



**Brunei Department of Civil Aviation**

**Negara Brunei Darussalam**

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## **Brunei Aviation Requirements**

# **BAR 6 Part SPA Specific Approvals**

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## Control of this Document

### DC.1 Introduction

DC.1.1 Pursuant to Civil Aviation Act and the Civil Aviation Regulations and their subsequent amendments, the following requirements are hereby established for compliance by all persons concerned, the Director of Civil Aviation is empowered to adopt and amend Brunei Aviation Requirements. In accordance herewith, the following requirement is hereby established for compliance by all persons concerned. This requirement shall be known as BAR 6 Part SPA Specific Approvals and any reference to this title shall mean referring to the requirements to be met for civil aviation in Brunei Darussalam.

### DC.2 Authority for this Requirement

DC.2.1 This BAR 6 Part SPA Specific Approvals is issued on the authority of the Director of Civil Aviation.

### DC.3 Applicability

DC.3.1 This BAR 6 Part SPA Specific Approvals is applicable to the aviation industry of Brunei Darussalam.

### DC.4 Scope

DC.4.1 BAR 6 Operation of Aircraft contains the operation of aircraft requirements of Brunei Darussalam, and shows compliance with ICAO Annex 6. The requirements in BAR 6 are separated into the following parts with cross references between parts where applicable.

Part Air Operations Cover Requirement  
Part ARO Authority Requirements for Air Operations  
Part ORO Organisation Requirements for Air Operations  
Part DEF Definitions  
Part CAT Commercial Air Transport  
**Part SPA Specific Approvals**  
Part SPO Special Operations  
Part NCC Non Commercial with Complex Motor-Powered Aircraft  
Part NCO Non Commercial other than Complex Motor-Powered Aircraft

### DC.5 Definitions

DC.5.1 Terms not defined shall have the meaning given to them in the relevant legal instruments or international legal instruments in which they appear, especially as they appear in the Convention and its Annexes.

**Amendment**

Amendment Number	Date of Issue	Remarks
V01	1 <sup>st</sup> February 2017	Initial Issue
V02	1 <sup>st</sup> February 2018	First Amendment
V03	1 <sup>st</sup> May 2019	Second Amendment
V05	1 <sup>st</sup> December 2019	Third Amendment. Version renumbered to version 05 to make consistent with the whole of BAR 6.
V06	1 <sup>st</sup> December 2022	Fourth Amendment
V07	1 <sup>st</sup> November 2025	Fifth Amendment

# Part SPA - Specific Approvals

## Subpart A - General Requirements

### SPA.GEN.100 Competent Authority

The competent authority for issuing a specific approval shall be:

- (1) for a commercial operator of aeroplanes or helicopters, the Brunei DCA where the operator has its principal place of business in Brunei Darussalam;
- (2) for the non-commercial operator of aeroplanes or helicopter, the Brunei DCA when the operator is established or residing in Brunei Darussalam.
- (3) for an IAM operator of VTOL-capable aircraft (VCA), the Brunei DCA where the operator has its principal place of business or resides in Brunei Darussalam.

Notwithstanding (a)(2), for the non-commercial operator using an aeroplane or a helicopter registered in a country other than Brunei Darussalam, the applicable requirements under this Part for the approval of the following operations shall not apply if these approvals are issued by the State of Registry:

- (1) Performance-based navigation (PBN);
- (2) minimum operational navigation performance specifications (MNPS);
- (3) Reduced vertical separation minima (RVSM) airspace.
- (4) low visibility operations (LVO).

### SPA.GEN.105 Application for a specific approval

- (a) The operator applying for the initial issue of a specific approval shall provide to the Brunei DCA the documentation required in the applicable Subpart, together with the following information:
  - (1) the name, address and mailing address of the applicant;
  - (2) a description of the intended operation.

The operator shall provide the following evidence to the Brunei DCA:

- (1) compliance with the requirements of the applicable Subpart;
- (2) that the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Part 21 are taken into account.

The operator shall retain records relating to (a) and (b) at least for the duration of the operation requiring a specific approval, or, if applicable, in accordance with Part-ORO.

### SPA.GEN.110 Privileges of an operator holding a specific approval

The scope of the activity that an operator is approved to conduct shall be documented and specified:

- (a) for operators holding an air operator certificate (AOC) in the operations specifications to the AOC;
- (b) for all other operations in the list of specific approvals.

### SPA.GEN.115 Changes to a specific approval

When the conditions of a specific approval are affected by changes, the operator shall provide the relevant documentation to the Brunei DCA and obtain prior approval for the operation.

### SPA.GEN.120 Continued validity of a specific approval

Specific approvals shall be issued for an unlimited duration and shall remain valid subject to the operator remaining in compliance with the requirements associated with the specific approval and taking into account the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Part 21.

## Subpart B - Performance-Based Navigation (PBN) Operations

### SPA.PBN.100 PBN operations

- (a) An approval is required for each of the following PBN specifications:
  - (1) RNP AR APCH; and
  - (2) RNP 0.3 for helicopter operation.
- (b) An approval for RNP AR APCH operations shall allow operations on public instrument approach procedures which meet the applicable ICAO procedure design criteria.
- (c) A procedure-specific approval for RNP AR APCH or RNP 0.3 shall be required for private instrument approach procedures or any public instrument approach procedure that does not meet the applicable ICAO procedure design criteria, or where required by the Aeronautical Information Publication (AIP) or the Brunei DCA.

### SPA.PBN.105 PBN operational approval

To obtain a PBN specific approval from the Brunei DCA, the operator shall provide evidence that:

- (a) the relevant airworthiness approval, suitable for the intended PBN operation, is stated in the AFM or other document that has been approved by the certifying authority as part of an airworthiness assessment or is based on such approval;
- (b) a training programme for the flight crew members and relevant personnel involved in the flight preparation has been established;
- (c) a safety assessment has been carried out;
- (d) operating procedures have been established specifying:
  - (1) the equipment to be carried, including its operating limitations and appropriate entries in the minimum equipment list (MEL);
  - (2) flight crew composition, qualification and experience;
  - (3) normal, abnormal and contingency procedures; and
  - (4) electronic navigation data management;
- (e) a list of reportable events has been specified; and
- (f) a management RNP monitoring programme has been established for RNP AR APCH operations, if applicable.

## Subpart C - Operations with Specified Minimum Navigation Performance (MNPS)

### SPA.MNPS.100 MNPS operations

Aeroplanes and helicopters shall only be operated in designated minimum navigation performance specifications (MNPS) airspace in accordance with regional supplementary procedures, where MNPS are established, if the operator has been granted an approval by the Brunei DCA to conduct such operations..

### SPA.MNPS.105 MNPS operational approval

To obtain an MNPS operational approval from the Brunei DCA, the operator shall provide evidence that:

- (a) the navigation equipment meets the required performance;
- (b) navigation displays, indicators and controls are visible and operable by either pilot seated at his/her duty station;
- (c) a training programme for the flight crew members involved in these operations has been established;
- (d) operating procedures have been established specifying:
  - (1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL;
  - (2) flight crew composition and experience requirements;
  - (3) normal procedures;
  - (4) contingency procedures including those specified by the authority responsible for the airspace concerned;
  - (5) monitoring and incident reporting.

## Subpart D - Operations in Airspace with Reduced Vertical Separation Minima (RVSM)

### SPA.RVSM.100 RVSM operations

Aeroplanes and helicopters shall only be operated in designated airspace where a reduced vertical separation minimum of 300 m (1 000 ft) applies between flight level (FL) 290 and FL 410, inclusive, if the operator has been granted an approval by the Brunei DCA to conduct such operations.

### SPA.RVSM.105 RVSM Operational Approval

To obtain an RVSM operational approval from the Brunei DCA, the operator shall provide evidence that:

- (a) the RVSM airworthiness approval has been obtained;
- (b) procedures for monitoring and reporting height-keeping errors have been established;
- (c) a training programme for the flight crew members involved in these operations has been established;
- (d) operating procedures have been established specifying:
  - (1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL;
  - (2) flight crew composition and experience requirements;
  - (3) flight planning;
  - (4) pre-flight procedures;
  - (5) procedures prior to RVSM airspace entry;
  - (6) in-flight procedures;
  - (7) post-flight procedures;
  - (8) incident reporting;
  - (9) specific regional operating procedures.

