Any organization which undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement.

Air Operator Certificate (AOC): A certificate authorizing an operator to carry out specified commercial air transport operations.

Air Traffic: All aircraft in flight or operating on the maneuvering area of an aerodrome.

Air Traffic Control Clearance: Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Air Traffic Control (ATC) Facility: A building holding the persons and equipment responsible for providing ATC services (e.g., airport tower, approach control, centre). May also be called air traffic control unit.

Air Traffic Control Service: A service provided within advisory airspace that promotes the safe, orderly, and expeditious flow and separation of air traffic at aerodromes and during the approach, departure, and en route environments including aircraft that are operating on IFR flight plans. Also can be called air traffic advisory service or air traffic service.

Air Traffic Services Airspaces: Airspaces of defined dimensions alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.

Air Traffic Services Reporting Office: A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

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Aircraft tracking: A process, established by the operator, that maintains and updates, at standardized intervals, a ground based record of the four dimensional position of individual aircraft in flight.

Aircraft Type: All aircraft of the same basic design.

Airship: A power-driven lighter-than-air aircraft.

Airway: A control area or portion thereof established in the form of a corridor.

Airworthy: The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation

Airworthiness Approval Tag. A tag that may be attached to a part. The tag must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, a new tag must be created or the existing tag must be updated with the current life status. The tag has two distinct purposes – (1) as a certification of release to service of a part, component or assembly after maintenance, preventive maintenance, overhaul or rebuilding, and (2) for shipping of a newly manufactured part.

Airworthiness Data: Any information necessary to ensure that an aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment, as appropriate, is assured.

Airworthiness Directive: Continuing airworthiness information that applies to the following products: aircraft, aircraft engines, propellers, and appliances. An airworthiness directive is mandatory if issued by the State of Design.

Airworthiness Release: The air operator's aircraft are released for service following maintenance by a person specifically authorized by the air operator rather than by an individual or maintenance organization on their own behalf.

Alternate means of compliance. A pre-approved manner of achieving regulatory compliance that has been determined to be an acceptable substitute to the regulatory requirements.

Alternative means of compliance. An approved alternative from those prescribed approaches that has been demonstrated to consistently achieve or exceed the desired outcomes as intended through regulation.

Alteration: The alteration of an aircraft/aeronautical product in conformity with an approved standard.

Alerting Service: A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

Alternate Aerodrome: An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

- (i) **Take-off alternate.** An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

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- (ii) **En-route alternate.** An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.
- (iii) **Destination alternate.** An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Note. — The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.

Alternate heliport: A heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate heliports include the following:

Altitude: The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

Altimetry system error (ASE): The difference between the altitudes indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.

Annexes to the Chicago Convention: The documents issued by the International Civil Aviation Organization (ICAO) containing the Standards and Recommended Practices applicable to the proclamation.

Anticipated operating conditions. Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include:

- a) those extremes which can be effectively avoided by means of operating procedures; and
- b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

Appliances: Instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, which are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight (including parachutes and including communication equipment and any other mechanism or mechanisms installed in or attached to aircraft during flight), and which are not part or parts of aircraft, aircraft engines, or propellers.

Approach and Landing Operations Using Instrument Approach Procedures: Instrument approach and landing operations are classified as follows:

- (i) Non-precision approach and landing operations. An instrument approach and landing which utilized lateral guidance but does not utilize vertical guidance.

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- (ii) Approach and landing operations with vertical guidance. An instrument approach and landing which uses lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.
- (iii) Precision approach and landing operations. An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.
- (iv) Category I (CAT I) operation. A precision instrument approach and landing with a decision height not lower than 60 m (200 feet), and with either a visibility not less than 800 m or a runway visual range not less than 550 m.
- (v) Category II (CAT II) operation. A precision instrument approach and landing with a decision height lower than 60 m (200 feet) but not lower than 300 m (100 feet) and a runway visual range not less than 350 m.
- (vi) Category IIIA (CAT IIIA) operation. A precision instrument approach and landing with:
 - (a) a decision height lower than 30 m (100 feet) or no decision height; and
 - (b) A runway visual range not less than 200 m.
- (vii) Category IIIB (CAT IIIB) operation. A precision instrument approach and landing with:
 - (a) A decision height lower than 15 m (50 feet) or no decision height; and
 - (b) A runway visual range less than 200 m but not less than 50 m.
- (viii) Category IIIC (CAT IIIC) operation. A precision instrument approach and landing with no decision height and no runway visual range limitations.

Approach Control Service: Air traffic control service for arriving or departing controlled flights.

Approach Control Unit: A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

Approach phase. The operating phase defined by the time during which the engine is operated in the approach operating mode.

Appropriate ATS or ATC Authority: The Ethiopian Civil Aviation Authority.

Appropriate Airworthiness Requirements: The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.

Appropriate Authority:

- (i) *Regarding flight over the high seas:* The relevant Authority of the State of Registry.
- (ii) *Regarding flight other than over the high seas:* The relevant Authority of the State having sovereignty over the territory being over flown.

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Approval for Return to Service: See maintenance release.

Approved: A rule of construction in Part 1.1.1.1. (a)(6) that means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval.

Approved by the Authority: Approved by the Authority directly or in accordance with a procedure approved by the Authority.

Aircraft Continuous Maintenance Program: A maintenance program approved by the State of Registry.

Approved Data. Technical information approved by the Authority.

Approved Maintenance Organization (AMO): An organization approved by the Authority, in accordance with ECARAS Part 6, to perform specific aircraft maintenance activities by the Authority. These activities may include the inspection, overhaul, maintenance, repair and/or modification and release to service of aircraft or aeronautical products.

Approved Training Organization (ATO): An organization approved by the Authority, in accordance with ECARAS Part 3, to perform to perform flight crew training and other training approved by the Authority.

Approved Standard: A manufacturing, design, maintenance, or quality standard approved by the Authority.

Approved Training: Training carried out under special curricula and supervision approved by the Authority.

Apron: A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Area Control Centre: A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

Area control service: Air traffic control service for controlled flights in control areas.

Area Navigation (RNAV): A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Article: Any item, including but not limited to, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or part.

Associated aircraft systems: Those aircraft systems drawing electrical/ pneumatic power from an auxiliary power unit during ground operations.

ATS or ATC route: A specified route designed for channeling the flow of air traffic as necessary for the provision of air traffic services, defined by route specifications that include an ATS or ATC route designator, the track to or from significant points (way points), distance between significant points, reporting requirements, and as determined by the appropriate ATS or ATC Authority, the lowest safe altitude. The

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term “ATS” or “ATC” route is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route.

Authorized Instructor: A person who:-

- (i) Holds a valid ground instructor certificate issued under Part 2 when conducting ground training;
- (ii) Holds a current flight instructor certificate issued under Part 2 when conducting ground training or flight training; or
- (iii) Is authorized by the Authority to provide ground training or flight training under Part 2 and Part 3.

Authority: The Ethiopian Civil Aviation Authority.

Automatic Dependent Surveillance (ADS): A surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four-dimensional position and additional data as appropriate.

Automatic dependent surveillance – broadcast (ADS-B). A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

Automatic dependent surveillance – contract (ADS-C). A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

Auxiliary power unit: A self-contained power unit on an aircraft providing electrical/ pneumatic power to aircraft systems during ground operations or in flight, separate from the propulsion engine(s).

Balloon: A non-power-driven lighter-than-air aircraft.

Banner: An advertising medium supported by a temporary framework attached externally to the aircraft and towed behind the aircraft.

Bypass Ratio: The ratio of the air mass flow through the bypass ducts of a gas turbine engine to the air mass flow through combustion chambers calculated at maximum thrust when the engine is stationary in an international standard atmosphere at sea level.

Cabin Crew Member: A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

Calendar Day: The period of elapsed time, using Co-ordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight.

Calendar Month: A period of a month beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered month (as January 1 through January 31 in the Gregorian calendar).

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Calendar Year : A period of a year beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through December 31 in the Gregorian calendar).

Calibration: A set of operations, performed in accordance with a definite documented procedure that compares the measurement performed by a measurement device or working standard with a recognized bureau of standards for the purpose of detecting and reporting or eliminating adjustment errors in the measurement device, working standard, or aeronautical product tested.

Cargo Aircraft: Any aircraft carrying goods or property but not passengers. In this context, the following are not considered to be passengers:

- (iv) A crewmember;
- (v) An operator's employee permitted by, and carried in accordance with, the instructions contained in the Operations Manual;
- (vi) An authorized representative of an Authority; or
- (vii) A person with duties in respect of a particular shipment on board.

Category A. With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IVB and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

Category B. With respect to helicopters, means a single-engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed.

Category One Operation (CAT I) : A precision instrument approach and landing with a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m.

Category Two Operation (CAT II): A precision instrument approach and landing with a decision height lower than 60 m (200ft) but no lower than 30 m (100 ft) and a visual range not less 350 m.

Category Three A (CAT IIIA) Operation: A precision approach and landing with:

- (i) A decision height lower than 30 m (100ft) or no decision height; and
- (ii) A runway visual range not less than 200 m.

Category Three B (CAT IIIB) Operation: A precision approach and landing with:

- (i) A decision height lower than 15 m (50 ft) or no decision height; and
- (ii) A runway visual range less than 200 m but not less than 50 m.

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Category Three C (CAT IIIC) Operation: A precision instrument approach and landing with no decision height and no runway visual range limitations.

Causes: As relating to an aircraft accident or incident, Actions, omissions, events, conditions, or a combination thereof which led to the accident or incident.

Ceiling: The height above the ground or water of the base of the lowest layer of cloud below 6,000 meters (20,000 feet) covering more than half the sky.

Certify as Airworthy: The Proclamation of completing a maintenance release by a properly authorized person after the modification, overhaul, repair or inspection of an aircraft or aeronautical product by which the aircraft or aeronautical part is cleared for use in flight as meeting the requirements of the airworthiness certificate of Ethiopia.

Certifying Staff: Those personnel who are authorized by the Approved Maintenance Organization in accordance with a procedure acceptable to the Authority to certify aircraft or aircraft components for release to service.

Change-over- point: The point at which an aircraft navigating on an ATC route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational references from the facility behind the aircraft to the next facility ahead of the aircraft. Change-over-points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.

Check aviation personnel (aeroplane) : A person who is qualified, and permitted, to conduct an evaluation in an aeroplane, in a flight simulation training device for a particular type aeroplane, for a particular AOC holder.

