



CIVIL AVIATION PUBLICATION

DOM 02

MISCELLANEOUS AIRCRAFT

CONTENTS

CAP DOM 02

MISCELLANEOUS AIRCRAFT

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CHAPTER 1

GENERAL

1.1 OVERVIEW

1.1.1 General

This CAP provides guidance for operators of miscellaneous aircraft as described below. The purpose of this CAP is to provide guidance on technical and operational issues to be considered before making application to the GCAA.

Note: CAP OPS 11 is applicable for remotely piloted aircraft with a MTOM of greater than 25 kg.

1.1.2 Aircraft Not Required to Obtain Permission to Operate

(a) The following aircraft, that meet the definition of CAR OPS 6.020, may be flown over the territory of Gibraltar, without special permission granted by the Authority, provided they are registered, confined to the area specified by the Authority and meet the following conditions;

- (1) the aircraft operator must be at least 18 years of age;
- (2) kites shall not be flown at a height of more than;
 - (i) 30 metres (100 ft) above ground level within the aerodrome traffic zone of the Gibraltar Airport during the notified operating hours of the Gibraltar Airport; or
 - (ii) 60 metres (200 ft) above ground level elsewhere.
- (3) tethered balloons shall not be flown;
 - (i) within the aerodrome traffic zone of the Gibraltar Airport during the notified operating hours of the Gibraltar Airport;
 - (ii) at a height, measured to the top of the balloon, of more than 60 metres (200 ft) above ground level elsewhere; or
 - (iii) within 60 metres (200 ft) of any vessel, vehicle or structure except with the permission of the person in charge of any such vessel, vehicle or structure;

Note: Potential operators of these aircraft must contact the GCAA to obtain the specified areas, which may vary due to various circumstances.

(b) Aircraft that do not meet (a), including any aerial work activities, shall obtain aircraft registration and a permission to operate from the GCAA.

Note: You do need permission from the GCAA if you;

- (1) *cannot comply with paragraph 1.1.1 above;*
- (2) *obtain an economic benefit for the operation of the aircraft; or*
- (3) *plan to fly the aircraft over any populous area.*

1.2 ABBREVIATIONS AND ACRONYMS

Note: Refer also to CAR DEF for general definitions.

BRLOS	beyond radio line-of-sight
BVLOS	beyond visual line-of-sight
C2	command and control
GCAA	Gibraltar Civil Aviation Authority
RLOS	radio line-of-sight
RPS	remote pilot station(s)
SUA	small unmanned aircraft
Tsloss	time (sustained loss of link)
VLL	very low level
VLOS	visual line-of-sight

1.3 FEES for SERVICES

The charges payable by organisations/individuals to the GCAA for the issue/renewal of approvals, licences and permissions is listed in CAP DOM 04.

These charges cover the normal SUA registration and certification process. However there could be additional fees for services if the applicant fails to meet his/her obligations and additional inspections are required for operations and continued airworthiness.

CHAPTER 2

SMALL UNMANNED AIRCRAFT

2.1 OVERVIEW

2.1.1 General

This chapter provides a brief description of SUA and their associated components, categorisation of SUA, flight rules and operations.

2.1.2 Categorisation for licence issue

Pilot licences are not required for SUA with MTOM of 25 kg or less. However the pilot must demonstrate competency.

2.1.3 Categorisation by operation

There are presently two categories of SUA operation that apply to SUA with MTOM of 25 kg or less and these are determined by the GCAA.

- (a) ‘Open’ category : Safety is ensured through compliance with operational limitations, mass limitations as a proxy of energy, product safety requirements, and compliance with operational rules contained in a permit issued by the GCAA.

Note: Operations in this category presently applies only to four designated coastal areas at Rosia Bay, Camp Bay, Sandy Bay and Europa Point.

- (b) ‘Specific’ category : Authorisation by the GCAA, following a risk assessment performed by the operator. A manual of operations lists the risk mitigation measures and operating rules.

Note: Operations in this category presently applies to Gibraltar airspace with VLOS outside of the areas noted in (a) above

2.1.4 Summary

	Permit	Licence	C of R	C of A	Operations Manual	Maintenance Manual	Insurance	SMS
< 25 kg	<i>For operations in Gibraltar territory only</i>							
- Open	✓	A1/A3	x	x	Note ¹	x	✓	x
- Specific	✓	GVC/STS	x	x	✓	x	✓	Note ²
-								

Note 1: The manufacturer’s instructions may be adequate.