### SPA.RVSM.110 RVSM equipment requirements

Aircraft used for operations in RVSM airspace shall be equipped with:

- (a) two independent altitude measurement systems;
- (b) an altitude alerting system;
- (c) an automatic altitude control system;
- (d) a secondary surveillance radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.

### SPA.RVSM.115 RVSM height-keeping errors

- (a) The operator shall report recorded or communicated occurrences of height-keeping errors caused by malfunction of aircraft equipment or of operational nature, equal to or greater than:
  - (1) a total vertical error (TVE) of  $\pm 90$  m ( $\pm 300$  ft);
  - (2) an altimetry system error (ASE) of  $\pm 75$  m ( $\pm 245$  ft); and
  - (3) an assigned altitude deviation (AAD) of  $\pm 90$  m ( $\pm 300$  ft).

Reports of such occurrences shall be sent to the Brunei DCA within 72 hours. Reports shall include an initial analysis of causal factors and measures taken to prevent repeat occurrences.

When height-keeping errors are recorded or received, the operator shall take immediate action to rectify the conditions that caused the errors and provide follow-up reports, if requested by the Brunei DCA.

## Subpart E - Low-visibility operations (LVOs) and operations with operational credits

### SPA.LVO.100 Low visibility operations and operations with operational credits

An operator of aeroplanes or helicopters shall conduct the following operations only if they are approved by the Brunei DCA:

- (a) take-off operations with visibility conditions of less than 400 m RVR;
- (b) instrument approach operations in low-visibility conditions; and
- (c) operations with operational credits, except for EFVS 200 operations, which shall not be subject to a specific approval.

### SPA.LVO.105 Specific approval criteria

To obtain a specific approval as required by SPA.LVO.100, the operator shall demonstrate that:

- (a) for low-visibility approach operations, LVTO operations in an RVR less than 125 m, and operations with operational credits, the aircraft has been certified for the intended operations;
- (b) the flight crew members are competent to conduct the intended operation and a training and checking programme for the flight crew members and relevant personnel involved in the flight preparation has been established, in accordance with SPA.LVO.120;
- (c) operating procedures for the intended operations have been established;
- (d) any relevant changes to the minimum equipment list (MEL) have been made;
- (e) any relevant changes to the maintenance programme have been made;
- (f) procedures have been established to ensure the suitability of aerodromes, including instrument flight procedures, for the intended operations, in accordance with SPA.LVO.110; and
- (g) for the intended operations, a safety assessment has been carried out, and performance indicators have been established to monitor the level of safety

### SPA.LVO.110 Aerodrome-related requirements, including instrument flight procedures

The operator shall ensure that only aerodromes, including instrument flight procedures, suitable for the intended operations are used for LVOs and operations with operational credits.

### SPA.LVO.120 Flight crew competence

- (a) The operator shall ensure that the flight crew is competent to conduct the intended operations.
- (b) The operator shall ensure that each flight crew member successfully completes training and checking for all types of LVOs and operations with operational credits for which an approval has been granted. Such training and checking shall:
  - (1) include initial and recurrent training and checking;
  - (2) include normal, abnormal and emergency procedures;
  - (3) be tailored to the type of technologies used in the intended operations; and
  - (4) take into account the human factor risks associated with the intended operations.
- (c) The operator shall keep records of the training and qualifications of the flight crew members.
- (d) The training and checking shall be conducted by appropriately qualified personnel. In the case of flight and flight simulation training and checking, the personnel providing the training and conducting the checks shall be qualified in accordance with BAR 1 Part-FCL.

### SPA.LVO.125 Operating procedures

- (a) The operator shall establish procedures and instructions to be used for LVOs. These procedures and instructions shall be included in the operations manual or procedures manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach operations, as appropriate.
- (b) Prior to commencing an LVO, the pilot-in-command/commander shall be satisfied that:
  - (1) the status of the visual and non-visual facilities is sufficient;

- (2) appropriate LVPs are in force according to information received from air traffic services (ATS);
- (3) flight crew members are properly qualified.

#### **SPA.LVO.130 Minimum equipment**

- (a) The operator shall include the minimum equipment that has to be serviceable at the commencement of an LVO in accordance with the aircraft flight manual (AFM) or other approved document in the operations manual or procedures manual, as applicable.
- (b) The pilot-in-command/commander shall be satisfied that the status of the aircraft and of the relevant airborne systems is appropriate for the specific operation to be conducted.

## Subpart F - Extended Range Operations with Two-Engined Aeroplanes (ETOPS)

### SPA.ETOPS.100 ETOPS

In commercial air transport operations, two-engined aeroplanes shall only be operated beyond the threshold distance determined in accordance with CAT.OP.MPA.140 if the operator has been granted an ETOPS operational approval by the Brunei DCA.

### SPA.ETOPS.105 ETOPS operational approval

To obtain an ETOPS operational approval from the Brunei DCA, the operator shall provide evidence that:

- (a) the aeroplane/engine combination holds an ETOPS type design and reliability approval for the intended operation;
- (b) a training programme for the flight crew members and all other operations personnel involved in these operations has been established and the flight crew members and all other operations personnel involved are suitably qualified to conduct the intended operation;
- (c) the operator's organisation and experience are appropriate to support the intended operation;
- (d) operating procedures have been established.

### SPA.ETOPS.110 ETOPS en-route alternate aerodrome

- (a) An ETOPS en-route alternate aerodrome shall be considered adequate, if, at the expected time of use, the aerodrome is available and equipped with necessary ancillary services such as air traffic services (ATS), sufficient lighting, communications, weather reporting, navigation aids and emergency services and has at least one instrument approach procedure available.
- (b) Prior to conducting an ETOPS flight, the operator shall ensure that an ETOPS en-route alternate aerodrome is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter.
- (c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.

### SPA.ETOPS.115 ETOPS en-route alternate aerodrome planning minima

- (a) The operator shall only select an aerodrome as an ETOPS en-route alternate aerodrome when the appropriate weather reports or forecasts, or any combination thereof, indicate that, between the anticipated time of landing until one hour after the latest possible time of landing, conditions will exist at or above the planning minima calculated by adding the additional limits of Table 1.
- (b) The operator shall include in the operations manual the method for determining the operating minima at the planned ETOPS en-route alternate aerodrome.

**Table 1**

**Planning minima for the ETOPS en-route alternate aerodrome**

Type of approach	Planning minima
Precision approach	DA/H + 200 ft RVR/VIS + 800 m (*)
Non-precision approach or Circling approach	MDA/H + 400 ft (*) RVR/VIS + 1 500 m

(\*) VIS: visibility; MDA/H: minimum descent altitude/height.

## Subpart G - Transport of Dangerous Goods

### SPA.DG.100 Transport of dangerous goods

Except as provided for in Part-CAT, Part-NCC, Part-NCO, Part-SPO and Part IAM, the operator shall only transport dangerous goods by air if the operator has been approved by the Brunei DCA.

### SPA.DG.105 Approval to transport dangerous goods

To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions:

- (a) establish and maintain a training programme for all personnel involved and demonstrate to the Brunei DCA that adequate training has been given to all personnel;
- (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on:
  - (1) the operator's policy to transport dangerous goods;
  - (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods;
  - (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried;
  - (4) the response to emergency situations involving dangerous goods;
  - (5) the removal of any possible contamination;
  - (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling;
  - (7) inspection for damage, leakage or contamination;
  - (8) dangerous goods accident and incident reporting.

### SPA.DG.110 Dangerous goods information and documentation

The operator shall, in accordance with the technical instructions:

- (a) provide written information to the pilot-in-command/commander:
  - (1) about dangerous goods to be carried on the aircraft;
  - (2) for use in responding to in-flight emergencies;
- (b) use an acceptance checklist;
- (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form;
- (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination;
- (e) ensure that a copy of the information to the pilot-in-command or the commander is retained on the ground and that that copy, or the information contained in it, is readily accessible to the flight operations officer, flight dispatcher, or the designated ground personnel responsible for their part of the flight operations, until after the completion of the flight to which the information refers;
- (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight;
- (g) retain the training records of all personnel for at least three years.