Check aviation personnel (simulator) :A person who is qualified to conduct an evaluation, but only in a flight simulation training device for a particular type aircraft, for a particular AOC holder.

Chicago Convention: ("Convention") The Convention on International Civil Aviation Concluded in Chicago, U.S.A. in 1944, in effect, 1947 and includes:-Any amendment to the convention which has into force under article 94/a of the convention and has been ratified by Ethiopia, Any annex and amendment thereto accepted under article 90 of the convention, and The international standards and recommended practices from time to time accepted and amended by International Civil Aviation Organization pursuant to article 37 of the convention

Citizen of Ethiopia: This term refers to one of the following:

- (i) An individual who is a citizen of Ethiopia;
- (ii) A partnership of which each member is a citizen of Ethiopia; or
- (iii) A corporation or association created or organized and authorized under the proclamations.

Civil Aircraft: Any aircraft other than a state or public aircraft.

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Civil Aviation: The operation of any civil aircraft for the purpose of general aviation operations, aerial work or commercial air transport operations.

Clearance Limit: The point to which an aircraft is granted an air traffic control clearance.

Climb phase. The operating phase defined by the time during which the engine is operated in the climb operating mode.

Cockpit audio recording system. A device that uses a combination of microphones and other audio and digital inputs to collect and record the aural environment of the cockpit and communications to, from and between the pilots.

COMAT. Operator material carried on an operator's aircraft for the operator's own purposes.

Combined vision system: A system to display electronic real-time images of the external scene achieved through the use of image sensors.

Commercial Air Transport Operation: An aircraft operation involving the public transport of passengers, cargo or mail for remuneration or hire.

Commercial Air Transport: An aircraft operation involving the public transport of passengers, cargo, or mail for remuneration or hire.

Common mark: A mark assigned by the International Civil Aviation Organization to the common mark registering Authority registering aircraft of an international operating agency on other than a national basis.

Common Mark Registering Authority: The Authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

Competency: A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.

Competency Element: An Action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

Competency Unit: A discrete function consisting of a number of competency elements.

Complex Aeroplane: An aero plane that has retractable landing gear, flaps, and a controllable pitch propeller; or in the case of a seaplane, flaps and a controllable pitch propeller.

Composite: Structural materials made of substances, including, but not limited to, wood, metal, ceramic, plastic, fiber-reinforced materials, graphite, boron, or epoxy, with built-in strengthening agents that may be in the form of filaments, foils, powders, or flakes, of a different material.

Computer System: Any electronic or automated system capable of receiving, storing, and processing external data, and transmitting and presenting such data in a usable form for the accomplishment of a specific function.

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Configuration (as applied to the aeroplane). A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affect the aerodynamic characteristics of the aeroplane.

Configuration Deviation List (CDL) : A list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.

Congested Area: A city, town, settlement, or open air assembly of people.

Congested hostile environment: A hostile environment within a congested area.

Consignment : One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.

Contracting States: All States that are signatories to the Convention on International Civil Aviation (Chicago Convention).

Continuing airworthiness: The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

Continuing airworthiness records. Records which are related to the continuing airworthiness status of an aircraft, engine, propeller or associated part.

Continuous descent final approach (CDFA): A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m(50ft) above the landing runway threshold or the point where the flare maneuver should begin for the type of aircraft flown.

Control Area: A controlled airspace extending upwards from a specified limit above the earth.

Controlled aerodrome. An aerodrome at which air traffic control service is provided to aerodrome traffic.

Controlled Airspace: airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Controlled Flight: Any flight which is subject to an air traffic control clearance.

Controlled Flight into Terrain: Occurs when an airworthy aircraft is flown, under the control of a qualified pilot, into terrain (water or obstacles) with inadequate awareness on the part of the pilot of the impending collision.

Controller-pilot Data Link Communications (CPDLC): A means of communication between controller and pilot, using data link for ATC communications.

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Control Zone: A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Conversion : Conversion is the Action taken by Ethiopia in issuing its own license on the basis of a license issued by another Contracting State for use on aircraft registered in Ethiopia.

Co-pilot: A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

Corporate aviation operation: The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.

Course: A program of instruction to obtain an aviation personnel license, rating, qualification, authorization, or currency.

Courseware: Instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programs, audio-visual programs, workbooks, and handouts.

Credit: Recognition of alternative means or prior qualifications.

Crew Member: A person assigned by an operator to duty on an aircraft during a flight duty period.

Crew Resource Management: A program designed to improve the safety of flight operations by optimizing the safe, efficient, and effective use of human resources, hardware, and information through improved crew communication and co-ordination.

Critical engine(s): Any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration.

Note.— On some aircraft there may be more than one equally critical engine. In this case, the expression “the critical engine” means one of those critical engines

Critical Phases of Flight: Those portions of operations involving taxiing, takeoff and landing, and all flight operations below 10,000 feet, except cruise flight.

Cross Country: A flight between a point of departure and a point of arrival following a pre- planned route using standard navigation procedures.

Cross-Country Time: That time a pilot spends in flight in an aircraft which includes a landing at a point other than the point of departure and, for the purpose of meeting the cross-country time requirements for a private pilot license (except with a rotorcraft rating), commercial pilot license, or an instrument rating, includes a landing at an aerodrome which must be a straight- line distance of more than 50 nautical miles from the original point of departure.

Cruise Climb: An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.

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Cruise Relief Pilot: A flight crew member who is assigned to perform pilot tasks during cruise flight to allow the PIC or co-pilot to obtain planned rest.

Cruising Level: A level maintained during a significant portion of a flight.

Current Flight Plan: The flight plan, including changes, if any, brought about by subsequent clearances.

Danger Area: An airspace of defined dimensions within which activities dangerous to the flight of the aircraft may exist at specified times.

Dangerous Goods: Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the ICAO Technical Instructions (see definition below) or which are classified according to those Instructions.

Dangerous Goods Accident: An occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage.

Dangerous Goods Incident: An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes an aircraft or its occupants is deemed to constitute a dangerous goods incident.

Dangerous Goods Transport Document: A document specified by the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air. It is completed by the person who offers dangerous goods for air transport and contains information about those dangerous goods. The document bears a signed declaration indicating that the dangerous goods are fully and accurately described by their proper shipping names and UN numbers (if assigned) and that they are correctly classified, packed, marked, labeled and in a proper condition for transport.

Data Link Communications: A form of communication intended for the exchange of messages via a data link.

Data link recording system. A device that records those messages whereby the flight path of the aircraft is authorized, controlled directly or indirectly, and which are relayed over a digital data-link rather than by voice communication.

Date of manufacture. The date of issue of the document attesting that the individual aircraft or engine as appropriate conforms to the requirements of the type or the date of an analogous document.

Deadhead Transportation: Time spent in transportation on aircraft (at the insistence of the AOC holder) to or from a crew member's home station.

Decision altitude (DA) or Decision height (DH): A specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

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Note 1. — Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.

Note 2. — The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.

Note 3. — For convenience where both expressions are used they may be written in the form “decision altitude /height” and abbreviated “DA/H”.

Defined Point after Takeoff: The point, within the takeoff and initial climb phase, before which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

Defined Point Before Landing: The point, within the approach and landing phase, after which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

Designated postal operator. Any governmental or non-governmental entity officially designated by Universal Postal Union (UPU) member country to operate postal services and to fulfill the related obligations arising from the acts of the UPU Convention on its territory.

Derivative version. An aircraft gas turbine engine of the same generic family as an originally type-certificated engine and having features which retain the basic core engine and combustor design of the original model and for which other factors, as judged by the certificating authority, have not changed.

Design landing mass. The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.

Design take-off mass. The maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.

Design taxiing mass. The maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.

Destination alternate: An alternate heliport at which a helicopter would be able to land should it become either impossible or inadvisable to land at the heliport of intended landing.

Note.—The heliport from which a flight departs may be an en-route or a destination alternate heliport for that flight.

Directly in Charge: As applied to an Approved Maintenance Organization in Part 6 - Means an appropriately licensed person having the responsibility for the work of an approved maintenance organization that performs maintenance, preventive maintenance, alterations, or other functions affecting aircraft airworthiness. A person directly in charge does not need to physically observe and direct each worker constantly but must be available for consultation on matters requiring instruction or decision from higher Authority.

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Director: The Director General of Ethiopian Civil Aviation Authority appointed by the Government.

Discrete source damage. Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.

Dry Lease: The lease of an aircraft without the crew.

Dual Instruction Time: Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.

Duty. Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.

Duty Period: As related to an air operator, a period which starts when flight or cabin crew personnel are required by an operator to report for or to commence a duty and ends when that person is free from all duties.

Duty Time: The total time from the moment a person identified in these rules and standards begins, immediately after a rest period, any work on behalf of the certificate holder until that person is free from all restraint associated with that work.

Economic Poison: Any substance or mixture of substances intended for:-

- (i) Preventing, destroying, repelling, or mitigating any insects, rodents, nematodes, fungi, weeds, and other forms of plant or animal life or viruses, except viruses on or in living human beings or other animals, which the Ethiopia may declare to be a pest, and
- (ii) Use as a plant regulator, defoliant or desiccant.

EDTO critical fuel: The fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure.

EDTO Significant system: An airplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aero plane during an EDTO diversion.

Effective Length of the Runway: The distance for landing from the point at which the obstruction clearance plane associated with the approach end of the runway intersects the centerline of the runway to the far end.

Electronic flight bag (EFB): An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.

Elevated heliport: A heliport located on a raised structure on land.

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Emergency Locator Transmitter (ELT) : A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following:

- (i) Automatic fixed ELT. An automatically activated ELT which is permanently attached to an aircraft.
- (ii) Automatic portable ELT. An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.
- (iii) Automatically deployable ELT. An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and in some cases, also be hydrostatic sensors. Manual deployment is also provided.
- (iv) survival ELT. An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.
- (v) ELT battery useful life. The length of time after its date of manufacture or recharge that the battery or battery pack may be stored under normal environmental conditions without losing its ability to allow the ELT to meet the applicable performance standards.
- (vi) ELT battery expiration date. The date of battery manufacture or recharge plus one half of its useful life.

Engine: A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

Enhanced Ground Proximity Warning (EGPWS): A forward looking warning system that uses the terrain data base for terrain avoidance.

Enhanced vision system (EVS): A system to display electronic real time images of the external scene achieved through the use of image sensors.

En-route alternate: An alternate heliport at which a helicopter would be able to land in the event that diversion becomes necessary while en-route.