Note 2: A manual of operations is required

2.2 DESCRIPTION OF SUA AND ASSOCIATED COMPONENTS

2.2.1 SUA

An aircraft is defined as 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. An aircraft which is intended to be operated with no pilot on board is classified as unmanned. An unmanned aircraft which is piloted from a remote pilot station is a SUA. All remotely piloted aircraft are classified as aeroplane, rotorcraft or airship.

2.2.2 Associated components

SUA are piloted from RPS utilising a command and control (C2) link. Together with other components such as launch and recovery equipment, if utilised, the SUA, RPS and C2 link comprise a SUA.

A SUA can be piloted from one of many RPS during a flight; however, only one RPS can be in control of the SUA at a given moment in time.

2.2.3 Remote pilot station (RPS)

The RPS is the component of the SUA containing the equipment used to pilot the SUA. The RPS can range from a hand-held device up to a multi-console station. It may be located inside or outside; it may be stationary or mobile (installed in a vehicle/ship/aircraft).

2.2.4 Command & Control (C2) Link

The C2 link connects the RPS and the SUA for the purpose of managing the flight. The link may be simplex or duplex. It may be in direct radio line-of-sight (RLOS) or beyond radio line-of-sight (BRLOS) as described below.

- (a) *RLOS*: refers to the situation in which the transmitter(s) and receiver(s) are within mutual radio link coverage and thus able to communicate directly or through a ground network provided that the remote transmitter has RLOS to the SUA and transmissions are completed in a comparable timeframe; and
- (b) *BRLOS*: refers to any configuration in which the transmitters and receivers are not in RLOS. BRLOS thus includes all satellite systems and possibly any system where an RPS communicates with one or more ground stations via a terrestrial network which cannot complete transmissions in a timeframe comparable to that of an RLOS system.

The distinction between RLOS and BRLOS mainly concerns whether any part of the communications link introduces appreciable or variable delay into the communications than the architecture of the link.

2.2.5 Other components

The following components may be part of the SUA:

- (a) ATC communications and surveillance equipment (e.g. voice radio communication, controller/pilot data link communications (CPDLC), automatic dependent surveillance — broadcast (ADS-B), secondary surveillance radar (SSR) transponder);
- (b) navigation equipment;
- (c) launch and recovery equipment — equipment for SUA take-off and landing (e.g. catapult, winch, rocket, net, parachute, airbag);
- (d) flight control computer (FCC), flight management system (FMS) and autopilot;
- (e) system health monitoring equipment; and
- (f) flight termination system; allowing the intentional process to end the flight in a controlled manner in case of an emergency.

Note: Flight termination systems must be designed to minimize the possibility of injury or damage to persons, property or other aircraft on the ground and in the air.

2.2.6 Handovers

Unlike in manned aviation where the cockpit is integral to the aircraft, SUA can be piloted from any approved RPS. When more than one RPS is used for a flight, they may be collocated or they may be spread across the globe. In either case, the safe and effective handover of piloting control from one station to another must be assured.

2.3 SUA OPERATIONS

2.3.1 General

The operation of SUA will be determined by the purpose of the flight, the flight rules, areas of operation and the functional levels of the C2 links.

It is essential that unmanned operations be conducted safely and in accordance with any approval issued by the GCAA.

A SUA is an aircraft under Gibraltar legislation and under CAR OPS 0, the pilot-in-command (PIC) is responsible for the operation of the aircraft in compliance with the rules of the air. This also extends to having final authority as to the disposition of the aircraft while in command as a remote pilot.

2.3.2 Flight rules

IFR operations within Gibraltar airspace are not permitted for SUA of 25 kg or less and operations can only be conducted in VMC. Depending on the operation the remote pilot may require a means to comply with the visibility and distance from cloud minima.

2.3.3 Area of operation

SUA may be prohibited from operating in certain areas, such as sensitive areas or above heavily populated areas. Operations are restricted to Gibraltar territory and airspace.

2.3.4 VLOS operations

During VLOS operations, the remote pilot or SUA observer must maintain direct unaided visual contact with the remotely piloted aircraft.