## Subpart H - Helicopter Operations with Night Vision Imaging Systems

### SPA.NVIS.100 Night vision imaging system (NVIS) operations

- (a) Helicopters shall only be operated under VFR at night with the aid of NVIS if the operator has been approved by the Brunei DCA.
- (b) To obtain such approval, the operator shall:
  - (1) operate in commercial air transport (CAT) and hold a CAT AOC in accordance with Part-ORO;
  - (2) demonstrate to the Brunei DCA:
    - (i) compliance with the applicable requirements contained in this Subpart;
    - (i) the successful integration of all elements of the NVIS.

### SPA.NVIS.110 Equipment requirements for NVIS operations

- (a) Before conducting NVIS operations each helicopter and all associated NVIS equipment shall have been issued with the relevant airworthiness approval in accordance with Part 21.
- (b) Radio altimeter. The helicopter shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and an audio and visual warning at a height selectable by the pilot, instantly discernible during all phases of NVIS flight.
- (c) Aircraft NVIS compatible lighting. To mitigate the reduced peripheral vision cues and the need to enhance situational awareness, the following shall be provided:
  - (1) NVIS-compatible instrument panel flood-lighting, if installed, that can illuminate all essential flight instruments;
  - (2) NVIS-compatible utility lights;
  - (3) portable NVIS compatible flashlight; and
  - (4) a means for removing or extinguishing internal NVIS non-compatible lights.
- (d) Additional NVIS equipment. The following additional NVIS equipment shall be provided:
  - (1) a back-up or secondary power source for the night vision goggles (NVG);
  - (2) a helmet with the appropriate NVG attachment.
- (e) All required NVG on an NVIS flight shall be of the same filter class and shall provide for sufficiently equivalent visual acuity.
- (f) Continuing airworthiness
  - (1) Procedures for continuing airworthiness shall contain the information necessary for carrying out ongoing maintenance and inspections on NVIS equipment installed in the helicopter and shall cover, as a minimum:
    - (i) helicopter windscreens and transparencies;
    - (ii) NVIS lighting;
    - (iii) NVGs; and
    - (iv) any additional equipment that supports NVIS operations.
  - (2) Any subsequent modification or maintenance to the aircraft shall be in compliance with the NVIS airworthiness approval.

### SPA.NVIS.120 NVIS operating minima

- (a) Operations shall not be conducted below the weather minima for the type of night operations being conducted.
- (b) The operator shall establish the minimum transition height from where a change to/from aided flight may be continued.

### **SPA.NVIS.130 Crew requirements for NVIS operations**

- (a) Selection. The operator shall establish criteria for the selection of crew members for the NVIS task.
- (b) Experience. The minimum experience for the commander shall not be less than 20 hours VFR at night as pilot-in-command/commander of a helicopter before commencing training.
- (c) Operational training. All pilots shall have completed the operational training in accordance with the NVIS procedures contained in the operations manual.
- (d) Recency. All pilots and NVIS technical crew members conducting NVIS operations shall have completed three NVIS flights in the last 90 days. Recency may be re-established on a training flight in the helicopter or an approved full flight simulator (FFS), which shall include the elements of (f)(1).
- (e) Crew composition. The minimum crew shall be the greater of that specified:
  - (1) in the aircraft flight manual (AFM);
  - (2) for the underlying activity; or
  - (3) in the operational approval for the NVIS operations.
- (f) Crew training and checking
  - (1) Training and checking shall be conducted in accordance with a detailed syllabus approved by the Brunei DCA and included in the operations manual.
  - (2) Crew members
    - (i) Crew training programmes shall: improve knowledge of the NVIS working environment and equipment; improve crew coordination; and include measures to minimise the risks associated with entry into low visibility conditions and NVIS normal and emergency procedures.
    - (ii) The measures referred to in (f)(2)(i) shall be assessed during:
      - (A) night proficiency checks; and
      - (B) line checks.

### **SPA.NVIS.140 Information and documentation**

The operator shall ensure that, as part of its risk analysis and management process, risks associated with the NVIS environment are minimised by specifying in the operations manual: selection, composition and training of crews; levels of equipment and dispatch criteria; and operating procedures and minima, such that normal and likely abnormal operations are described and adequately mitigated.

## Subpart I - Helicopter Hoist Operations

### SPA.HHO.100 Helicopter hoist operations (HHO)

- (a) Helicopters shall only be operated for the purpose of CAT hoist operations if the operator has been approved by the Brunei DCA.
- (b) To obtain such approval, the operator shall:
  - (1) operate in CAT and hold a CAT AOC in accordance with Part-ORO;
  - (2) demonstrate to the Brunei DCA compliance with the requirements contained in this Subpart.

### SPA.HHO.110 Equipment requirements for HHO

- (a) The installation of all helicopter hoist equipment other than a simple PCDS, including any radio equipment to comply with point SPA.HHO.115, and any subsequent modifications, shall have an airworthiness approval appropriate to the intended function. Ancillary equipment shall be designed and tested to the appropriate standard as required by the Brunei DCA.
- (b) Maintenance instructions for HHO equipment and systems shall be established by the operator in liaison with the manufacturer and included in the operator's helicopter maintenance programme as provided for by Part M.

### SPA.HHO.115 HHO communication

Two-way radio communication shall be established with the organisation for which the HHO is being provided and, where possible, a means of communicating with ground personnel at the HHO site for:

- (a) day and night offshore operations;
- (b) night onshore operations, except for HHO at a helicopter emergency medical services (HEMS) operating site.

### SPA.HHO.125 Performance requirements for HHO

Except for HHO at a HEMS operating site, HHO shall be capable of sustaining a critical engine failure with the remaining engine(s) at the appropriate power setting without hazard to the suspended person(s)/cargo, third parties or property.

### SPA.HHO.130 Crew requirements for HHO

- (a) Selection. The operator shall establish criteria for the selection of flight crew members for the HHO task, taking previous experience into account.
- (b) Experience. The minimum experience level for the commander conducting HHO flights shall not be less than:
  - (1) Offshore:
    - (i) 1 000 hours as pilot-in-command/commander of helicopters, or 1 000 hours as co-pilot in HHO of which 200 hours is as pilot-in-command under supervision; and
    - (ii) 50 hoist cycles conducted offshore, of which 20 cycles shall be at night if night operations are being conducted, where a hoist cycle means one down-and-up cycle of the hoist hook.
  - (2) Onshore:
    - (i) 500 hours as pilot-in-command/commander of helicopters, or 500 hours as co-pilot in HHO of which 100 hours is as pilot-in-command under supervision;
    - (ii) 200 hours operating experience in helicopters gained in an operational environment similar to the intended operation; and
    - (iii) 50 hoist cycles, of which 20 cycles shall be at night if night operations are being conducted.
- (c) Operational training and experience. Successful completion of training in accordance with the HHO procedures contained in the operations manual and relevant experience in the role and environment under which HHO are conducted.
- (d) Recency. All pilots and HHO crew members conducting HHO shall have completed in the last 90 days:
  - (1) when operating by day: any combination of three day or night hoist cycles, each of which shall include a transition to and from the hover;

- (2) when operating by night: three night hoist cycles, each of which shall include a transition to and from the hover.
- (e) Crew composition. The minimum crew for day or night operations shall be as stated in the operations manual. The minimum crew will be dependent on the type of helicopter, the weather conditions, the type of task, and, in addition for offshore operations, the HHO site environment, the sea state and the movement of the vessel. In no case shall the minimum crew be less than one pilot and one HHO crew member.
- (f) Training and checking
  - (1) Training and checking shall be conducted in accordance with a detailed syllabus approved by the Brunei DCA and included in the operations manual.
  - (2) Crew members:
    - (i) Crew training programmes shall: improve knowledge of the HHO working environment and equipment; improve crew coordination; and include measures to minimise the risks associated with HHO normal and emergency procedures and static discharge.
    - (ii) The measures referred to in (f)(2)(i) shall be assessed during visual meteorological conditions (VMC) day proficiency checks, or VMC night proficiency checks when night HHO are undertaken by the operator.

#### **SPA.HHO.135 HHO passenger briefing**

Prior to any HHO flight, or series of flights, HHO passengers shall have been briefed and made aware of the dangers of static electricity discharge and other HHO considerations.

#### **SPA.HHO.140 Information and documentation**

- (a) The operator shall ensure that, as part of its risk analysis and management process, risks associated with the HHO environment are minimised by specifying in the operations manual: selection, composition and training of crews; levels of equipment and dispatch criteria; and operating procedures and minima, such that normal and likely abnormal operations are described and adequately mitigated.
- (b) Relevant extracts from the operations manual shall be available to the organisation for which the HHO is being provided.