En-route phase: That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase.

Note. — Where adequate obstacle clearance cannot be guaranteed visually, flights must be planned to ensure that obstacles can be cleared by an appropriate margin. In the event of failure of the critical engine, operators may need to adopt alternative procedures.

Equivalent System of Maintenance: An AOC holder may conduct maintenance activities through an arrangement with an AMO or may conduct its own maintenance, preventive maintenance, or alterations, so long as the AOC holder's maintenance system is approved by the Authority and is equivalent to that of an AMO, except that the approval for return to service of an aircraft/aeronautical product shall be made by an appropriately licensed aviation maintenance technician or aviation repair specialists in accordance with Part 2, as appropriate.

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Error: As relates to the flight crew, an or inaction by the flight crew that leads to deviations from organizational or flight crew intentions or expectations.

Error Management: The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft state.

Estimated Off-Block Time: The estimated time at which the aircraft will commence movement associated with departure.

Estimated Time of Arrival: For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that approach procedure will be commenced, or if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.

Evaluator: A person employed by a certified Approved Training Organization who performs tests for licensing, added ratings, authorizations, and proficiency checks that are authorized by the certificate holder's training specification, and who is authorized by the Authority to administer such checks and tests.

Examiner: Any person authorized by the Authority to conduct a pilot proficiency test, a practical test for an aviation personnel license or rating, or a knowledge test under these rules and standards.

Exception: As it related to dangerous goods in Part 9 - A provision in ICAO Annex 18 which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

Exhaust nozzle. In the exhaust emissions sampling of gas turbine engines where the jet effluxes are not mixed (as in some turbofan engines for example) the nozzle considered is that for the gas generator (core) flow only. Where, however, the jet efflux is mixed the nozzle considered is the total exit nozzle.

Expected Approach Time: The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing. The actual time of leaving the holding point will depend upon the approach clearance.

Extended diversion time operations (EDTO): Any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the Authority.

Extended Overwater Operation : With respect to aircraft other than helicopters, an operation over water at a horizontal distance of more than 50 nm from the nearest shoreline; and to helicopters, an operation over water at a horizontal distance of more than 50 nm from the nearest shoreline and more than 50 nm from an offshore heliport structure.

External equipment (helicopter): Any instrument, mechanism, part, apparatus, appurtenance, or accessory that is attached to or extends from the helicopter exterior but is not used nor is intended to be used for operating or controlling a helicopter in flight and is not part of an airframe or engine.

Facility: As used in Part 6, Approved Maintenance Organizations - A physical plant, including land, buildings, and equipment, which provide the means for the performance of maintenance, preventive maintenance, or modifications of any article.

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Fatal Injury: As relates to an aircraft accident, any injury which results in death within 30 days of the accident..

Fatigue. A physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, and/or workload (mental and/or physical activity) that can impair a person's alertness and ability to perform safety-related operational duties.

Fatigue Risk Management System (FRMS): A data-driven means of continuously monitoring and Managing Fatigue –related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.

Factor of safety. A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.

Flight data analysis: A process of analyzing recorded flight data in order to improve the safety of flight operations.

Flight Plan : Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Final approach segment (FAS): That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

Final approach and take-off area (FATO):

1. Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.
2. A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by helicopters operating in performance Class 1, the defined area includes the rejected take-off area available.

Filed Flight Plan: The flight plan as filed with an air traffic service unit by the pilot or a designated representative, without any subsequent changes.

Final approach segment (FAS): That segment of an instrument approach procedure in which alignment and decent for landing are accomplished.

Fireproof: The capability to withstand the application of heat by a flame for a period of 15 minutes..

Fire resistant. The capability to withstand the application of heat by a flame for a period of 5 minutes.

Flight(s): The period from takeoff to landing.

Flight Crew Member: A licensed crew member charged with duties essential to the operation of an aircraft during flight time.

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Flight Duty Period: The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.

Flight Information Centre: A unit established to provide flight information service and alerting service.

Flight Information Region: An airspace of defined dimensions within which flight information service and alerting service are provided.

Flight Information Service: A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

Flight Level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1,013.2 hectopascals (hPa), and is separated from other surfaces by specific pressure intervals.

Flight manual. A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.

Flight operations officer/flight dispatcher. A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Part 2, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

Flight Plan: Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft. The term "flight plan" is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.

Flight Recorder: Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. Note: This could include the cockpit voice recorder (CVR) or flight data recorder (FDR).

Flight Safety Document System :A set of inter-related documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance control manual.

Flight Simulation Training Device: Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

- (i) A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated.
- (ii) A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc., aircraft systems, and the performance and flight characteristics of aircraft of a particular class.

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(iii) A basic instrument flight trainer, which is equipped with appropriate instruments and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

Flight Status: An indication of whether a given aircraft requires special handling by air traffic services units or no.

Flight Time — Aeroplane: The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Flight Time — Helicopter: The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

Flight Time — Glider: The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

Flight Training: Training, other than ground training, received from an authorized instructor in flight in an aircraft.

Flight Visibility: The visibility forward from the cockpit of an aircraft in flight.

Foreign Air Operator : Any operator, not being an Ethiopia air operator, which undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in commercial air transport operations within borders or airspace of Ethiopia, whether on a scheduled or charter basis;

Foreign Authority: The civil aviation Authority that issues and oversees the Air Operator Certificate of the foreign operator.

Freight Container: See unit load device.

Freight Container in the Case of Radioactive Material Transport: An article of transport equipment designed to facilitate the transport of packaged goods, by one or more modes of transport without intermediate reloading. It must be of a permanent enclosed character, rigid and strong enough for repeated use, and must be fitted with devices facilitating its handling, particularly in transfer between aircraft and from one mode of transport to another. A small freight container is that which has either an overall outer dimension less than 1.5 m, or an internal volume of not more than 3m³. Any other freight container is considered to be a large freight container.

General Aviation Operation: An aircraft operation of a civil aircraft for other than a commercial air transport operation or aerial work operation.

Glider: A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain, fixed under given conditions of flight.

Ground handling: Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.

Ground Proximity Warning System (GPWS) : A warning system that uses radar altimeters to alert the pilots of hazardous flight conditions.

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Ground Visibility: The visibility at an aerodrome, as reported by an accredited observer.

Gyroplane. A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

Handling Agent: An agency which performs on behalf of the operator some or all of the latter's functions including receiving, loading, unloading, transferring or other processing of passengers or cargo.

Heading: The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

Head-up display(HUD): A display system that presents flight information into the pilot's forward external field of view.

Heavier-Than-air Aircraft: Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

Height. The vertical distance of a level, a point or an object considered a point, measured from a specified datum.

Helicopter: A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis.

- (i) Performance Class 1 helicopter. A helicopter with performance such that, in case of critical engine failure, it is able to land on the rejected takeoff area or safely continues the flight to an appropriate landing area, depending on when the failure occurs.
- (ii) Performance Class 2 helicopter. A helicopter with performance such that, in case of critical engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after takeoff or after a defined point before landing, in which case a forced landing may be required.
- (iii) Performance Class 3 helicopter. A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.

Helicopter operating minima: The limits of usability of a heliport for:

- (a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
- (b) landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and
- (c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.

Helideck: A heliport located on a floating or fixed offshore structure.

Heliport: An aerodrome or defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters.

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High Speed Aural Warning: A speed warning that is required for turbine-engined airplanes and airplanes with a VMO/MMO greater than 0.80 VDF/MDF or VD/MD.

Holdover Time: The estimated time de-icing/anti-icing fluid will prevent the formation of frost or ice and the accumulation of snow on the protected surfaces of an aircraft. Holdover time begins when the final application of de-icing or anti-icing fluid commences and expires when the de-icing or anti-icing fluid applied to the aircraft loses its effectiveness.

Hostile environment:

- (a) safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate; or
- (b) the helicopter occupants cannot be adequately protected from the elements; or
- (c) search and rescue response/capability is not provided consistent with anticipated exposure; or
- (d) there is an unacceptable risk of endangering persons or property on the ground.

Housing: As it related to Approved Maintenance Organizations in Part 6 - Buildings, hangers, and other structures to accommodate the necessary equipment and materials of a maintenance organization that:-

- (i) Provide working space for the performance of maintenance, preventive maintenance, or modifications for which the maintenance organization is approved and rated; and
- (ii) Provide structures for the proper protection of aircraft, airframes, aircraft engines, propellers, appliances, components, parts, and subassemblies thereof during disassembly, cleaning, inspection, repair, modification, assembly, and testing; and
- (iii) Provide for the proper storage, segregation, and protection of materials, parts, and supplies.

Human Factors Principles: Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

Human Performance: Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

ICAO: Where used in these rules and standards, this is an abbreviation for the International Civil Aviation Organization.

IFR: The acronym used to designate the instrument flight rules.

IMC: The acronym used to designate instrument meteorological conditions.

Incident: An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

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Includes : A rule of construction in Part 1.1.1.1(a)(5) that means “includes but is not limited to.”

Inspection: The examination of an aircraft or aeronautical product to establish conformity with a standard approved by the Authority.

Instructions for continued airworthiness. A set of descriptive data, maintenance planning and accomplishment instructions, developed by a design approval holder in accordance with the certification basis for the product, providing operators with the necessary information for development of their own maintenance programme and accomplishment instructions.

Instrument Approach Procedure: A series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

Instrument approach operation: An approach and landing using instruments for navigation guidance based on instrument approach procedure.

Instrument Flight Time: Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.

Instrument Ground Time: Time during which a pilot is practicing, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.

Instrument Meteorological Conditions: Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

Instrument Time: Time in which cockpit instruments are used as the sole means for navigation and control, which may be instrument flight time or instrument ground time.

Instrument Training: Training which is received from an authorized instructor under actual or simulated instrument meteorological conditions.

Interchange Agreement: A leasing agreement which permits an air carrier to dry lease and take or relinquish operational control of an aircraft at an airport.

International Commercial Air Transport: The carriage by aircraft of persons or property for remuneration or hire or the carriage of mail between any two or more countries.

International Operating Agency: An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation.

Investigation :As relates to an aircraft accident or incident, a process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations.

Investigator-in-Charge: As relates to an aircraft accident or indent, a person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.

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Isolated aerodrome: A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.

Journey Log: A form signed by the PIC of each flight that records the aeroplane's registration, crew member names and duty assignments, the type of flight, and the date, place, and time of arrival and departure.