The limits or range within which VLOS operations can be safely conducted are normally set by the GCAA at 250 m for SUA under 2 kg and up to a maximum of 500 m for larger SUA of 25 kg or below. The permit issued by the GCAA will specify the range at which the SUA can be operated. Consideration must still be given by the remote pilot and SUA observer of the meteorological conditions, the size and conspicuity of the SUA and any other relevant factors.

VLOS operations can be performed in a larger horizontal range when one or more SUA observers support the pilot in keeping the SUA clear of other traffic and obstacles. The vertical range may also be increased depending on the location of the SUA observer. The observers must have a means of reliable and continuous contact with the pilot.

2.3.5 BVLOS operations

When neither the remote pilot nor SUA observer(s) can maintain direct unaided visual contact with the SUA, the operations are considered BVLOS. BVLOS operations are not currently permitted in Gibraltar airspace.

2.4 CATEGORY OF OPERATION

2.4.1 General

The operation of a SUA of 25 kg or less is categorised as;

- (a) 'Open' category, which requires pilot to hold a valid A1/A3 certificate, third party liability insurance and compliance with operational rules contained in a permit issued by the GCAA.

Note: Operations in this category presently applies only to Gibraltar airspace with VLOS operations generally below 400 feet above ground/sea level.

Note: A1/A3 certificate can be obtained by applying for a pilot ID through the UK CAA

- (b) 'Specific' category, which requires pilot to hold a valid GVC or STS certificate, third party liability insurance a manual of operations approved by the GCAA and compliance with operational rules contained in a permit issued by the GCAA.

2.4.2 Open Category

The operating requirements are;

- (a) Gibraltar territory only;

- (b) Designated airspace only with maximum altitude of 400 ft);
- (c) VLOS;
- (d) Limited to;
 - (1) Not within 50 metres of persons, buildings and vehicles, this may be reduced to 30 metres during landing or take-off;
 - (2) Within the areas designated on the permit issued by the GCAA.
 - (3) Subject to all conditions contained within a permit issued by the GCAA;
 - (4) Not over populated areas or assemblies of persons;
 - (5) Open Category flights are only permitted in four coastal areas in Gibraltar where the flights can take place entirely over the sea except for landing and take-off. A template showing these areas can be obtained on request to the GCAA at info@gcaa.gi

2.4.3 Specific Category

Where a SUA is proposed to be operated in an area other than those set aside for Open Category flights, the operation will be placed in this category. Typical uses for a SUA may be;

- Media use in urban environment;
- Industrial inspections;
- Precision monitoring;
- Infrastructure inspections (powerline etc.)
- Surveillance.

The operating requirements are;

- (a) Gibraltar territory only;
 - Within the areas designated on the permit issued by the GCAA.
- (b) VLOS;
- (c) Safety risk assessment required in accordance with operator's operations manual
- (d) STS or GVC pilot certification;
- (e) Operations Manual

2.4.4 Application Process

For both open and specific categories the operator must submit copies of the following documents to the GCAA.

1. Pilot certification (A1/A3, GVC or STS)
2. Pilot identification (any form of photographic identity which is valid)
3. Proof of third-party insurance cover
4. The type of SUA or SUAs intended to be operated

Additionally for specific category operations, the operator must submit an Operations Manual and the logbook of any nominated pilots to demonstrate currency against the requirements established in the operations manual. Once the Operations Manual is approved by the GCAA the operator will be issued a SUA Operator Certificate which will be valid for 1 year.

The Operations Manual must be re-submitted for re-approval by the GCAA prior to the re-issue of a SUA Operator Certificate.

Pilots for commercial operations will be issued a pilot competency certificate which is valid for 5 years. An operator may include as many pilots as they require in their Operations Manual and permits issued by the GCAA will be applicable to all pilots detailed within the Operations Manual.

Commercial Operators will find it helpful to follow the guidance in the UK CAA CAP 2606 when preparing an Operations Manual

2.4.5 Charges

The charges payable by organisations/individuals to the GCAA for the issue/renewal of permits, approvals, licences and authorisations is available on the GCAA website.