## Subpart J - Helicopter Emergency Medical Service Operations

### SPA.HEMS.100 Helicopter emergency medical service (HEMS) operations

- (a) Helicopters shall only be operated for the purpose of HEMS operations if the operator has been approved by the Brunei DCA.
- (b) To obtain such approval, the operator shall:
  - (1) operate in CAT and hold a CAT AOC in accordance with Part-ORO;
  - (2) demonstrate to the Brunei DCA compliance with the requirements contained in this Subpart.
- (c) Night operations to non-pre-surveyed HEMS operating sites outside congested areas that provide sufficient artificial ambient light shall be conducted under an approval issued in accordance with point SPA.NVIS.100.

### SPA.HEMS.105 HEMS HEC operations

- (a) HEMS HEC operations may be conducted with either of the following:
  - (1) a helicopter hoist, under the conditions prescribed in Subpart I (Helicopter Hoist Operations);
  - (2) a cargo sling, under the conditions prescribed in point (b).
- (b) For HEMS HEC operations conducted with a cargo sling, the operator shall:
  - (1) comply with the requirements of point SPO.SPEC.HEC.105 of Annex VIII;
  - (2) use an approved double cargo hook, or a cargo hook system approved under a relevant airworthiness standard;
  - (3) limit the operations to the technical phase of the flight for rescuing injured, ill or endangered persons, or to carry persons that are necessary for the mission;
  - (4) ensure that sling technical crew members are adequately equipped, trained, checked and briefed;
  - (5) develop specific HEMS HEC SOPs, following the risk assessment referred to in point SPA.HEMS.140;
  - (6) ensure that all flight crew members involved in HEMS HEC operations are experienced, trained and checked for HEMS HEC operations, and have recent experience with such activity.;

### SPA.HEMS.110 Equipment requirements for HEMS operations

- (a) The installation on a helicopter of all dedicated medical equipment and any subsequent modifications to that equipment and, where appropriate, its operation, shall be approved in accordance with BAR 8.
- (b) For VFR flights over routes navigated by reference to visual landmarks, the helicopter shall be equipped with a device that provides a moving map display with own-ship position and obstacles. The map and obstacle database(s) shall be kept up to date.
- (c) By way of derogation from point CAT.IDE.H.240 of Part CAT, complex, non-pressurised helicopters operated in HEMS with a MOPSC of nine or less shall comply with the oxygen requirements applicable to other than complex, non-pressurised helicopters.
- (d) By way of derogation from points CAT.OP.MPA.285 and CAT.IDE.H.240 of Part CAT, short excursions above 13 000 ft without using supplemental oxygen may be undertaken by day, subject to prior approval by the competent authority, provided that all the following conditions are met:
  - (1) the excursion above 13 000 ft is necessary for the embarkation/disembarkation of persons or for HEMS HEC operations;
  - (2) the flight is not conducted above 16 000 ft;
  - (3) the duration of the excursion above 10 000 ft without oxygen is limited to 30 minutes within a HEMS mission;
  - (4) the safety briefing in accordance with point CAT.OP.MPA.170 of Part CAT includes adequate information to crew members and passengers on the effects of hypoxia;
  - (5) SOPs are included in the operations manual covering points (1) to (4);
  - (6) the operator's experience of conducting operations at high altitudes without using supplemental oxygen is adequate for the operations to be performed;
  - (7) the experience of the individual crew members and their physiological adaptation to high altitudes are adequate for the operations to be performed;
  - (8) all crew members involved in the operations have received initial and recurrent training in hypoxia;
  - (9) none of the crew members involved in the operations have been diagnosed with a medical condition that could lead to hypoxia.

- (e) For single-pilot operations at night, the helicopter shall be equipped as follows:
  - (1) for a helicopter first issued with an individual CofA before 25 May 2024 or earlier, with a suitable stability augmentation system or autopilot;
  - (2) for a helicopter first issued with an initial CofA on or after 25 May 2024, with an autopilot.
- (f) For HEMS operations by day, the helicopter shall be equipped with the flight instruments required under points (a)(6) and (a)(7) of point CAT.IDE.H.130 of Part CAT.
- (g) The helicopter shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot.
- (h) Instruments and equipment required in points (e) and (g) shall be approved in accordance with the applicable airworthiness requirements.
- (i) The operator shall ensure that all relevant information is documented in the minimum equipment list.;

**SPA.HEMS.115 Communication**

In addition to that required by CAT.IDE.H, helicopters conducting HEMS flights shall have communication equipment capable of conducting two-way communication with the organisation for which the HEMS is being conducted and, where possible, to communicate with ground emergency service personnel.

**SPA.HEMS.120 HEMS operating minima**

- (a) HEMS flights operated under VFR shall comply with the HEMS-specific weather minima for the dispatch and en-route phase of the HEMS flight.

**Table 1**  
**HEMS operating minima**

2 PILOTS		1 PILOT	
DAY			
Ceiling	Visibility	Ceiling	Visibility
500 ft and above	As defined by the applicable airspace VFR minima	500 ft and above	As defined by the applicable airspace VFR minima
499 - 400 ft	1 000 m (*)	499 – 400 ft	2 000 m
399 - 300 ft	2 000 m	399 – 300 ft	3 000 m
NIGHT			
Cloud base	Visibility	Cloud base	Visibility
1 200 ft (**)	2 500 m	1 200 ft (**)	3 000 m
(*) During the en-route phase visibility may be reduced to 800 m for short periods when in sight of land if the helicopter is manoeuvred at a speed that will give adequate opportunity to observe any obstacles in time to avoid a collision. (**) During the en-route phase, cloud base may be reduced to 1 000 ft for short periods.			

- (b) If during the en-route phase the weather conditions fall below the cloud base or visibility minima, helicopters certified for flights only under VMC shall abandon the flight or return to base. Helicopters equipped and certified for instrument meteorological conditions (IMC) operations may abandon the flight, return to base or convert in all respects to a flight conducted under instrument flight rules (IFR), provided the flight crew are suitably qualified.
- (c) The VFR operating minima shall be as defined by the applicable airspace requirements, except in the following cases where reduced ceiling, visibility and vertical distances from obstacles may be used:
  - (1) multi-pilot operations;
  - (2) single-pilot operations with a technical crew member seated in a forward-facing front seat, who is suitably qualified and tasked to mitigate the additional risk.;

**SPA.HEMS.125 Performance requirements for HEMS operations**

- (a) Performance class 3 operations over a hostile environment shall only be conducted provided one of the following conditions are met:
- (1) The HEMS operating site used for take-off, landing or HEMS HEC operations is located above 7 000-ft altitude and the helicopter is certified as Category A or equivalent, as determined by the Brunei DCA;
  - (2) The planned HEMS operation does not require the transportation of medical personnel, medical supplies or ill or injured persons, and either the helicopter is certified as Category A or equivalent, as determined by the Brunei DCA, or all the following conditions are met:
    - (i) the helicopter is equipped with crash-resistant fuel systems;
    - (ii) the helicopter is equipped with a safety belt with upper torso restraint system for use on each passenger seat for each passenger aged 24 months or more;
    - (iii) a helicopter certified as Category A or equivalent, as determined by the Agency, is not available or not suitable for the operation due to either of the following reasons:
      - (A) insufficient performance margins to operate at the HEMS operating site, or no capability to conduct HEMS HEC operations, if applicable;
      - (B) helicopters certified as Category A or equivalent, as determined by the Agency, and that might otherwise be dispatched, are on a HEMS mission or not yet ready for the next mission, leading to a delay in the intervention incompatible with the emergency;
    - (iv) the operator has established a procedure to achieve compliance with point (iii);
    - (v) the operator has been granted an approval by the competent authority in accordance with point CAT.POL.H.420 of Part CAT;
    - (vi) the operator shall record all missions flown with a helicopter that is not certified as Category A or equivalent, as determined by the Brunei DCA.
- (b) By way of derogation from point CAT.POL.H.400(d)(2) of Part CAT, if the criteria of point (a)(1) are met, then helicopter night operations may be conducted in performance class 3.
- (c) Take-off and landing
- (1) Helicopters that conduct operations to or from a final approach and take-off area (FATO) at a hospital that is located in a congested hostile environment and that is used as a HEMS operating base shall be operated in accordance with performance class 1.
  - (2) Helicopters conducting operations to/from a FATO at a hospital that is located in a congested hostile environment and that is not a HEMS operating base shall be operated in accordance with performance class 1, except when the operator holds an approval in accordance with CAT.POL.H.225.
  - (3) Helicopters that conduct operations to or from a HEMS operating site located in a hostile environment shall be:
    - (i) operated in accordance with performance class 2, or if the conditions defined in point (a) are met, in performance class 3;
    - (ii) exempt from the approval required by point CAT.POL.H.305(a) of Part CAT, provided compliance is shown with point CAT.POL.H.305(b)(2) and (b)(3) of Part CAT.
  - (4) The HEMS operating site features shall provide adequate clearance from all obstructions, and shall provide for safe operations. For night operations, the helicopter lighting system shall adequately illuminate the landing site and surrounding obstacles.;