Knowledge Test: A test on the aeronautical knowledge areas required for an aviation personnel license or rating that can be administered in written form or by a computer.

Landing Area: That part of a movement area intended for the landing or takeoff of an aircraft.

Landing distance available (LDA): The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

Landing Decision Point: The point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated.

Landing surface. That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.

Large Aeroplane: An aeroplane of a maximum certificated take-off mass of over 5 700 kg. (12,500 lbs.).

Level: A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

Licensing Authority: The Authority designated by the Contracting State as responsible for the licensing of personnel.

Life-limited Part: Any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.

Lighter-than-air Aircraft: Any aircraft supported chiefly by its buoyancy in the air.

Limit loads. The maximum loads assumed to occur in the anticipated operating conditions.

Line Maintenance: Any unscheduled maintenance resulting from unforeseen events, or scheduled checks that contain servicing and/or inspections that do not require specialized training, equipment or facilities.

Line Operating Flight Time: Flight time recorded by the PIC or Co-Pilot while in revenue service for an AOC holder.

Load factor. The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions.

Long Range Overwater Flights: Routes on which an aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing.

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Low Altitude Wind Shear Warning and Guidance System: A system that will issue a warning of low altitude wind shear and in some cases provide the pilot with guidance information of the escaper maneuver.

Mach Number Indicator: An indicator that shows airspeed as a function of the Mach number.

Maintenance: The performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

Maintenance Control Manual: A document that describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.

Maintenance program: A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.

Maintenance Procedures Manual: A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.

Maintenance records. Records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part.

Maintenance Release: A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, in accordance with appropriate airworthiness requirements

Major Alteration: Major alteration means an alteration not listed in the aircraft, aircraft engine, or propeller specifications – (1) that might appreciably affect weight, balance, structural strength, performance, power plant, operations, flight characteristics, or other qualities affecting airworthiness; or (2) that cannot be done by elementary operations.

Major modification. In respect of an aeronautical product for which a Type certificate has been issued, a change in the Type Design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, powerplant operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product.

Major Repair : Major repair means a repair: (1) that if improperly done might appreciably affect weight, balance, structural strength, performance, power plant, operations, flight characteristics, or other qualities affecting airworthiness; or (2) that is not done according to accepted practices or cannot be done by elementary operations.

Maneuvering Area: That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, excluding aprons.

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Master Minimum Equipment List (MMEL): A list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures. The MMEL provides the basis for development, review, and approval by the Authority of an individual operator's MEL.

Maximum diversion time: Maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome.

Maximum Mass: Maximum certificated take-off-mass.

May: A rule of construction in Part 1.1.1.1.(a)(3) that indicates that discretion can be used when performing an act described in a Rules and Standards.

Medical Certificate: The evidence issued by the Authority that the license holder meets specific requirements of medical fitness. It is issued following an evaluation by the Licensing AUTHORITY of the report submitted by the designated medical examiner who conducted the examination of the applicant for the license.

Meteorological information.~~Meteorological information:~~ Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

Minimum Equipment List (MEL): A list approved by the Authority which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type.

Minister: This term means the Minister of Transport.

Modification: A change to the type design of an aircraft, engine or propeller.

Note. — A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release.

Movement Area: That part of an aerodrome to be used for takeoff, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s).

Navigable Airspace: The airspace above the minimum altitudes of flight prescribed in these Model rules and standards (Part 8) and includes airspace needed to insure safety in the takeoff and landing of aircraft.

Navigation of Aircraft: A function which includes the piloting of aircraft.

Navigation specification: A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:

- (i) **Required navigation performance (RNP) specification.** A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.

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- (ii) **Area navigation (RNAV) specification.** A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

Night: The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise. Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.

Non-congested hostile environment: A hostile environment outside a congested area.

Non hostile environment: An environment in which:

- (a) a safe forced landing can be accomplished because the surface and surrounding environment are adequate;
- (b) the helicopter occupants can be adequately protected from the elements;
- (c) search and rescue response/capability is provided consistent with anticipated exposure; and
- (d) the assessed risk of endangering persons or property on the ground is acceptable.

Note. — Those parts of a congested area satisfying the above requirements are considered non-hostile.

Obstacle clearance altitude (OCA) or Obstacle clearance height (OCH): The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable used in establishing compliance with appropriate obstacle clearance criteria.

Note 1. — Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.

Note 2. — For convenience when both expressions are used they may be written in the form “obstacle clearance altitude/height” and abbreviated “OCA/H”.

Ornithopter: A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

Operation: An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards.

Operational Flight Plan: The operator's plan for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations, and relevant expected conditions on the route to be followed and at the aerodromes or heliports concerned.

Operation in performance class 1: Operations with performance such that, in the event of a critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing

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area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter must be able to land within the rejected take-off or landing area.

Operation in performance class 2: Operations with performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off maneuver or late in the landing maneuver, in which cases a forced landing may be required.

Operation in performance class 3: Operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.

Operations Manual: A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

Operations specifications: The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.

Note 1: The operations specifications are part of an operator's certificate (air operator certificate, approved training organization certificate, approved maintenance organization certificate, etc.) that is used to administer safety standards and define the provisions and limitations within which the operator may conduct business operations. Operations specifications are issued by the Authority and considered a legal, contractual agreement between the Authority and the operator.

Operator: A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Operational Control: The exercise of Authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

Operations Manual: A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

Operational personnel. Personnel involved in aviation activities who are in a position to report safety information.

Note. Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance technicians; personnel of aircraft design and manufacturing organizations; cabin crews; flight dispatchers; apron personnel; and, ground handling personnel.

Organization responsible for the type design. The organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State

Orphan aircraft type.— An aircraft which has its Type Certificate revoked by the State of Design, and no longer has a designated State of Design in accordance with Annex 8. These aircraft do not meet the Standards of Annex 8.

Overhaul: The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and tested in accordance with approved standards and technical data, or in accordance with

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current standards and technical data acceptable to the AUTHORITY, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorization (PMA) or Technical Standard Order (TSO).

Overpack: An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.

Oxides of nitrogen. The sum of the amounts of the nitric oxide and nitrogen dioxide contained in a gas sample calculated as if the nitric oxide were in the form of nitrogen dioxide.

Package: The complete product of the packing operation consisting of the packaging and its contents prepared for transport.

Packaging: Receptacles and any other components or materials necessary for the receptacle to perform its containment.

Passenger Aircraft: An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national Authority or a person accompanying a consignment or other cargo.

Passenger Exit Seats: Those seats having direct access to an exit, and those seats in a row of seats through which passengers would have to pass to gain access to an exit, from the first seat inboard of the exit to the first aisle inboard of the exit. A passenger seat having "direct access" means a seat from which a passenger can proceed directly to the exit without entering an aisle or passing around an obstruction.

Performance-based communication (PBC). Communication based on performance specifications applied to the provision of air traffic services.

Performance-based navigation (PBN): Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

Note: Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.

Performance-based surveillance (PBS). Surveillance based on performance specifications applied to the provision of air traffic services.

Performance Class 1 helicopter. A helicopter with performance such that, in case of engine failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area.

Performance Class 2 helicopter. A helicopter with performance such that, in case of engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.

Performance Class 3 helicopter. A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.

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Performance Criteria: A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

Person: Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes any trustee, receiver, assignee, or other similar representative of these entities.

Pilot in Command: The pilot responsible for the operation and safety of the aircraft during flight time. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of the flight.

Pilot Time: That time a person:-

- (i) Serves as a required pilot;
- (ii) Receives training from an authorized instructor in an aircraft, or an approved flight simulation training device; or
- (iii) Gives training as an authorized instructor in an aircraft, or an approved flight simulation training device.

Pressure Altitude: An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

Primary Standard: A standard defined and maintained by a State Authority and used to calibrate secondary standards.

Point of no return: The last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight.

Powered-Lift: A heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on nonrotating airfoil(s) for lift during horizontal flight.

Powerplant. The system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter.

Practical Test: See Skill test.

Pre-flight Inspection: The inspection carried out before flight to insure that the aircraft is fit for the intended flight.

Prescribed: A rule of construction in Part 1.1.1.1.(a)(8) that means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states "shall," or a discretionary requirement if the written policy or methodology states "may."

Pressurized Aircraft: For aviation personnel-licensing purposes, means an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL.

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Preventive Maintenance: Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

Problematic use of Substances: The use of one or more psychoactive substances by aviation personnel in a way that:

- (i) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
- (ii) Causes or worsens an occupational, social, mental or physical problem or disorder.

Proclamation: The Civil Aviation Proclamation No.616/2008 of Ethiopia

Prohibited Area: An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Propeller: A device for propelling an aircraft that has blades on a power plant driven shaft and that, when rotated, produces by its Action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of power plants.

Proper Shipping Name: The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging.

Psychoactive Substances: Alcohol, opioids, canabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Public Aircraft: An aircraft used exclusively in the service of any government or of any political jurisdiction thereof, including the Government of Ethiopia, but not including any government owned aircraft engaged in operations which meet the definition of commercial air transport operations.

Quality Assurance: Quality assurance, as distinguished from quality control, involves activities in the business, systems, and technical audit areas. A set of predetermined, systematic Actions which are required to provide adequate confidence that a product or service satisfies quality requirements.

Quality Control: The regulatory inspection process through which actual performance is compared with standards, such as the maintenance of standards of manufactured aeronautical products, and any difference is acted upon.

Quality System: Documented organizational procedures and policies; internal audit of those policies procedures; management review and recommendation for quality improvements.

Radiotelephony: A form of radio communication primarily intended for the exchange of information in the form of speech.

Rated Air Traffic Controller: An air traffic controller holding a license and valid ratings appropriate to the privileges to be exercised.

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Rated thrust. For engine emissions purposes, the maximum take-off thrust approved by the certificating authority for use under normal operating conditions at ISA sea level static conditions, and without the use of water injection. Thrust is expressed in kilonewtons.

Rating: An authorization entered on or associated with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license or certificate.

Rebuild: The restoration of an aircraft/aeronautical product by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.

Reference Standard: A standard that is used to maintain working standards.

Reference pressure ratio. The ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure at the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions.

Re-issue of a License, Rating, Authorization or Certificate: The administrative Action taken after a license, rating, authorization or certificate has lapsed that re-issues the privileges of the license, rating, authorization or certificate for a further specified period consequent upon the fulfillment of specified requirements.

Remotely piloted aircraft (RPA). An unmanned aircraft which is piloted from a remote pilot station.