2.4.6 Operations Not in the National Interest

Applicants are advised that some operations that are proposed, or conducted, under a permit issued by the GCAA may not be in the national interest of the government of Gibraltar and may therefore result in the application process being varied or suspended. Operations may include;

- (a) Operations of a sensitive nature, which involve religious or political issues;
- (b) security issues; or
- (c) other issues which have the potential to embarrass persons or institutions.

An applicant, or an operator, is encouraged to firstly research the implications of the proposed operation.

2.4.7 Oversight

The GCAA can at any time request information from the operator regarding the conduct of their operations, this might include a copy of a pilot's log-book or any other aspect of the operation to ensure its compliance with the submitted operations manual.

CHAPTER 3**APPLICATION PROCESS FOR AIRCRAFT OTHER THAN SUA OF 25 KG OR LESS****3.1 INTRODUCTION****3.1.1 General**

This Chapter on the application process for a miscellaneous aircraft registration and permit provides guidance to a prospective applicant for a permit or for the amendment to an existing permit.

Note: The application form (Form DOM 01) can be found on the GCAA website.

3.1.2 Charges

The charges payable by organisations/individuals to the GCAA for the issue/renewal of permits, approvals, licences and authorisations is available on the GCAA website. These charges cover the normal process. However there could be additional charges if the applicant fails to meet his/her obligations and additional inspections are required for operations and continued airworthiness.

3.1.3 Operations Not in the National Interest

Applicants are advised that some operations that are proposed, or conducted, under a permit issued by the GCAA may not be in the national interest of the government of Gibraltar and may therefore result in the application process being varied or suspended. Operations may include;

- (d) Operations of a sensitive nature, which involve religious or political issues;
- (e) security issues; or
- (f) other issues which have the potential to embarrass persons or institutions.

An applicant, or an operator, is encouraged to firstly research the implications of the proposed operation.

3.2 APPLICATION PROCESS**3.2.1 Purpose**

All miscellaneous aircraft must obtain a permit from the GCAA and the application should be submitted at least 30 days prior to the proposed operations. The application form (Form DOM 01) is available on the GCAA website. Applicants will be briefed in as much detail as necessary regarding the preparation of manuals and other required documents during meetings with GCAA personnel.

3.2.2 Background

To conduct aerial work operations using a miscellaneous aircraft, an operator must comply with all GCAA requirements to ensure operations are conducted with the highest degree of safety.

The certification process is designed to ensure that prospective ROC holders understand and are capable of fulfilling this duty.

When satisfactorily completed, the certification process should ensure that the operator is able to comply with GCAA legislation, which is in accordance with the international best practices.

3.2.3 Application

An initial application should be made at least 30 days prior to the proposed operations. The form is designed as an application form for all miscellaneous aircraft operations and must contain as much information as possible for the GCAA to make a determination. All available supporting documentation must be submitted. It is essential that the operator's liaison person understands the CAR OPS 6 requirements and is familiar with the operation of the aircraft.

Note: The application form (Form DOM 01) can be found on the GCAA website

The application form and supporting documentation and, unless otherwise advised, all contact during the application process should be made to;

Head of Domestic Affairs
Gibraltar Civil Aviation Authority
975 Europort
Gibraltar GX11 1AA

Email: info@gcaa.gi

3.2.4 Application Meeting

Once the application is received by the GCAA, a meeting will be scheduled. The purpose of the application meeting is to confirm the information provided by the applicant and to provide critical permission and registration information to the applicant. It is recommended that the operator's senior management personnel attend the application meeting and be prepared to discuss plans and general aspects of the proposed operation.

Many problems can be avoided by discussing all aspects of the proposed operation and the specific requirements which must be met by the operator in order to be certified.

Minutes of the meeting will be made and distributed to all attendees. If the application meeting is acceptable, the documents and manuals will be retained by the GCAA. These documents shall be evaluated thoroughly during subsequent phases of the certification process.

If the application is not accepted, the application will be returned with a written explanation of the reasons for its return

The interval between application and grant or variation of a permit will depend primarily upon matters within the control of the operator as the GCAA will work towards meeting its obligations in a timely manner. Nevertheless, if after a period of one month the application process has not been substantially progressed by the operator, the GCAA will consider the refusal of the application. Fees paid will not be refunded.