**SPA.HEMS.130 Crew requirements**

- (a) Selection. The operator shall establish criteria for the selection of flight crew members for the HEMS task, taking previous experience into account.
- (b) INTENTIONALLY LEFT BLANK
- (c) Operational training. Crew members shall successfully complete operational training in accordance with the HEMS procedures contained in the operations manual.
- (d) Flight training by sole reference to instruments. Flight crew members that conduct HEMS operations without a valid instrument rating shall complete flight training to proficiency by sole reference to instruments in a helicopter or in an FSTD to have the skills to escape unintended IMC conditions. The validity period of the flight training shall be 6 calendar months.
- (e) Crew composition
  - (1) Day flight. The minimum crew by day shall be one pilot and one HEMS technical crew member.
    - (i) comprise either two pilots or one pilot and one HEMS technical crew member;
    - (ii) the crew composition may be reduced to only one pilot only if one of the situations below occur; once the crew composition is reduced to one pilot, the commander shall only operate to or from HEMS operating sites if they have previously conducted an in-flight reconnaissance with two crew members during the same HEMS mission:
      - (A) the commander is required to fetch additional medical supplies, refuel, or reposition while the HEMS technical crew member provides medical assistance on the ground;
      - (B) the medical passenger requires the assistance of the HEMS technical crew member in flight;
      - (C) the HEMS technical crew member disembarks to supervise a HEMS HEC cargo sling operation from outside the helicopter;
  - (2) Night flight. The minimum crew by night shall be:
    - (i) either two pilots or one pilot and one HEMS technical crew member;
    - (ii) one pilot where the following conditions are met:
      - (A) the medical passenger requires the assistance of the HEMS technical crew member during the flight;
      - (B) neither the departure nor the destination is a HEMS operating site.
  - (3) The operator shall ensure that the continuity of the crew concept is maintained throughout the HEMS mission.
- (f) Flight and technical crew training and checking
  - (1) Training and checking shall be conducted by suitably qualified personnel in accordance with a detailed syllabus that is included in the operations manual and approved by the competent authority.
  - (2) Crew members
    - (i) All relevant elements of the crew training programmes defined in Subpart FC and TC of Part-ORO, including helicopter/FSTD training, shall improve the crew's knowledge of the HEMS working environment and equipment, improve crew coordination, and include measures to minimise the risks associated with en-route transit in low-visibility conditions, the selection of HEMS operating sites, and approach and departure profiles.
    - (ii) The measures referred to in point (i) shall be assessed during both of the following:
      - (A) VMC day proficiency checks, or VMC night proficiency checks when night HEMS operations are undertaken by the operator; and
      - (B) line checks.
    - (iii) the HEMS components of the proficiency checks and line checks referred to in point (ii) shall both have a validity period of 12 calendar months.

- (g) Flight crew members who have attained the age of 60 years and who perform single-pilot HEMS operations in accordance with point FCL.065(a) of Part FCL to BAR 1.
- (1) For flight crew members who have attained the age of 60 years and who perform single-pilot HEMS operations in accordance with point FCL.065(a) of Part-FCL to BAR 1, the operator shall take into account in its risk evaluation performed in accordance with ORO.GEN.200 the increase of the risk of incapacitation due to cardiovascular and cerebrovascular factors linked with operational circumstances.
  - (2) Training and checking for flight crew members referred to in point (1) shall be conducted by personnel that has received appropriate training to help them detect mild cognitive decline and request medical assessment of crew member where necessary.

#### **SPA.HEMS.135 HEMS medical passenger and other personnel briefing**

- (a) Medical passenger. Prior to any HEMS flight, or series of flights, medical passengers shall have been briefed to ensure that they are familiar with the HEMS working environment and equipment, can operate on-board medical and emergency equipment and can take part in normal and emergency entry and exit procedures.
- (b) Ground emergency service personnel. The operator shall take all reasonable measures to ensure that ground emergency service personnel are familiar with the HEMS working environment and equipment and the risks associated with ground operations at a HEMS operating site.
- (c) Medical patient. Notwithstanding CAT.OP.MPA.170, a briefing shall only be conducted if the medical condition makes this practicable.

#### **SPA.HEMS.140 Information, procedures and documentation**

- (a) The operator shall assess, mitigate, and minimise the risks associated with the HEMS environment as part of its risk analysis and management process. The operator shall describe the mitigating measures, including operating procedures, in the operations manual.
- (b) The operator shall ensure that the HEMS commander assesses specific risks associated with the particular HEMS mission.
- (c) Notwithstanding point CAT.OP.MPA.175 of Part CAT, the operator does not need to complete an operational flight plan if the HEMS mission includes a flight to or from a non-pre-surveyed HEMS operating site.
- (d) Relevant extracts from the operations manual shall be made available to the organisation for which the operator performs HEMS operations.

#### **SPA.HEMS.145 HEMS operating base facilities**

- (a) If crew members are required to be on standby with a reaction time of less than 45 minutes, dedicated suitable accommodation shall be provided close to each operating base.
- (b) At each operating base the pilots shall be provided with facilities for obtaining current and forecast weather information and shall be provided with satisfactory communications with the appropriate air traffic services (ATS) unit. Adequate facilities shall be available for the planning of all tasks.

#### **SPA.HEMS.150 Fuel/energy supply – alleviation**

As an alternative to points CAT.OP.MPA.191 (b), (c), and (d), when the helicopter emergency medical services (HEMS) mission is conducted under visual flight rules (VFR) within a local and defined geographical area, the fuel/energy policy shall ensure that on completion of the mission, the final reserve fuel/energy is sufficient for:

- (a) 30-minute flying time at best-range speed; or
- (b) 20-minute flying time at best-range speed by day, when operating within an area providing continuous and suitable operating sites.

#### **SPA.HEMS.151 Aircraft tracking system**

The operator shall establish and maintain a monitored aircraft tracking system for HEMS operations for the entire duration of the HEMS mission.

#### **SPA.HEMS.155 Refuelling with passengers on board**

A refuelling procedure with either rotors stopped or rotors turning shall be provided in accordance with point CAT.OP.MPA.200 'Special refuelling or defuelling of the aircraft.



## Subpart K - Helicopter Offshore Operations

### SPA.HOFO.100 Helicopter offshore operations (HOFO)

The requirements of this Subpart apply to:

- (a) a commercial air transport operator holding a valid AOC in accordance with Part-ORO;
- (b) a specialised operations operator having declared its activity in accordance with Part-ORO; or
- (c) a non-commercial operator having declared its activity in accordance with Part-ORO

### SPA.HOFO.105 Approval for helicopter offshore operations

- (a) Prior to engaging in operations under this Subpart, a specific approval by the Brunei DCA shall have been issued to the operator.
- (b) To obtain such approval, the operator shall submit an application to the Brunei DCA as specified in SPA.GEN.105, and shall demonstrate compliance with the requirements of this Subpart.
- (c) The operator shall, prior to performing operations from a country other than Brunei Darussalam that issued the approval under (a), inform the Brunei DCA in both countries of the intended operation.