Rendering (a Certificate of Airworthiness) Valid: The Action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.

Renewal of License, Rating, Authorization or Certificate: The administrative Action taken within the period of validity of a license, rating, authorization or certificate that allows the holder to continue to exercise the privileges of a license, rating, authorization or certificate for a further specified period consequent upon the fulfillment of specified requirements.

Repair: The restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear.

Repetitive Flight Plan (RPL): A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATC units.

Reporting Point: A specified geographical location in relation to which the position of the aircraft can be reported.

Required communication performance (RCP) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.

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Required Inspection Items: As used in Part 5, maintenance items and/or alterations that must be inspected by a person other than the one performing the work, and include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not properly performed or if improper parts or materials are used.

Required surveillance performance (RSP) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.

Rest Period: A period free of all restraint, duty or responsibility for persons identified in these rules and standards conducting commercial air transport operations or work under a certificate or approval from the Authority.

Restricted Area: airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

Rotorcraft: A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

Rotorcraft Flight Manual: A manual, associated with the certificate of airworthiness, containing limitations within which the rotorcraft is to be considered airworthy, and instructions and information necessary to the flight crew members of the safe operation of the rotorcraft.

Rotorcraft Load Combinations: Configurations for external loads carried by rotorcraft:-

- (i) Class A—external load fixed to the rotorcraft, cannot be jettisoned, and does not extend below the landing gear, used to transport cargo.
- (ii) Class B—external load suspended from the rotorcraft, which can be jettisoned, and is transported free of land or water during rotorcraft operations.
- (iii) Class C—external load suspended from the rotorcraft, which can be jettisoned, but remains in contact with land or water during rotorcraft operation.
- (iv) Class D—external load suspended from the rotorcraft for the carriage of persons. (326) (326) Route sector: A flight comprising take off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

Runway: A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

Runway visual range (RVR): The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

Runway-Holding Position: A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.

Safe forced landing: Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

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Safety-Sensitive Personnel: Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.

Safety. The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Safety Management System (SMS): A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

Safety performance. A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.

Safety performance indicator. A data-based parameter used for monitoring and assessing safety performance.

Safety performance target. The planned or intended objective for safety performance indicator(s) over a given period.

Safety risk. The predicted probability and severity of the consequences or outcomes of a hazard.

Safety Recommendation: A proposal of the accident investigation Authority of the State conducting the investigation, based on information derived from the investigation made with the intention of preventing accidents or incidents.

Satisfactory evidence. A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.

Secondary Standard: A standard maintained by comparison with a primary standard.

Series of flights: Series of flights are consecutive flights that:

- a) begin and end within a period of 24 hours; and
- b) are all conducted by the same pilot-in-command.

Serious Incident: An incident involving circumstances indicated that an accident nearly occurred.

Serious Injury: An injury which is sustained by a person in an accident and which:

- (i) Requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received;
- (ii) Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (iii) Involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage; or
- (iv) Involves injury to any internal organ; or
- (v) Involves second or third degree burns, or any burns affecting more than 5% of the body surface; or
- (vi) Involves verified exposure to infectious substances or injurious radiation.

Shall: A rule of construction in Part 1.1.1.1. (a)(1) that indicates a mandatory requirement.

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Signal area: An area on an aerodrome used for the display of ground signals.

Signature: An individual's unique identification used as a means of authenticating a record entry or record. A signature may be hand-written, electronic, or any other form acceptable to the Authority.

Skill Test: A competency test on the areas of operations for a license, certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, or in an approved flight simulation training device, or in a combination of these.

Small Aeroplane: An aeroplane of a maximum certificated take-off mass of 5 700 kg or less.

Smoke. The carbonaceous materials in exhaust emissions which obscure the transmission of light.

Smoke Number. The dimensionless term quantifying smoke emissions.

Solo Flight: Flight time during which a student pilot is the sole occupant of the aircraft, or that flight time during which the student act as a PIC of a gas balloon or an airship requiring more than one flight crewmember.

Spare Parts: Any parts, appurtenances, and accessories of aircraft (other than aircraft engines and propellers), of aircraft engines (other than propellers), of propellers, and of appliances, maintained for installation or use in an aircraft, aircraft engine, propeller, or appliance, but which at the time are not installed therein or attached thereto.

Special Aircraft Jurisdiction of Ethiopia: This includes:

- (i) Civil aircraft of Ethiopia; and
- (ii) Any other aircraft within the jurisdiction of Ethiopia, while the aircraft is in flight, which is from the moment when all external doors are closed following embarkation until the moment when one such door is opened for disembarkation or, in case of a forced landing, until the competent authorities take over the responsibility of the aircraft and the persons and property aboard.

Special VFR Flight: A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

Specialized Maintenance: Any maintenance not normally performed by an AMO (e.g., tire retreating, plating, etc.).

Specific Operating Provisions: the Specific Operating Provisions describe the ratings (Class and/or Limited) in detail and will contain or reference material and process specifications used in performing repair work, along with any limitations applied to the maintenance organization. The accountable manager and the Authority sign this document.

Standard: An object, artifact, tool, test equipment, system, or experiment that stores, embodies, or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity. It also includes a document describing the operations and process that must be performed in order for a particular end to be achieved.

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Standard atmosphere. An atmosphere defined as follows:

- (a) the air is a perfect dry gas;
- (b) the physical constants are:
 - Sea level mean molar mass:
 $M_0 = 28.964\ 420 \times 10^{-3} \text{ kg mol}^{-1}$
 - Sea level atmospheric pressure:
 $P_0 = 1\ 013.250 \text{ hPa}$
 - Sea level temperature:
 $t_0 = 15^\circ\text{C}$
 $T_0 = 288.15 \text{ K}$
 - Sea level atmospheric density:
 $\rho_0 = 1.225\ 0 \text{ kg m}^{-3}$
 - Temperature of the ice point:
 $T_i = 273.15 \text{ K}$
 - Universal gas constant:
 $R^* = 8.314\ 32 \text{ JK}^{-1}\text{mol}^{-1}$

(c) the temperature gradients are:

Geopotential altitude (km)		<i>Temperature gradient (Kelvin per standard geopotential kilometre)</i>
<i>From</i>	<i>TO</i>	
-5.0	11.0	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

Note 1.— The standard geopotential metre has the value $9.80665 \text{ m}^2 \text{ s}^{-2}$.

Note 2.— See Doc 7488 for the relationship between the variables and for tables giving the corresponding values of temperature, pressure, density and geopotential.

Note 3.— Doc 7488 also gives the specific weight, dynamic viscosity, kinematic viscosity and speed of sound at various altitudes.

State of Destination: The State in the territory of which the consignment is finally to be unloaded from an aircraft.

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State safety programme (SSP). An integrated set of regulations and activities aimed at improving safety.

State of Design: The State having jurisdiction over the organization responsible for the type design.

State of Manufacture: The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

State of Occurrence: The State in the territory of which an accident or incident occurs.

State of the aerodrome: The State in whose territory the aerodrome is located.

State of the Operator: The State in which the operator's principal place of business is located, or, if there is no such place of business, the operator's permanent residence.

State of Origin: The State in the territory of which the consignment is first to be loaded on an aircraft.

State of Registry: The State on whose register an aircraft is entered.

Substantial Damage: Damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this substantial damage relating to an aircraft accident.

Subsonic Aeroplane: An aeroplane incapable of sustaining level flight at speeds exceeding flight Mach number of 1.

Synthetic Flight Trainer: See Flight simulation training device.

Synthetic vision system (SVS): A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.

Taxi/ground idle. The operating phases involving taxi and idle between the initial starting of the propulsion engine(s) and the initiation of the take-off roll and between the time of runway turn-off and final shutdown of all propulsion engine(s).

Taxiing: Movement of an aircraft on the surface of an aerodrome under its own power, excluding takeoff and landing.

Taxiway: A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:

- (i) Aircraft stand taxilane. A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.
- (ii) Apron taxiway. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.

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- (iii) Rapid exit taxiway. A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.

Takeoff alternate: An alternate heliport at which a helicopter would be able to land should this become necessary shortly after take-off and it is not possible to use the heliport of departure.

Takeoff Decision Point: The point used in determining takeoff performance of a Class 1 helicopter from which, an engine failure occurring at this point, either a rejected takeoff may be made or a takeoff safely continued.

Take-off decision point (TDP). Take-off decision point (TDP): The point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued.

Note.— TDP applies only to helicopters operating in performance Class 1.

Takeoff and initial climb phase. Take-off and initial climb phase: That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.

Take-off phase. The operating phase defined by the time during which the engine is operated at the rated thrust.

Take-off surface. That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.

Target level of safety (TLS): A generic term representing the level of risk which is considered acceptable in particular circumstances.

Technical Instructions: The latest effective edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc. 9284-AN/905), including the supplement and any addendum, approved and published by decision of the Council of the ICAO. The term "Technical Instructions" is used in this Part.

Terminal Control Area: A control area normally established at the confluence of ATC routes in the vicinity of one or more major aerodromes.

Terrain Awareness Warning System: A system that provides the flight crew with sufficient information and alerting to detect a potentially hazardous terrain situation and so the flight crew may take effective Action to prevent a controlled flight into terrain (CFIT) event.

Threat: As relating to flight, events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

Threat Management: The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft.

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Threshold time. The range, expressed in time, established by the State of the Operator, to an en-route alternate aerodrome, whereby any time beyond requires an EDTO approval from the State of the Operator.

Total Estimated Elapsed Time: For IFR flights, the estimated time required from takeoff to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from takeoff to arrive over the destination aerodrome.

Total vertical error (TVE): The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).

Traceability: A characteristic of a calibration, analogous to a pedigree. A traceable calibration is achieved when each Measurement Device and Working Standard, in a hierarchy stretching back to the National Standard, was itself properly calibrated, and the results properly documented. The documentation provides the information needed to show that all calibrations in the chain of calibrations were properly performed.

Track: The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

Traffic Avoidance Advice: Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.

Traffic Information: Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.

Training Manual: A manual containing the training goals, objectives, standards syllabi, and curriculum for each phase of the approved training course.

Training Procedures Manual: A manual containing procedures, instructions and guidance for use by personnel of an Approved Training Organization in the execution of their duties in meeting the requirements of the certificate.

Training Specifications: A document issued to an Aviation Training Organization certificate holder by the Ethiopia that specifies training program requirements and authorizes the conduct of training, checking, and testing with any limitations thereof.

