



CAR OPS 5

AERIAL WORK REGULATIONS

FOREWORD

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REVISION RECORD

LIST of EFFECTIVE PAGES



FOREWORD

1. The Civil Aviation Authority Bahamas is known in these regulations as the “Authority”.
2. CAR OPS 5 addresses Aerial work operations by manned aircraft and it replaces sections of CAGR, Schedule 11. The regulations are made under the Civil Aviation Authority Act – 2021.
3. The editing practices used in this document are as follows:
 - (a) ‘Shall’ is used to indicate a mandatory requirement.
 - (b) ‘Should’ is used to indicate a recommendation.
 - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
 - (d) ‘Will’ indicates a mandatory requirement.

Note: The use of the male gender implies all genders.

4. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within heavy brackets until a subsequent amendment is issued.
5. Unless otherwise stated, the definitions and abbreviations contained in CAR DEF are applicable to these regulations

The Director General, in exercise of the powers conferred by Section 17(1) of the Civil Aviation Authority Bahamas Act, 2021 (No. 2 of 2021) hereby issues the following amended regulation.

Issued the 21st day of June 2024

A handwritten signature in blue ink, written over a circular stamp. The stamp contains the CAAB logo and the text "CIVIL AVIATION AUTHORITY" and "BAHAMAS". Below the signature, the name "Alexander B. Ferguson" is printed.

Alexander B. Ferguson

**DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY BAHAMAS**



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**CHAPTER 1****GENERAL****OPS 5.001 Applicability**

- (a) These regulations prescribe the requirements for those operators and operations that engage in aerial work using manned aircraft.
- (b) These regulations are applicable to persons and organisations that hold an Aerial Work Certificate (AWC) and conduct aerial work operations either within The Bahamas or in another State using Bahamian registered aircraft and the persons performing duties on their behalf.
- (c) These regulations do not apply to an aircraft engaged in police, national security or customs operations.
- (d) The following activities shall be conducted as aerial work;
 - (1) helicopter external loads operations;
 - (2) helicopter survey operations;
 - (3) human external cargo operations;
 - (4) parachute operations and skydiving;
 - (5) agricultural flights;
 - (6) aerial photography flights;
 - (7) glider towing;
 - (8) aerial advertising flights;
 - (9) calibration flights;
 - (10) construction work flights, including stringing power line operations, clearing saw operations;
 - (11) oil spill work;
 - (12) avalanche mining operations;
 - (13) survey operations, including aerial mapping operations, pollution control activity;
 - (14) news media flights, television and movie flights;
 - (15) special events flights, including such as flying display and competition flights;
 - (16) aerobatic flights;
 - (17) animal herding, animal rescue flights and veterinary dropping flights;



- (18) maritime funeral operations;
- (19) scientific research flights;
- (20) cloud seeding; and
- (21) sensational flights: flights involving extreme aerobatic manoeuvres carried out for the purpose of allowing the persons on board to experience zero gravity, high G-forces or similar sensations.

OPS 5.005 Operating and airworthiness regulations

- (a) The holder of an AWC shall comply with CAR 21, CAR 145 and CAR AIR 1.
- (b) The holder of an AWC utilising an aeroplane where CAR OPS 2A Part I applies, shall comply with CAR OPS 2A, Part I and CAR AIR 2;
- (c) The holder of an AWC utilising an aeroplane where CAR OPS 2A Part II applies, shall comply with CAR OPS 2A, Part I and II and CAR AIR 2;
- (d) The holder of an AWC utilising a helicopter where CAR OPS 2H applies, shall comply with CAR OPS 2H and CAR AIR 2;
- (e) The holder of an AOC may elect to operate under CAR OPS 1/3, as appropriate
- (f) The holder of an AWC shall comply with these regulations and all applicable CARs unless an exemption is issued under OPS 5.085.

OPS 5.010 Definitions and Acronyms

In addition to the definitions in CAR DEF, for the purpose of these regulations, the following definitions shall apply;

Accountable manager (aerial work) means the manager who has corporate authority for ensuring that all AWC functions can be financed and carried out to the standard required by the Authority.