### SPA.HOFO.110 Operating procedures

- (a) The operator shall, as part of its safety management process, mitigate and minimise risks and hazards specific to helicopter offshore operations. The operator shall specify in the operations manual the:
  - (1) selection, composition and training of crews;
  - (2) duties and responsibilities of crew members and other involved personnel;
  - (3) required equipment and dispatch criteria; and
  - (4) operating procedures and minima, such that normal and likely abnormal operations are described and adequately mitigated.
- (b) The operator shall ensure that:
  - (1) an operational flight plan is prepared prior to each flight;
  - (2) the passenger safety briefing also includes any specific information on offshore related items and is provided prior to boarding the helicopter;
  - (3) each member of the flight crew wears an approved survival suit:
    - (i) when the weather report or forecasts available to the pilot-in-command/commander indicate that the sea temperature will be less than plus 10 °C during the flight; or
    - (ii) when the estimated rescue time exceeds the calculated survival time; or
    - (iii) when the flight is planned to be conducted at night in a hostile environment;
  - (4) where established, the offshore route structure provided by the appropriate ATS is followed;
  - (5) pilots make optimum use of the automatic flight control systems (AFCS) throughout the flight;
  - (6) specific offshore approach profiles are established, including stable approach parameters and the corrective action to be taken if an approach becomes unstable;
  - (7) for multi-pilot operations, procedures are in place for a member of the flight crew to monitor the flight instruments during an offshore flight, especially during approach or departure, to ensure that a safe flight path is maintained;
  - (8) the flight crew takes immediate and appropriate action when a height alert is activated;
  - (9) procedures are in place to require the emergency flotation systems to be armed, when safe to do so, for all overwater arrivals and departures; and
  - (10) operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the Brunei DCA or the appropriate authority responsible for the airspace.

**SPA.HOFO.115 Use of offshore locations**

The operator shall only use offshore locations that are suitable in relation to size and mass of the type of helicopter and to the operations concerned.

**SPA.HOFO.120 Selection of aerodromes and operating sites**

- (a) Onshore destination alternate aerodrome. Notwithstanding points CAT.OP.MPA.192, NCC.OP.152 and SPO. OP.151, the pilot-in command/commander does not need to specify a destination alternate aerodrome in the operational flight plan when conducting flights from an offshore location to a land destination aerodrome provided that sufficient operational contingency is in place to ensure a safe return from offshore.
- (b) Offshore destination alternate helideck. The operator may select an offshore destination alternate helideck when all of the following criteria are met:
  - (1) An offshore destination alternate helideck shall be used only after the point of no return (PNR) and when an onshore destination alternative aerodrome is not geographically available. Prior to the PNR, an onshore destination alternate aerodrome shall be used.
  - (2) One engine inoperative (OEI) landing capability shall be attainable at the offshore destination alternate helideck.
  - (3) To the extent possible, helideck availability shall be guaranteed prior to PNR. The dimensions, configuration and obstacle clearance of individual helidecks or other sites shall be suitable for its use as an alternate helideck by each helicopter type intended to be used.
  - (4) Weather minima shall be established taking into account the accuracy and reliability of meteorological information.
  - (5) The MEL shall contain specific provisions for this type of operation.
  - (6) An offshore destination alternate helideck shall only be selected if the operator has established a procedure in the operations manual.

**SPA.HOFO.125 Offshore standard approach procedures (OSAPs)**

- (a) An operator shall establish procedures to ensure that offshore standard approach procedures (OSAPs) are followed only if:
  - (1) the helicopter is capable of providing navigation and real-time obstacle environment information for obstacle clearance; and
  - (2) either:
    - (i) the minimum descent height (MDH) is determined from a radio altimeter or a device that provides equivalent performance; or
    - (ii) the minimum descent altitude (MDA) is applied and it includes an adequate margin.
- (b) If the operator follows OSAPs to rigs or vessels in transit, the flight shall be conducted in multi-pilot operations.
- (c) The decision range shall provide adequate obstacle clearance in the missed approach from any destination for which an OSAP is planned.
- (d) The approach shall only be continued beyond decision range or below the minimum descent altitude/height (MDA/H) when visual reference to the destination has been established.
- (e) For single-pilot operations, appropriate increments shall be added to the MDA/H and decision range.
- (f) When an OSAP is followed to a non-moving offshore location (i.e. fixed installation or moored vessel) and a reliable GNSS position for the location is available in the navigation system, the GNSS/area navigation system shall be used to enhance the safety of the OSAP.
- (g) The operator shall include OSAPs in its initial and recurrent training and checking programmes.

**SPA.HOFO.130 Meteorological conditions**

Notwithstanding CAT.OP.MPA.247, NCC.OP.180 and SPO.OP.170, when flying between offshore locations located in class G airspace where the overwater sector is less than 10 NM, VFR flights may be conducted when the limits are at, or better than, the following:

**Minima for flying between these offshore locations located in Class G airspace:**

	Day		Night	
	Height (*)	Visibility	Height (*)	Visibility
Single Pilot	300 feet	3km	500 feet	5km
Two Pilot	300 feet	2km (**)	500 feet	5km (***)

(\*) The cloud base shall allow flight at the specified height to be below and clear of cloud.

(\*\*) Helicopters may be operated in flight visibility down to 800 m, provided the destination or an intermediate structure is continuously visible.

(\*\*\*) Helicopters may be operated in flight visibility down to 1 500 m, provided the destination or an intermediate structure is continuously visible.

**SPA.HOFO.135 Wind limitations for operations to offshore locations**

Operation to an offshore location shall only be performed when the wind speed at the helideck is reported to be not more than 60 knots including gusts.

**SPA.HOFO.140 Performance requirements at offshore locations**

Helicopters taking off from and landing at offshore locations shall be operated in accordance with the performance requirements of the appropriate Annex according to their type of operation.

**SPA.HOFO.145 Flight data monitoring (FDM) system**

- (a) When conducting CAT operations with a helicopter equipped with a flight data recorder, the operator shall establish and maintain a FDM system, as part of its integrated management system, by 1 January 2019.
- (b) The FDM system shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.

**SPA.HOFO.150 Aircraft tracking system**

An operator shall establish and maintain a monitored aircraft tracking system for offshore operations in a hostile environment from the time the helicopter departs until it arrives at its final destination.

**SPA.HOFO.155 Vibration health monitoring (VHM) system**

- (a) The following helicopters conducting CAT offshore operations in a hostile environment shall be fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems by 1 January 2019:
  - (1) complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (C of A) after 31 December 2016;
  - (2) all helicopters with a maximum operational passenger seating configuration (MOPSC) of more than 9 and first issued with an individual C of A before 1 January 2017;
  - (3) all helicopters first issued with an individual C of A after 31 December 2018.
- (b) The operator shall have a system to:
  - (1) collect the data including system generated alerts;
  - (2) analyse and determine component serviceability; and
  - (3) respond to detected incipient failures

**SPA.HOFO.160 Equipment requirements**

- (a) The operator shall comply with the following equipment requirements:

- (1) Public Address (PA) system in helicopters used for CAT and non-commercial operations with complex motor-powered helicopters (NCC):
  - (i) Helicopters with a maximum operational passenger seat configuration (MOPSC) of more than 9 shall be equipped with a PA system.
  - (ii) Helicopters with an MOPSC of 9 or less need not be equipped with a PA system if the operator can demonstrate that the pilot's voice is understandable at all passengers' seats in flight.

(2) Radio altimeter

Helicopters shall be equipped with a radio altimeter that is capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot.

(b) Emergency exits

All emergency exits, including crew emergency exits, and any door, window or other opening that is suitable for emergency egress, and the means for opening them shall be clearly marked for the guidance of occupants using them in daylight or in the dark. Such markings shall be designed to remain visible if the helicopter is capsized or the cabin is submerged.

(c) Helicopter terrain awareness warning system (HTAWS)

Helicopters used in CAT operations with a maximum certificated take-off mass of more than 3 175 kg or a MOPSC of more than 9 and first issued with an individual C of A after 31 December 2018 shall be equipped with an HTAWS that meets the requirements for class A equipment as specified in an acceptable standard.

**SPA.HOFO.165 Additional procedures and equipment for operations in a hostile environment**

(a) Life jackets

Approved life jackets shall be worn at all times by all persons on board unless integrated survival suits that meet the combined requirement of the survival suit and life jacket are worn.

(b) Survival suits

All passengers on board shall wear an approved survival suit:

- (1) when the weather report or forecasts available to the commander/pilot-in-command indicate that the sea temperature will be less than plus 10 °C during the flight; or
- (2) when the estimated rescue time exceeds the calculated survival time; or
- (3) when the flight is planned to be conducted at night.