Training Program: Program that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a specialty curriculum.

Transfer Standard: Any standard that is used to compare a measurement process, system, or device at one location or level with another measurement process, system or device at another location or level.

Transition Altitude: The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

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Training Time: The time spent receiving from an authorized instructor flight training, ground training, or simulated flight training in an approved flight simulation training device.

Training to Proficiency: The process of the check aviation personnel administering each prescribed maneuver and procedure to a pilot as necessary until it is performed successfully during the training period.

Type Certificate: A document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State.

Note.— In some Contracting States a document equivalent to a Type Certificate may be issued for an engine or propeller type.

Type design. The set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination.

Ultimate load. The limit load multiplied by the appropriate factor of safety.

Unburned hydrocarbons. The total of hydrocarbon compounds of all classes and molecular weights contained in a gas sample, calculated as if they were in the form of methane.

Undesired Aircraft State: Occurs when the flight crew places the aircraft in a situation of unnecessary risk.

UN Number: The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of articles or substances.

Unit Load Device: Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

Unmanned Free Balloon: A non-power-driven, unmanned, lighter-than-air aircraft in free flight.

Validation: The Action taken by the Authority as an alternative to issuing its own license, in accepting a license issued by another Contracting State as the equivalent of its own license for use on aircraft registered in Ethiopia.

VFR: The acronym used to designate the visual flight rules.

VFR flight: A flight conducted in accordance with the visual flight rules.

Visibility: Visibility for aeronautical purposes is the greater of:

- (i) The greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;
- (ii) The greatest distance at which lights in the vicinity of 1,000 candelas can be seen and identified against an unlit background.

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Visual Meteorological Conditions: Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

VMC: The acronym used to designate visual meteorological conditions.

VTOSS: .The minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits.

Note.— The speed referred to above may be measured by instrument indications or achieved by a procedure specified in the flight manual.

Wet Lease: The lease of an aircraft with crew and other back-up.

Will: A rule of construction in Part 1.1.1.1 (a)(4) that indicates an Action incumbent upon the Authority.

1.6 REPEALS AND SAVINGS PROVISIONS

- (a) Any rules and standards, directive, order or practice inconsistent with this rules and standards, is not applicable with respect to matters provided for by these rules and standards
- (b) A license, certificate or any other authorization issued to an operator prior to the entry into force of these rules and standards shall continue in force as if it was issued under these rules and standards, until it expires or is cancelled by the Authority.
- (c) A person who was operating as an operator, before the entry into force these rules and standards shall comply with these rules and standards within twelve months after the entry into force of these rules and standards.

IS: 1.2.1.8 LIST OF PSYCHOACTIVE SUBSTANCES

- (a) The following are deemed to be psychoactive substances:
 - (1) Alcohol;
 - (2) Opioids;
 - (3) Cannabinoids;
 - (4) Sedatives and hypnotics;
 - (5) Cocaine and other stimulants (except caffeine);
 - (6) Hallucinogens; and
 - (7) Volatile solvents.

IS: 1.3.3. LEGAL ENFORCEMENT ACTIONS

- (a) These sample sanction guidance tables provide approaches to assessment of sanctions for violations of these rules and standards.

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- (b) These tables describe civil penalties as minimum, moderate, or maximum for a single violation of a particular rule and standards, in accordance with Article 78/2 and article 78/3 of the Proclamation. These terms are defined as in the following tables.

TABLE 1. RANGE OF CIVIL PENALTIES

Party Committing Violation	Amount of Civil Penalty
Air Carriers	Maximum: [130,000-150,000] Moderate: [101,000-129,999] Minimum: [Birr 100,000]
Aerodrome Operators	Maximum: [80,000-100,000] Moderate: [51,000-79,999] Minimum: [50,000]
Air Carrier Personnel	Maximum: [80,000-100,000] Moderate: [51,000-79,999] Minimum: [50,000]
General Aviation Owners, Operators,	Maximum: [80,000-100,000] Moderate: [51,000-79,999] Minimum: [50,000]
General Aviation personnel	Maximum: [80,000-100,000] Moderate: [51,000-79,999] Minimum: [50,000]
Approved Maintenance Organizations	Maximum: [80,000-100,000] Moderate: [51,000-79,999] Minimum: [50,000]
Approved Training Organizations	Maximum: [80,000-100,000] Moderate: [51,000-79,999] Minimum: [50,000]

TABLE 2. SANCTIONS

Violation	Sanction per Violation
I. AIR OPERATORS AND AIRPORT OPERATORS	
1. Maintenance Manual	
(a) Failure to maintain current manual	Suspend until manuals are current to 7 day suspension and thereafter until manuals are made current
(b) Failure to provide adequate instructions & procedures in manual	Moderate to maximum civil penalty
(c) Failure to distribute manual to appropriate personnel	Moderate civil penalty
(d) Release of aircraft without required equipment	Maximum civil penalty to 7-day suspension

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Violation	Sanction per Violation
2. Failure to comply with Airworthiness Directives	Moderate to maximum civil penalty
3. Operations Specifications	
(a) Failure to comply with inspection and overhaul time limitations	Maximum civil penalty to 7-day suspension
(b) Operations contrary to operations specifications	Maximum civil penalty
4. Failure to provide adequately for proper servicing, maintenance, repair, and inspection of facilities and equipment	Maximum civil penalty to suspension until proper servicing maintenance, repair, and inspection of facilities and equipment is provided
5. Failure to provide or maintain a maintenance & inspection organization	Maximum civil penalty to suspension until appropriate maintenance and inspection organization is provided
6. Training Program	
(a) Failure to have or maintain an effective training program	Maximum civil penalty to suspension until compliance is demonstrated
(b) Failure to train specific personnel adequately	Moderate to maximum civil penalty
7. Failure to ensure that maintenance release is completed and signed	Moderate to maximum civil penalty
8. Performance of maintenance by unauthorized persons	Maximum civil penalty
9. Failure to perform or improper performance of maintenance	Maximum civil penalty
10. Failure to revise aircraft data after repair	Moderate to maximum civil penalty
11. Records and Reports	
(a) Failure to make accurate mechanical interruption summary report	Moderate to maximum civil penalty
(b) Failure to make available reports of major alterations or repairs	Moderate to maximum civil penalty
(c) Failure to make accurate mechanical reliability reports	Moderate to maximum civil penalty
(d) Failure to keep maintenance records	Maximum civil penalty to 7-day suspension and thereafter until aircraft is in airworthy conditions
(e) Failure to make required entry in aircraft log	Moderate to maximum civil penalty
(f) Failure to make available pilot records	Moderate to maximum civil penalty
(g) Failure to make available load manifests	Moderate to maximum civil penalty

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Violation	Sanction per Violation
(h) Failure to satisfactorily correct and advise to that effect to the Authority by the due date in respect of ECAA identified audit and/or inspection finding	
12. Operation of an un airworthy aircraft	
(a) Technical non-conformity to type certificate, but no likely effect (potential or Actual) on safe operation	Minimum civil penalty
(b) Non-conformity which may have an adverse effect on safety of operation	Moderate civil penalty
(c) Non-conformity which has an adverse effect (Actual or potential) on safe operation	Maximum civil penalty
13. Serving alcoholic beverages to or boarding a person who appears to be intoxicated	Maximum civil penalty
14. Failure to make available a seat on the flight deck for Authority inspectors conducting an en route inspection	Maximum civil penalty
15. Using an unqualified crewmember	Maximum civil penalty
16. Improperly returning an aircraft to service	Maximum civil penalty
17. Illegal carriage of controlled substance with knowledge of carrier, i.e., knowledge of management personnel	Revocation
18. Failure to submit corrective action in response to reported noncompliance findings by the due date	Maximum civil penalty to suspension until Corrective action is submitted
18. Security Violations	
(a) Failure to properly screen baggage or each passenger	Maximum civil penalty
(b) Un authorized access to airport operations area`	Maximum civil penalty
(c) Failure to comply with air carrier security program, including failure to detect weapons, incendiary and other dangerous devices	Maximum civil penalty
(d) Management personnel coerce, condone, or encourage falsification of records/reports	Revocation
(e) Deliberate failure to maintain employee records	Maximum civil penalty
(f) Failure to challenge	Moderate civil penalty
(g) Failure to test screeners or test equipment	Moderate civil penalty
(h) Failure to properly train	Moderate civil penalty
(i) Unintentional failure to maintain screener test records	Minimum to moderate civil penalty
(j) Improper use of dosimeters	Minimum civil penalty
(k) Failure to display identification	Minimum to moderate civil penalty

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Violation	Sanction per Violation
(l) Failure to manage/control identification system	Maximum civil penalty
(m) Failure to conduct background check	Minimum to moderate civil penalty
(n) Failure to detect test objects	Maximum civil penalty
(o) Failure to comply with approved or current security program	Maximum civil penalty
(p) Failure of the law enforcement officer to respond in a timely manner	Maximum civil penalty
II. PERSONNEL OF AIR CARRIERS	
1. Maintenance performed by an authorized personnel	
(a) Without a license	Maximum civil penalty
(b) Exceeding limitations	30 to 45 day suspension
2. Failure to properly perform maintenance	30 to 120 day suspension
3. Inspection personnel	
(a) Failure to make required inspection	30 to 60 day suspension
(b) Making improper inspection	30 to 120 day suspension
(c) Improperly releasing an aircraft to service	30 to 60 day suspension
4. Records and reports	
(a) Failure to make entries in aircraft log	15 to 60 day suspension
(b) Failure to make entries in worksheets	15 to 30 day suspension
(c) Failure to sign off work or inspection performed	15 to 30 day suspension
(d) Failure to complete and sign maintenance release	15 to 30 day suspension
(e) Falsification of records or reports	Revocation
5. Releasing aircraft for service without required equipment	30 to 60 day suspension
6. Pre-flight	
(a) Failure to use pre-flight cockpit checklist	15 to 30 day suspension
(b) Failure to check aircraft logs, flight manifests, weather, etc.	30 to 90 day suspension
7. Taxiing	
(a) Failure to adhere to taxi clearance or instruction	30 to 60 day suspension
(b) Collision while taxiing	30 to 120 day suspension
(c) Jet blast	30 to 180 day suspension