Aerial exhibition means the operation of an aircraft for the purposes of performing acts intended for spectators on the ground. This exhibition may include aerobatic manoeuvres, if authorised.

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

Aerial Work Zone means the area:

- (a) beneath an aerial work operation in which an aircraft is flown below the height, and closer than the distance specified in CAR OPS 0;
- (b) within which there are, or are likely to be, one or more of the following:
 - (1) buildings, other than a building involved in the operation;
 - (2) persons, other than persons involved in the operation;



- (3) vehicles, other than the vehicles of participants; and
- (c) where one or more of the following events might occur:
 - (1) a collision between the aircraft and a building, or between the aircraft and terrain;
 - (2) the falling of any load from the aircraft; and
- (d) where, if an event mentioned in paragraph (c) were to occur, there would be a reasonable risk of:
 - (1) serious injury or death to a person in the area (other than the pilot or a participant); or
 - (2) serious damage to a building or vehicle in the AWZ (other than a building on which, or from which, a load is to be placed or removed, or the vehicle of a participant).

Note 1: The fact of an operation occurring above an area may attract persons and vehicles to enter the area as spectators unless they are properly prohibited. Such an area may then become an AWZ requiring such persons and vehicles to be properly prohibited from entering.

Note 2: An area may be an AWZ despite the fact that a person has total control over who may enter, or be in, the area.

Note 3: For example, the presence of contiguous or adjacent buildings not involved in the operation may make an area an AWZ despite the fact that the person for whom the operation is being carried out otherwise has total control over who may enter or be in the area of the building that is involved in the operation.

Note 4: If the area beneath an aerial work operation is not an AWZ but, in the event of an emergency or a mechanical failure, the reasonably likely trajectory of an aircraft or its external load would be over an AWZ, then the area beneath the aerial work operation is also an AWZ.

Aerobatic flight means an intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.

Agricultural application means the operation of an aircraft for the purpose of;

- (a) Dispensing any economic poison;
- (b) Engaging in dispensing activities directly affecting agriculture, horticulture, or forest preservation, but not including the dispensing of live insects.

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

Banner Towing means the operation of an aircraft for the purpose of towing or displaying an advertisement in-flight.

Competency in civil aviation means that an individual shall have a technical qualification and management experience acceptable to the Authority for the position served.

Dispensing operation means releasing or dropping any object or substance from an aircraft in flight.

Economic poison means any substance or mixture of substances intended for;



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

External load operation means the operation of an aircraft carrying or towing a load outside the aircraft.

Fish spotting means the operation of an aircraft for the purpose of locating, tracking, and reporting on the location of fish and fish schools, when those operations are conducted as part of a business enterprise or for compensation or hire.

Glider Towing means the operation of an aircraft for the purpose of towing gliders to a launching altitude or to another landing location.

Note: Sailplanes have the same meaning.

Helicopter load combinations means configurations for external loads carried by helicopter;

- (a) Class A – external load fixed to the helicopter, cannot be jettisoned, and does not extend below the landing gear, used to transport cargo;
- (b) Class B – external load suspended from the helicopter, which can be jettisoned, and is transported free of land or water during helicopter operations;
- (c) Class C – external load suspended from the helicopter, which can be jettisoned, but remains in contact with land or water during helicopter operation;
- (d) Class D - external load suspended from the helicopter for the carriage of persons.

Movie means film, videos, and live broadcast in any format, and the preparation and rehearsal for those operations.

Operations Specifications means a formal document issued by the Authority as a part of an approved organisation's air operator certificate to define the authorisations and limitations conveyed by the certificate.

Private Agricultural Application means the operation of an aircraft for the purpose of agricultural application over a property where the pilot is;

- (a) the owner or lessee; or
- (b) has ownership or other property interest in the crop located on that property.

Sight-Seeing Flights means the operation of an aircraft involving the carriage of persons for viewing natural formations or man-made objects on the ground when those operations are conducted as part of a business enterprise or for compensation or hire; and

- (a) The flight is unquestionably advertised as "sight-seeing"; and
- (b) The flight returns to the aerodrome of departure without having landed at any other aerodrome; and



- (c) The certificated passenger capacity of the aircraft does not exceed 9 passengers.