(c) Emergency breathing system

All persons on board shall carry and be instructed in the use of emergency breathing systems.

(d) Life rafts

- (1) All life rafts carried shall be installed so as to be usable in the sea conditions in which the helicopter's ditching, flotation, and trim characteristics were evaluated for certification.
- (2) All life rafts carried shall be installed so as to facilitate their ready use in an emergency.
- (3) The number of life rafts installed:
  - (i) in the case of a helicopter carrying less than 12 persons, at least one life raft with a rated capacity of not less than the maximum number of persons on board; or
  - (ii) in the case of a helicopter carrying more than 11 persons, at least two life rafts, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life raft (s) having the overload capacity sufficient to accommodate all persons on the helicopter.
- (4) Each life raft shall contain at least one survival emergency locator transmitter (ELT(S)); and
- (5) Each life raft shall contain life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.

(e) Emergency cabin lighting

The helicopter shall be equipped with an emergency lighting system with an independent power supply to provide a source of general cabin illumination to facilitate the evacuation of the helicopter.

- (f) Automatically deployable emergency locator transmitter (ELT(AD))

The helicopter shall be equipped with an ELT(AD) that is capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

- (g) Securing of non-jettisonable doors

Non-jettisonable doors that are designated as ditching emergency exits shall have a means of securing them in the open position so that they do not interfere with the occupants' egress in all sea conditions up to the maximum sea conditions required to be evaluated for ditching and flotation.

- (h) Emergency exits and escape hatches

All emergency exits, including crew emergency exits, and any door, window or other opening suitable to be used for the purpose of underwater escape shall be equipped so as to be operable in an emergency.

- (i) Notwithstanding (a), (b) and (c) above the operator may, based on a risk assessment, allow passengers, medically incapacitated at an offshore location, to partly wear or not wear life jackets, survival suits or emergency breathing systems on return flights or flights between offshore locations.

### **SPA.HOFO.170 Crew requirements**

- (a) The operator shall establish:

- (1) criteria for the selection of flight crew members, taking into account the flight crew members' previous experience;
- (2) a minimum experience level for a commander/pilot-in-command intending to conduct offshore operations; and
- (3) a flight crew training and checking programme that each flight crew member shall complete successfully. Such programme shall be adapted to the offshore environment and include normal, abnormal and emergency procedures, crew resource management, water entry and sea survival training.

- (b) Recency requirements

A pilot shall only operate a helicopter carrying passengers:

- (1) at an offshore location, as commander or pilot-in-command, or co-pilot, when he or she has carried out in the preceding 90 days at least 3 take-offs, departures, approaches and landings at an offshore location in a helicopter of the same type or a full flight simulator (FFS) representing that type; or
- (2) by night at an offshore location, as commander or pilot-in-command, or co-pilot, when he/she has carried out in the preceding 90 days at least 3 take-offs, departures, approaches and landings at night at an offshore location in a helicopter of the same type or an FFS representing that type.

The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the operation to be performed.

- (c) Specific requirements for CAT:

- (1) The 90-day period presented in points (b)(1) and (2) above may be extended to 120 days as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner.
- (2) If the pilot does not comply with the requirements in (1), he/she shall complete a training flight in the helicopter or an FFS of the helicopter type to be used, which shall include at least the requirements described in (b)(1) and (2) before he or she can exercise his or her privileges.

## Subpart L - Single-Engined Turbine Aeroplane Operations At Night Or In Instrument Meteorological Conditions (Set-IMC)

### SPA.SET-IMC.100 SET-IMC operations

In commercial air transport (CAT) operations, single-engined turbine aeroplanes shall only be operated at night or in IMC if the operator has been granted a SET-IMC approval by the Brunei DCA.

### SPA.SET-IMC.105 SET-IMC operations approval

To obtain a SET-IMC approval by the Brunei DCA, the operator shall provide evidence that all the following conditions have been complied with:

- (a) an acceptable level of turbine engine reliability is achieved in service by the world fleet for the particular airframe-engine combination;
- (b) specific maintenance instructions and procedures to ensure the intended levels of continued airworthiness and reliability of the aeroplane and its propulsion system have been established and included in the operator's aircraft maintenance programme in accordance with specific airworthiness requirements including all of the following:
  - (1) an engine trend monitoring programme, except for aeroplanes first issued with an individual certificate of airworthiness after 31 December 2004 that have an automatic trend monitoring system;
  - (2) a propulsion and associated systems' reliability programme;
- (c) flight crew composition and a training/checking programme for the flight crew members involved in these operations have been established;
- (d) operating procedures have been established specifying all the following:
  - (1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL;
  - (2) the flight planning;
  - (3) the normal procedures;
  - (4) the contingency procedures, including procedures following a propulsion system failure, as well as forced landing procedures in all weather conditions;
  - (5) the monitoring and incident reporting.
- (e) a safety risk assessment has been performed, including the determination of an acceptable risk period if an operator intends to make use of it.

### SPA.SET-IMC.110 Equipment requirements for SET-IMC operations

Aeroplanes used for SET-IMC operations shall be equipped with all the following equipment:

- (a) two separate electrical generating systems, each one capable of supplying adequate power to all essential flight instruments, navigation systems and aeroplane systems required for continued flight to the destination or alternate aerodrome;
- (b) two attitude indicators, powered from independent sources;
- (c) for passenger operations, a shoulder harness or a safety belt with a diagonal shoulder strap for each passenger seat;
- (d) airborne weather-detecting equipment;
- (e) in a pressurised aeroplane, sufficient supplemental oxygen for all occupants to allow descent, following engine failure at the maximum certificated cruising altitude, at the best range gliding speed and in the best gliding configuration, assuming the maximum cabin leak rate, until sustained cabin altitudes below 13 000 ft are reached;
- (f) an area navigation system capable of being programmed with the positions of landing sites and providing lateral guidance to the flight crew to reach those sites;
- (g) a radio altimeter;
- (h) a landing light, capable of illuminating the touchdown point on the power-off glide path from 200 ft away;

- (i) an emergency electrical supply system of sufficient capacity and endurance capable of providing power, following the failure of all generated power, to additional loads necessary for all of the following:
  - (1) the essential flight and area navigation instruments during descent from maximum operating altitude after engine failure;
  - (2) the means to provide for one attempt to restart the engine;
  - (3) if appropriate, the extension of landing gear and flaps;
  - (4) the use of the radio altimeter throughout the landing approach;
  - (5) the landing light;
  - (6) one pitot heater;
  - (7) if installed, the electrical means to give sufficient protection against impairment of the pilot's vision for landing;
- (j) an ignition system that activates automatically, or is capable of being operated manually, for take-off, landing, and during flight, in visible moisture;
- (k) a means of continuously monitoring the power train lubrication system to detect the presence of debris associated with the imminent failure of a drivetrain component, including a flight crew compartment caution indication;
- (l) an emergency engine power control device that permits continuing operation of the engine at a sufficient power range to safely complete the flight in the event of any reasonably probable failure of the fuel/energy control unit.

## Subpart M – ELECTRONIC FLIGHT BAGS (EFBs)

### SPA.EFB.100 Use of electronic flight bags (EFBs) — operational approval

- (a) A commercial air transport operator of aeroplanes or helicopters or an IAM operator shall only use a type B EFB application if the operator has been granted an approval by the Brunei DCA for such use.
- (b) In order to obtain an operational approval from the Brunei DCA for the use of a type B EFB application, the operator shall provide evidence that:
- (1) a risk assessment related to the use of the EFB device that hosts the application and to the EFB application and its associated function(s) has been conducted, identifying the associated risks and ensuring that they are appropriately managed and mitigated;
  - (2) the human–machine interfaces of the EFB device and the EFB application have been assessed against human factors principles;
  - (3) it has established an EFB administration system and that procedures and training requirements for the administration and use of the EFB device and the EFB application have been established and implemented; these shall include procedures for:
    - (i) operating the EFB;
    - (ii) the management of changes to the EFB;
    - (iii) the management of EFB data;
    - (iv) EFB maintenance; and
    - (v) EFB security;
  - (4) the EFB host platform is suitable for the intended use of the EFB application.  
This demonstration shall be specific to the EFB application and the EFB host platform on which the application is installed.