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Violation	Sanction per Violation
(d) Taxiing with passenger standing	30 to 60 day suspension
8. Takeoff	
(a) Takeoff against instruction or clearance	60 to 120 day suspension
(b) Takeoff below weather minima	60 to 120 day suspension
(c) Takeoff in overloaded aircraft	60 to 120 day suspension
9. En route	
(a) Deviation from clearance or instruction	30 to 90 day suspension
(b) Operating VFR within clouds	90 day suspension to revocation
(c) Operation of an airworthy aircraft	30 to 180 day suspension
(d) Un authorized departure from flight desk	15 to 30 day suspension
(e) Operating within restricted or prohibited area, or within positive control area without clearance	30 to 90 day suspension
(f) Operating without required equipment	15 to 120 day suspension
(g) Fuel mismanagement/exhaustion	30 to 150 day suspension
10. Approach to landing	
(a) Deviation from clearance or instruction in terminal area	30 to 90 day suspension
(b) Approach below weather minimums	45 to 90 day suspension
(c) Exceeding speed limitation in airport traffic areas	30 to 60 day suspension
11. Landing	
(a) Landing at wrong airport	90 to 180 day suspension
(b) Deviation from instrument approach procedure	30 to 90 day suspension
(c) Overweight landing	30 to 90 day suspension
(d) Hard landing	15 to 60 day suspension
(e) Short or long landing	30 to 180 day suspension
(f) Wheels up landing	30 to 180 day suspension
(g) Failure to comply with preferential runway system	Maximum civil penalty to 15 day suspension
12. Un authorized admission to flight deck	30 to 90 day suspension
13. Failure to close and lock cockpit door	Maximum civil penalty to 30 day suspension
14. Acting as flight crewmember while under the influence of liquor or other psychoactive substances, or alcoholic beverage consumption within 8 hours	Emergency revocation

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Violation	Sanction per Violation
15. Denial of authorized entry to flight deck	30 to 60 day suspension
16. Flight and duty time limitations	15 to 90 day suspension
17. Operation without required license, certificate or rating	
(a) Medical certificate	15 to 60 day suspension
(b) Lack of type rating	180 day suspension to revocation
(c) Missed proficiency check	30 to 90 day suspension
(d) Lack of current experience	30 to 90 day suspension
(e) Failure to have current certificate or license in possession	Moderate civil penalty to 7 day suspension
18. Operation with known physical disability	Revocation
III. INDIVIDUALS AND GENERAL AVIATION— OWNERS, PILOTS, MAINTENANCE PERSONNEL, APPROVED MAINTENANCE ORGANISATIONS, APPROVED TRAINING ORGANISATIONS	
1. Owners and operators other than required crewmembers	
(a) Failure to comply with airworthiness directives	Moderate to maximum civil penalty
(b) Failure to perform or improper performance of maintenance, including required maintenance	Moderate to maximum civil penalty
(c) Failure to make proper entries in aircraft logs	Minimum to moderate civil penalties
(d) Operation of aircraft beyond annual, 100-hour, or progressive inspection	Minimum to moderate civil penalty
(e) Operation of un airworthy aircraft	Moderate to maximum civil penalty
(f) Falsification of any record	Revocation
2. Aviation Maintenance Organizations	
(a) Failure to provide adequately for proper servicing, maintenance repairs, and inspection	Moderate to maximum civil penalty
(b) Failure to provide adequate personnel who can perform, supervise, and inspect work for which the station is rated	Maximum civil penalty to 7-day suspension and thereafter until adequate personnel are provided
(c) Failure to have enough qualified personnel to keep up with the volume of work	Maximum civil penalty to 7-day suspension and thereafter until certificate holder has enough qualified personnel
(d) Failure to maintain records of supervisory and inspection personnel	Moderate to maximum civil penalty

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Violation	Sanction per Violation
(e) Failure to maintain performance records and reports	Moderate to maximum civil penalty
(f) Failure to ensure correct calibration of all inspection and test equipment is accomplished at prescribed intervals	Minimum to maximum civil penalty
(g) Failure to set forth adequate description of work performed	Minimum to maximum civil penalty
(h) Failure of mechanic to make log entries, records, or reports	Moderate to maximum civil penalty
(i) Failure to sign or complete maintenance release	Minimum to moderate civil penalty
(j) Inspection of work performed and approval for return to service by other than a qualified inspector	Maximum civil penalty to 30 day suspension
(k) Failure to have an adequate inspection system that produces satisfactory quality control	Moderate civil penalty to 30 day suspension and thereafter until an adequate inspection system is attained.
(l) Maintaining or altering an article for which it is rated, without using required technical data, equipment, or facilities	Maximum civil penalty to 30day suspension
(m) Failure to perform or properly perform maintenance, repairs, alterations, and required inspections	Moderate civil penalty to 30 day suspension
(n) Maintaining or altering an airframe, power plant, propeller, instrument, radio, or accessory for which it is not rated	Maximum civil penalty to revocation
(o) Failure to report defects or un airworthy conditions to the Authority in a timely manner	Moderate to maximum civil penalty
(p) Failure to satisfy housing and facility requirements	Moderate civil penalty to suspension until housing and facility requirements are satisfied
(q) Change of location, housing, or facilities without advance written approval	Moderate civil penalty to suspension until approval is given
(r) Operating as a certificated repair station without a repair station certificate	Maximum civil penalty
(s) Failure to permit Authority to inspect	Maximum civil penalty to suspension until Authority is permitted to inspect.
(t) Failure to satisfactorily correct and advice to that effect to the Authority by the due date in respect of ECAA identified audit and/or inspection findings	Moderate civil penalty to suspension until corrective action is verified.
3. General Aviation Maintenance Personnel	
(a) Failure to revise aircraft data after major repairs or alterations	30 to 60 day suspension
(b) Failure to perform or improper performance of maintenance	30 to 120 day suspension
(c) Failure of mechanic to properly accomplish inspection	30 to 60 day suspension
(d) Failure of mechanic to record inspection	Minimum civil penalty to 30 day suspension

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Violation	Sanction per Violation
(e) Failure of Inspection Authorization holder to properly accomplish inspection	60 to 180 day suspension of Inspection Authorization
(f) Failure of Inspection Authorization holder to record inspection	Moderate civil penalty to 30 day suspension of Inspection Authorization
(g) Maintenance performed by person without a certificate	Moderate to maximum civil penalty
(h) Maintenance performed by person who exceeded certificate limitations	15 to 60 day suspension
(i) Improper approval for return to service	Moderate civil penalty to 60 day suspension
(j) Failure to make maintenance record entries	Moderate civil penalty to 60 day suspension
(k) Failure to set forth adequate description of work performed	Minimum civil penalty to 30 day suspension
(l) Falsification of maintenance records	Revocation
4. Student Operations	
(a) Carrying passengers	Revocation
(b) Solo flight without endorsement	45 to 90 day suspension
(c) Operation on international flight	60 to 90 day suspension
(d) Use of aircraft in business	90 to 120 day suspension
(e) Operation for compensation or hire	Revocation
5. Flight instructors	
(a) False endorsement of student pilot certificate	Revocation
(b) Exceeding flight time limitations	30 to 90 day suspension
(c) Instruction in aircraft for which he/she is not rated	30 to 90 day suspension
6. Operational violations	
(a) Operation without valid airworthiness or registration certificate	30 to 90 day suspension
(b) Failure to close flight plan or file arrival notice	Administrative Action to minimum civil penalty
(c) Operation without valid pilot certificate (no certificate)	Maximum civil penalty
(d) Operation while pilot certificate is suspended	Emergency revocation
(e) Operation without pilot or medical certificate in personal possession	Administrative Action to 15 day suspension
(f) Operation without valid medical certificate	30 to 180 day suspension
(g) Operation for compensation or hire without commercial pilot certificate	180 day suspension to revocation
(h) Operation without type or class rating	60 to 120 day suspension

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Violation	Sanction per Violation
(i) Failure to comply with special conditions of medical certificate	90 day suspension to revocation
(j) Operation with known physical deficiency	90 day suspension to revocation
(k) Failure to obtain preflight information	30 to 90 day suspension
(l) Deviation from ATC instruction or clearance	30 to 90 day suspension
(m) Taxiing, takeoff, or landing without a clearance where ATC tower is in open	30 to 90 day suspension
(n) Failure to maintain radio communications in airport traffic area	30 to 60 day suspension
(o) Failure to comply with airport traffic pattern	30 to 60 day suspension
(p) Operation in terminal control area without or contrary to a clearance	60 to 90 day suspension
(q) Failure to maintain altitude in airport traffic area	30 to 60 day suspension
(r) Exceeding speed limitations in traffic area	30 to 60 day suspension
(s) Operation of an airworthy aircraft	30 to 180 day suspension
(t) Failure to comply with Airworthiness directives	30 to 180 day suspension
(u) Operation without required instruments and/or equipment	30 to 90 day suspension
(v) Exceeding operating limitations	30 to 90 day suspension
(w) Operation within prohibited or restricted area, or within positive control area	30 to 90 day suspension
(x) Failure to adhere to right of way rules	30 to 90 day suspension
(y) Failure to comply with VFR cruising altitudes	30 to 90 day suspension
(z) Failure to maintain required minimum altitudes over structures, persons, or vehicles over:	
i. Congested area	60 to 180 day suspension
ii. Sparsely populated area	30 to 120 day suspension
(aa) Failure to maintain radio watch while under IFR	30 to 60 day suspension
(bb) Failure to report compulsory reporting points	30 to 60 day suspension
(cc) Failure to display position lights	30 to 60 day suspension
(dd) Failure to maintain proper altimeter settings	30 to 60 day suspension
(ee) Weather operations:	
i. Failure to comply with visibility minimums in controlled airspace	60 to 180 day suspension
ii. Failure to comply with visibility minimums outside controlled airspace	30 to 120 day suspension