CHAPTER 4

REGISTRATION AND PERMIT TO OPERATE AIRCRAFT OTHER THAN SUA OF 25 KG OR LESS

4.1 GENERAL

After the document evaluation and any demonstrations and inspections have been completed satisfactorily, the GCAA will prepare the miscellaneous aircraft registration and permit and its, which contain authorisations, exemptions, limitations and provisions specific to an operator's operation. The permit holder is responsible for continued compliance with all GCAA legislation and permission to operate.

The process for amending the permit is similar to the application process. In some cases it may be a less complex procedure depending on the subject of the amendment. The GCAA is responsible for conducting periodic inspections of the permit holder's operation to ensure continued compliance and safe operating practices. It must be noted that operating competence cannot be adequately judged until a sufficient period of demonstration of such competence is completed.

4.2 AIRCRAFT REGISTRATION

4.2.1 General

- (a) All aircraft, for which OPS 6 applies, shall be registered by the GCAA.
- (b) An application for registration (Form DOM 01) shall be submitted by the owner of the aircraft to the GCAA.
- (c) The aircraft, granted registration by the GCAA, will consist of one letter followed by three numbers.
- (d) The owner must prominently display the registration number on the aircraft in a manner approved by the GCAA prior to any operation.
- (e) The registration number must be;
 - (1) clearly visible from the outside, or within a compartment that can easily be accessed without using a tool;
 - (2) secure and safe from damage;
 - (3) on the main body of the aircraft; or
 - (4) as specified on the registration number, issued by the GCAA.

4.2.2 Transfer of a Registration

The GCAA may give its consent to, and issue an instrument of, transfer of a registration to a transferee where:

- (a) the current holder of the registration notifies the GCAA in writing that the current holder will cease to operate the aircraft as of the date specified in the notice.
- (b) the current holder of the registration notifies the GCAA in writing, the name of the transferee; and
- (c) the transferee applies in writing to the GCAA for the registration to be transferred to the transferee.

If the GCAA does not consent to the transfer of a registration, it will notify the transferee, in writing, of its reasons within 7 days of that decision.

4.3 OPERATING PERMIT

4.3.1 General

As well as the owner/operator/pilot details, the permit will include the following;

- (a) an identification number;
- (b) aircraft registration number;
- (c) area of operation;
- (d) limitations and conditions, which form the operating specifications and contain at least the following information as applicable;
 - (1) the type(s) or model(s) of aircraft authorised for use;
 - (2) the authorised base of operations, areas of operation or routes;
 - (3) the description of the types of operations authorised, such as;
 - (i) day/night operations;
 - (ii) carriage of Dangerous Goods or cargo;
 - (iii) line of sight requirements;
 - (iv) airspace and required navigation specifications;
 - (v) specific area(s) of operation.
 - (4) continuing airworthiness arrangements;
 - (5) supply of fuel or energy privileges;
 - (6) exemptions; and
 - (7) any other privileges or limitations.

- (e) validity of the permit.

4.3.2 Amendment of the Permit

- (a) The GCAA may amend a permit where:
 - (1) there is a change in the use or operation of the aircraft;
 - (2) there is a change in the performance or category of the aircraft; or
 - (3) the holder of the permit requests the amendment.
- (b) If there is a change in ownership or operator of the aircraft, the new owner or operator must apply for a transfer of the aircraft registration in accordance with paragraph 5.2.2.
- (c) If the owner requests an amendment to the permit or the endorsed conditions such request must be accompanied by:
 - (1) a detailed account of the proposed amendment including the reasons for the amendment;
 - (2) where applicable, an assessment of the safety risks associated with any change in use or operation of the aircraft including, where appropriate, the findings of any aeronautical study undertaken on behalf of the aircraft owner or operator; and
 - (3) particulars of any consequential changes to the aircraft operating manual.
- (d) The GCAA may amend a permit so as to restrict or prohibit specific operations of the aircraft if the operator breaches the conditions of the type of use endorsed by the permit.
- (e) The GCAA must provide written notice of intention to amend a permit stating the reasons for the proposed amendment.

4.3.3 Renewal of an Existing Permit

An application for a renewal of an existing permit must be submitted at least 30 days before the expiry of the current permit. A fee for the renewal of the permit is required.

Supporting documentation is required to be submitted detailing the continuing airworthiness of the aircraft (periodic maintenance, repairs etc.) and documents confirming the operational issues upon which the original permit was issued.