## Subpart N - HELICOPTER POINT-IN-SPACE APPROACHES AND DEPARTURES WITH REDUCED VFR MINIMA (PINS-VFR)

### SPA.PINS-VFR.100 Helicopter point-in-space (PinS) approaches and departures with reduced VFR minima

- (a) The operator shall only use reduced VFR operating minima where both of the following conditions are met:
  - (1) the operations are not conducted under a HEMS approval;
  - (2) the operator has been granted an approval by the competent authority.
  
- (b) Reduced VFR operating minima shall apply only to a helicopter flight that includes a segment flown under IFR, and only in one of the following cases:
  - (1) the segment of the flight flown under VFR takes place immediately after a helicopter PinS approach with the intention of landing at a nearby heliport or operating site;
  - (2) the segment of the flight flown under VFR takes place immediately after a helicopter PinS approach with the intention of conducting hoist operations at a nearby HEC or HHO site;
  - (3) the segment of the flight flown under VFR is a departure with the intention of transitioning to IFR at a nearby initial departure fix.
  
- (c) The operator shall define operating procedures that are applicable when flying with reduced VFR operating minima.
  
- (d) The operator shall ensure that the flight crew members are experienced and trained to operate with reduced VFR operating minima.

## SUBPART O – EMERGENCY MEDICAL SERVICE OPERATIONS WITH MANNED VTOL-CAPABLE AIRCRAFT (VEMS)

### SPA.VEMS.100 Emergency medical service operations with manned VTOL-capable aircraft (VEMS)

- (a) An IAM operator shall only conduct emergency medical service operations with manned VTOL-capable aircraft (VEMS) if the operator has been granted an approval by the competent authority for such operations.
- (b) To obtain such approval by the competent authority, the IAM operator shall:
  - (1) hold an AOC in accordance with Annex III (Part-ORO);
  - (2) conduct operations in accordance with the relevant requirements of Annex IX (Part-IAM); and
  - (3) demonstrate to the competent authority compliance with the requirements contained in this Subpart.
- (c) The IAM operator shall use adequate vertiports for its VEMS operating base and hospital sites unless approved by the competent authority to use a public interest site (PIS) at a hospital site.
- (d) The IAM operator may use adequate operating sites for the purpose of VEMS missions or VEMS training flights taking into account:
  - (1) the aircraft performance requirements applicable for take-off and landing;
  - (2) operating site characteristics, including dimensions, obstacles, and surface condition;
  - (3) the safe separation of VTOL-capable aircraft (VCA) from people on the ground; and
  - (4) privacy, data protection, liability, insurance, security, and environmental protection requirements.

### SPA.VEMS.110 Equipment requirements for VEMS operations

- (a) The installation on a VTOL-capable aircraft (VCA) of all dedicated medical equipment and any subsequent modifications to that installation and, where appropriate, its operation, shall be approved in accordance with BAR 8.
- (b) For VFR flights by day over routes or areas navigated by reference to visual landmarks, the VCA shall be equipped with tools providing own-ship position and obstacles on a moving map display. The map and obstacle database(s) shall be kept up to date.
- (c) For VFR flights by day, the VCA shall be equipped with a means of measuring and displaying to the pilot the attitude and the stabilised heading or with other equivalent tools to mitigate pilot disorientation in case of reduced visual cues.
- (d) Any VCA used in VEMS missions shall be equipped with tools having an ADS-B Out capability.
- (e) Instruments and equipment required under point (f) shall be certified in accordance with the applicable airworthiness requirements.
- (f) The IAM operator shall ensure that all relevant information is documented in the minimum equipment list (MEL).

### SPA.VEMS.115 Communication

In addition to the requirements for instruments and equipment applicable to VCA in manned configuration, VCA used for VEMS flights shall have communication equipment capable of conducting two-way communication with the organisation for which the VEMS flight is conducted and, where possible, to communicate with ground emergency service personnel at the scene of the operation.

### SPA.VEMS.120 Visibility and distance from cloud minima

The minima for the dispatch and en-route phase of the VEMS flight shall be those established in accordance with point SERA.5001. If during the en-route phase the weather conditions fall below the applicable minima:

- (a) VCA certified for flights only under VFR by day shall land as soon as practicable or return to the VEMS base.
- (b) Reserved.

### SPA.VEMS.125 Performance requirements for VEMS operations

VCA used for VEMS operations shall be operated in accordance with the applicable performance requirements established in point UAM.POL.VCA.100.

**SPA.VEMS.130 Crew requirements**

- (a) Selection. The IAM operator shall establish criteria for the selection of flight crew members for VEMS operations, taking their prior experience into account.
- (b) Operational training. Crew members shall successfully complete operational training in accordance with the VEMS procedures contained in the operations manual.
- (c) Reserved.
- (d) Crew composition
  - (1) Day flight. The minimum crew composition at dispatch for a VEMS flight under VFR day shall be two pilots or one pilot and one VEMS technical crew member.  
After landing at the VEMS operating site, subsequent flights may be conducted by one pilot:
    - (i) if there is a need for additional medical supplies, refuel /battery recharge or reposition while the VEMS technical crew member provides medical assistance on the ground; or
    - (ii) if the VEMS technical crew member provides medical assistance to the medical patient in flight or during transport in another vehicle.
  - (2) Reserved.
  - (3) The IAM operator shall ensure that the continuity of the crew concept is maintained throughout the VEMS mission.
- (e) Flight and technical crew training and checking
  - (1) Training and checking shall be conducted by suitably qualified personnel in accordance with a syllabus included in the operations manual and approved by the Brunei DCA.
  - (2) Crew members
    - (i) All relevant elements of the crew training programme shall improve crew knowledge of the VEMS working environment and equipment, improve crew coordination, and include measures to minimise the risks associated with an en-route transit to low-visibility conditions, the selection of VEMS operating sites, and approach and departure profiles.
    - (ii) The measures referred to in point (i) shall be assessed during both of the following:
      - (A) VMC day proficiency checks;
      - (B) line checks.
    - (iii) The VEMS components of the proficiency checks and line checks referred to in point (ii) shall have a validity period of 6 and 12 calendar months respectively.

**SPA.VEMS.135 Briefing of medical passengers and of other personnel**

- (a) Medical passengers. Prior to any VEMS flight, or series of VEMS flights, medical passengers shall be briefed to ensure they are familiar with the VEMS working environment and equipment, can operate on-board emergency equipment, and can take part in normal and emergency entry and exit procedures.
- (b) Ground emergency service personnel. Where ground emergency service personnel are employed, the IAM operator shall take all necessary measures to ensure that such personnel are familiar with the VEMS working environment and equipment, and the risks associated with ground operations at a VEMS operating site.
- (c) Medical patients. Notwithstanding point UAM.OP.MVCA.170 of Part-IAM, a briefing shall be held only if the medical condition of the medical patient renders it practicable.

**SPA.VEMS.140 Information, procedures and documentation**

- (a) The IAM operator shall assess, mitigate and minimise the risks associated with the VEMS environment as part of its risk analysis and management process. The IAM operator shall describe its mitigating measures, including operating procedures, in the operations manual.
- (b) The IAM operator shall ensure that the pilot-in-command (PIC) assesses specific risks associated with a particular VEMS flight.
- (c) Relevant extracts from the operations manual shall be made available to the organisation for which the VEMS operation is being provided.

**SPA.VEMS.145 Facilities at the VEMS operating base**

- (a) If crew members are required to be on standby with a reaction time of less than 45 minutes, dedicated suitable accommodation shall be provided close to each VEMS operating base.
- (b) At each VEMS operating base, the flight crew shall be granted access to facilities for obtaining current and forecast weather information and shall be provided with adequate communications with the appropriate air traffic service (ATS) units. Adequate facilities shall be available for the planning of all related tasks.

**SPA.VEMS.150 Fuelling /defuelling / battery charging / battery swapping while passengers are embarking, on board, or disembarking**

Refuelling /defuelling /battery charging or battery swapping procedures with either lift and thrust units powered on or off shall only be performed in accordance with point UAM.OP.MVCA.200 or point UAM.OP.MVCA.205 as applicable.

**SPA.VEMS.155 Aircraft tracking system**

The IAM operator shall establish and maintain a monitored aircraft tracking system for VEMS operations for the entire duration of the VEMS flight.