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Violation	Sanction per Violation
iii. Failure to comply with distance from clouds requirements in controlled airspace	60 to 180 day suspension
iv. Failure to comply with distance from clouds requirements outside of controlled airspace	30 to 120 day suspension
(ff) Failure to comply with IFR landing minimums	45 to 180 day suspension
(gg) Failure to comply with instrument approach procedures	45 to 180 day suspension
(hh) Careless or reckless operations:	
i. Fuel mismanagement/exhaustion	30 to 150 day suspension
ii. Wheels up landing	30 to 60 day suspension
iii. Short or long landing	30 to 90 day suspension
iv. Landing on or taking off from closed runway	30 to 60 day suspension
v. Landing or taking off from ramps or other improper areas	30 to 120 day suspension
vi. Taxiing collision	30 to 90 day suspension
vii. Leaving aircraft unattended with motor running	30 to 90 day suspension
viii. Propping aircraft without a qualified person at controls	30 to 90 day suspension
(ii) Passenger operations	
i. Operation without approved seat belts	30 to 60 day suspension
ii. Carrying passengers who are under the influence of drugs or alcohol	60 to 120 day suspension
iii. Performing acrobatics when all passengers are not equipped with approved parachutes	60 to 90 day suspension
IV. SECURITY VIOLATIONS BY INDIVIDUALS	
1. Checked baggage	
(a) Failure to declare unloaded firearm	Minimum civil penalty
(b) Loaded firearm	Moderate to maximum civil penalty
(c) Incendiary/explosive	Up to maximum civil penalty and/or criminal referral
2. Non-passengers: No intent to board	
(a) Possession of firearm (unloaded, unloaded with ammunition accessible, or loaded) or other dangerous or deadly weapon (including stun guns):	
i. At screening point with no aggravating circumstances	Minimum civil penalty
ii. At screening point with aggravating circumstances	Moderate to maximum civil penalty
iii. In sterile area with no aggravating circumstances	Minimum to moderate civil penalty

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Violation	Sanction per Violation
iv. In sterile area with aggravating circumstance	Moderate to maximum civil penalty
(b) Possession of incendiary/explosive at screening point or in sterile area with no intent to board a flight.	Moderate to maximum civil penalty and/or criminal referral
(c) Artful concealment of firearm (loaded or unloaded), other dangerous or deadly weapon (including stun guns), or incendiary/explosive at screening point or in sterile area.	Maximum civil penalty and/or criminal referral
3. Passengers: Intent to board	
(a) Possession of dangerous or deadly weapon (including stun guns, mace, etc., but excluding firearms and incendiary/explosives) that would be accessible in flight in air transportation:	
i. At screening point with no aggravating circumstances	Minimum civil penalty
ii. At screening pint with aggravating circumstances	Moderate to maximum civil penalty
iii. In sterile area or aboard aircraft with no aggravating circumstances	Minimum to moderate civil penalty
iv. In sterile area or aboard aircraft with aggravating circumstances	Moderate to maximum civil penalty
(b) Possession of firearm that would be accessible in flight in air transportation with firearm unloaded, without accessible ammunition:	
(i) At screening point with no aggravating circumstances	Minimum to moderate civil penalty
(ii) At screening pint with aggravating circumstances	Maximum civil penalty
(iii) In sterile area or aboard aircraft with no aggravating circumstances	Moderate civil penalty
(iv) In sterile area or aboard aircraft with aggravating circumstances	Maximum civil penalty
(c) Possession of firearm that would be accessible in flight in air transportation with firearm loaded, or with accessible ammunition:	
i. At screening point with no aggravating circumstances	Moderate to maximum civil penalty
ii. At screening pint with aggravating circumstances	Maximum civil penalty
iii. In sterile area or aboard aircraft with no aggravating circumstances	Moderate to maximum civil penalty

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Violation	Sanction per Violation
iv. In sterile area or aboard aircraft with aggravating circumstances	Maximum civil penalty
(d) Artful concealment of dangerous or deadly weapon (including stun guns, but excluding firearms and incendiary/explosives) at screen point, in sterile area, or aboard aircraft.	Maximum civil penalty and/or criminal referral
(e) Possession of incendiary/explosive at screening point, in sterile area, or aboard aircraft that would be accessible in flight in air transportation.	Maximum civil penalty and/or criminal referral
(f) Artful concealment of firearm or incendiary/ explosive at screening point, in sterile area, or aboard aircraft.	Maximum civil penalty and/or criminal referral

V. VIOLATIONS BY AERODROME OPERATORS	
1 - Aerodrome Certification	
(a) Operating an aerodrome as category A and B without certificate	Maximum civil penalty
2.- Obligations of aerodrome operator	
(a) Non Compliance with conditions that are	Maximum civil penalty
(b) Non Competence of operational and maintenance personnel	Maximum civil penalty
(c) Failure to operate and maintain an aerodrome as per the authority issued directive	Moderate civil penalty
(d) failure to comply Safety management system as per the aerodrome manual and sms manual	Minimum civil penalty
(e) Lack of proper Storage of inflammable and other dangerous goods	Minimum civil penalty
(f) Failure to comply prohibited Safety measures against fire	Minimum civil penalty
(g) Access to and operations within restricted area of aerodrome without authorization	Maximum civil penalty
(h) Failure to use established path for entry into or exit from restricted area of the aerodrome	Minimum civil penalty
(i) Test-running of aircraft engine out of a designated place for the purpose	Maximum civil penalty
(j) Performing prohibited acts on an aerodrome	Minimum civil penalty
(k) Failure to remove obstructions from aerodrome	Moderate civil penalty
(l) Failure to establish and maintain an aerodrome environment management programme	Minimum civil penalty
(m) Failure to protect navigation aids	Minimum civil penalty
(n) Failure to comply operator responsibilities	Maximum civil penalty
(o) prohibiting Staff of Authority to access aerodrome	Minimum civil penalty
(p) Failure to Notify and report information that may affect the authority, ATC unit and pilot on	Moderate civil penalty
(q) Failure to perform Special inspections and report for the authority	Maximum civil penalty
(r) Failure to post hazard warning notices	Minimum civil penalty
3 - Aerodrome manual	
(a) failure to amend aerodrome manual	Moderate civil penalty

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4 – Wildlife hazard management	
(a) bringing, permitting or grazing of animals in restricted area of aerodrome	Moderate civil penalty
(b) failure to implement Wildlife hazard management	Moderate civil penalty
5 - Obstacle restrictions and removal	
(a) Failure to implement requirements for obstacle limitation	Moderate civil penalty
(b) Failure to remove obstacles in the vicinity of an aerodrome	Minimum civil penalty
(c) Failure to ensure the implementation of standardized marking and lighting on	Minimum civil penalty
6 - Aeronautical ground lighting	
(a) Failure to operate or maintain an aerodrome provided runway lighting, without secondary	Maximum civil penalty
(b) Failure to provide Aeronautical beacons	Maximum civil penalty
7 - Aerodrome visual aids	
(a) Failure to install Wind direction indicators	Minimum civil penalty
(b) Failure to ensure Visual aids for denoting obstacles are frangible and have required height	Minimum civil penalty
8 - Aerodrome operational services, equipment, installations and facilities	
(a) Failure to supply standardized aviation fuel to aircraft	Minimum civil penalty
(b) Failure to establish an aerodrome emergency plan	Minimum civil penalty
(c) Failure to form emergency planning committee	Minimum civil penalty
(d) Failure to have fixed emergency operation centre and command post	Minimum civil penalty
(e) Failure to have disabled aircraft remove plan	Minimum civil penalty
(f) Failure to ensure availability of ground servicing of aircraft	Minimum civil penalty
(g) Failure to control aerodrome vehicle operation	Moderate civil penalty
(h) Construction and installation of equipment on operational areas that are not used for air	Minimum civil penalty
(i) Failure to provide fencing or suitable barrier on the aerodrome	Minimum civil penalty
(j) Failure to establish and maintain fire prevention programme for the aerodrome	Maximum civil penalty
(k) Failure to control ground vehicles access to aerodrome movement area	Minimum civil penalty
9 - Aerodrome maintenance	
(a) failure to maintain pavements	Maximum civil penalty
(b) failure to establish system for preventive maintenance of visual aids	Minimum civil penalty
(c) Failure to ensure construction or maintenance activity is not done during periods of low	Minimum civil penalty
10 - Electrical systems	
(a) failure to have electrical power supply systems for air navigation facilities	Maximum civil penalty
11 - Aeronautical information to be reported to aeronautical information	
(a) Failure to ensure all Information related to aerodrome are available to users of aerodromes	Minimum civil penalty

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(b) Failure to take action for occurrences of operational significance other than electronic aids and communication facilities	Minimum civil penalty
(c) Failure to take action for occurrences that affect electronic aids and communication facilities	Minimum civil penalty
(d) Failure to report accurate aeronautical data	Minimum civil penalty
12 – Miscellaneous	
(a) Operating an aerodrome without matching facilities and characteristics needs of the aircraft for the aerodrome intended	Minimum civil penalty
(b) Failure to ensure the presence of dangerous light in the vicinity of the Aerodrome	Minimum civil penalty
(c) Failure to Light en-route obstacles	Minimum civil penalty
(d) Failure of Obligation to insure aerodrome	Minimum civil penalty
(e) General penalty	Maximum civil penalty
<u>Party Committing Violation</u>	<u>Amount of Civil Penalty (in Birr)</u>
Shippers of Dangerous Goods	Maximum 150,000 – 200,000
	Moderate 130,000 – 149,999
	Minimum 110,000
Ground Handling Service Providers	Maximum 80,000 – 100,000
	Moderate 51,000 – 79,999
	Minimum 50,000
Dangerous Goods Air Carriers n	Maximum 200,000 – 250,000
	Moderate 180,000 – 199,999
	Minimum 110,000 – 160,000
<u>Shippers Personnel</u>	
- Failing to comply with safety and Security Requirements	Moderate Penalty
- Failing to accompany dangerous Goods with required documents	Minimum Penalty
- Failing to use required or permitted means of containment	Minimum Penalty
- Failing to comply with safety standards or to display safety marks	Minimum Penalty
- Failing to comply with means of containment safety requirements	Minimum Penalty
- Affixing displaying a misleading compliance mark	Minimum Penalty
- Affixing or displaying a misleading dangerous goods mark	Minimum Penalty
- Engaging in an activity in respect of a means of containment without required safety marks	Minimum Penalty
- Failing to keep supply records	Minimum Penalty
- Failing to report release or anticipated release of dangerous goods	Moderate Penalty
- Failing to take reasonable emergency measures in respect of release	Moderate Penalty
- Failing to report loss or theft to prescribed person	Moderate Penalty

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VI. OTHER PROCLAMATIONS	
(a) Entering sterile area after failing to submit to screening – non-aggravated	Minimum civil penalty
(b) Entering sterile area after failing to submit to screening – aggravated	Moderate to maximum civil penalty
(c) Imparting or conveying false information concerning an attempt to do an act that would be a crime prohibited by the Proclamation]	Maximum civil penalty
(d) Threatening overt act or other intent to use or dangerously display firearm, incendiary/explosive, or other deadly or dangerous weapon (including stun guns)	Maximum civil penalty and/or criminal referral
(e) Violation of article 76 of the Proclamation	Criminal referral