4.3.4 Suspension or Withdrawal of a Permit

The operating permit is not transferrable and an application form must be submitted under the new owner's name and a meeting held to determine the operating requirements.

The GCAA may suspend or withdraw a permit if the operator fails to comply with the conditions/limitations stated on the permit. Suspension or withdrawal of the permit may suspend the registration as well.

In the event of a serious failure of the aircraft operator's safety obligations the GCAA may require specific operations to be suspended with immediate effect.

4.3.5 Documentation

When exercising the privileges of the permission, a copy of the permission to operate relevant to the aircraft operation, must be carried by the operator or by the pilot-in-command if applicable.

4.4 OPERATION OF A FOREIGN REGISTERED AIRCRAFT

Operation of a foreign registered miscellaneous aircraft in Gibraltar, which is registered in a foreign country, requires the authorization of the GCAA in accordance with the Operation Licence of the foreign State.

Applications to operate a foreign registered miscellaneous aircraft must be made on the Application Form and include details of the foreign registration and operating privileges and limitations.

The GCAA must obtain authorization of the MOD for the operator to operate the foreign registered miscellaneous aircraft.

4.5 REJECTION OF APPLICATION AND APPEAL PROCESS

The GCAA must issue its decision on the submitted application within thirty days from the date of submitting the application after studying it and ensuring that all requirements are met in coordination with the competent authorities and payment of the prescribed fee. If the study of the application ends in its rejection, the rejection decision must be justified.

The applicant for registration or a permit may appeal the decision issued to reject his application to the GCAA within thirty days from the date he was notified of the decision, and the grievance must be decided upon within thirty days from the date of its submission. The lapse of this date without a decision on it is considered as a rejection of the appeal.

A grievance may be lodged against the GCAA's rejection decision to the Minister of Transport within thirty days from the date of his notification of the decision, or from the date on which the grievance was deemed rejected. The grievance must be decided upon within thirty days from the date of its submission, and the lapse of this date without deciding on it must be considered as a rejection of the grievance.

Whoever has his grievance rejected may appeal the rejection decision before the competent court within thirty days from the date of his notification of the refusal, or from the day following the expiry of the deadline for deciding on the appeal without notification. It is not permissible to appeal before the competent court except after a grievance against the decision is made and a decision has been issued rejecting the grievance or the deadline for deciding on it has passed without notice.

4.6 OVERSIGHT

Depending on the aircraft, the GCAA may conduct oversight as follows;

- (a) Organisation;
 - An inspection of Returned Flight paperwork, Flight and Duty Time and Training Records and SMS within 6 months of the permit renewal. The inspection may examine the Safety and Quality activities. This will normally take place in the operator's offices.
- (b) Operations;
 - An inspection of the company's operations involving observation of a flight and documentation check within 6 months of the permit renewal.
- (c) Airworthiness;
 - An annual inspection of the Company's maintenance arrangements may be required if applicable.
- (d) Training;
 - Training arrangements, where applicable.

APPENDIX A

MISCELLANEOUS AIRCRAFT OPERATING SUMMARY

Aviation law applies to miscellaneous aircraft and offences are punishable!

As an aircraft operator, you are responsible for flying your aircraft safely. Before flying, you must read and follow the manufacturer's instructions and observe the following rules.

DO	DO NOT
 <p>Make sure you are adequately insured</p>	 <p>Do not fly over large group of people</p>
 <p>Only fly where permitted and check for any limitations in the area where you want to fly</p>	 <p>Do not fly higher than the approved height</p>
 <p>Keep the aircraft in sight at all times</p>	 <p>Do not fly near aircraft & in the proximity of airports, helipads or where an emergency response effort is ongoing</p>
 <p>Maintain a safe distance between the aircraft and people, animals and other aircraft</p>	 <p>Do not fly in a manner that could be considered disrespectful to persons. Respect other people's privacy</p>
 <p>Inform the GCAA immediately if your aircraft is involved in an accident that results in a serious or fatal injury to a person, or that affects a manned aircraft</p>	 <p>Do not use the aircraft to carry dangerous goods or to drop material</p>
 <p>Operate your aircraft within the limits defined in the manufacturer's instructions</p>	 <p>Do not modify your aircraft. Only software uploads recommended by the manufacturer are allowed</p>