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

Special Purpose Patrolling means the operation of an aircraft for the purpose of low-level patrolling for potential problems of power lines, pipe lines and canals.

Task specialist means a person, assigned by the operator or by a third-party, to perform a function relating to an aerial work operation either on the ground or on-board / from the aircraft, and who is not a flight crew member or an air crew member for the flight

Traffic Watch means the operation of an aircraft for the purpose of observation of, and reporting on, vehicular traffic conditions on the highways and streets.

TV and Movie Filming means the operation of an aircraft for the purpose of movie filming, appearance in flight in movies, and airborne direction or production of such filming when those operations are conducted as part of a business enterprise or for compensation or hire.

The following acronyms are used in this Regulation;

AGL	–	Above Ground Level
ASL	-	Above Sea Level
AWC	–	Aerial Work Certificate
IFR	–	Instrument Flight Rules
PIC	–	Pilot-in Command
VFR	–	Visual Flight Rules



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CHAPTER 2

AERIAL WORK OPERATOR CERTIFICATION

OPS 5.015 Applicability

This Chapter prescribes the requirements that are applicable to the certificate issued to an Aerial Work Operator.

OPS 5.020 Certificate Required

No person may operate in aerial work operations without, or in violation of, an aerial work certificate and operations specifications issued under these regulations.

OPS 5.025 Contents of an Aerial Work Certificate (AWC)

- (a) The AWC will consist of two documents;
 - (1) A certificate for public display signed by the Authority; and
 - (2) Operations specifications containing the terms, conditions, and authorisations applicable to the AWC.
- (b) The AWC will contain;
 - (1) the organisation's name and location (main place of business);
 - (2) the date of issue and period of validity for each page issued;
 - (3) the terms of approval, including;
 - (i) authorised areas or locations of operations; and
 - (ii) Operations Specifications, as applicable.
 - (4) Other authorisations, exemptions, approvals and limitations issued by the Authority in accordance with the standards which are applicable to the operations conducted by the AWC holder.

OPS 5.030 Duration of Certificate

- (a) Except as shown in paragraph (b), the Authority will issue an AWC which expires, unless surrendered, suspended, or revoked;
 - (1) on the last day of the 12th calendar month from the month the certificate was issued;
 - (2) except as provided in paragraph (b), on the date that any change in ownership of the aerial work organisation occurs;
 - (3) on the date of any significant change in the AWC holder's capabilities occurs; or
 - (4) upon notice by the Authority that the AWC holder has failed for more than 60 consecutive days to maintain the required equipment, aircraft, or personnel.



- (b) A change in the ownership of an Aerial Work Operator does not terminate the AWC holder's certificate if, within 30 consecutive days;
 - (1) the AWC holder makes notification and, if appropriate, amendment to the certificate; and
 - (2) no significant change in the facilities, operating personnel, or types of operations is involved.

OPS 5.035 Application for Issuance or Amendment

- (a) An applicant for an AWC, including operations specifications shall apply at least 30 calendar days before the beginning of any proposed aerial work operations.
- (b) Each applicant for an AWC and operations specification shall provide the application in the correct form and manner prescribed by the Authority.
- (c) The operator shall include any of the following activities on the application;
 - (1) the aircraft is flown close to the surface to fulfil the mission;
 - (2) the aircraft is flown in proximity to other aircraft or congested areas or the open air assembly of persons;
 - (3) abnormal manoeuvres are performed;
 - (4) special equipment is necessary to fulfil the mission and which affects the manoeuvrability of the aircraft;
 - (5) substances are released from the aircraft during the flight where these substances are either harmful or affect the manoeuvrability of the aircraft;
 - (6) flight involving reduced cloud clearance minima;
 - (7) external loads or goods are lifted or towed;
 - (8) persons enter or leave the aircraft during flight.
- (d) The Authority will issue to an applicant who meets the requirements and is approved by the Authority;
 - (1) an AWC containing all business names included on the application under which the AWC holder may conduct operations and the address of each business office used by the organisation; and
 - (2) Operations Specifications, issued by the Authority to the AWC holder, outlining the pertinent authorisations.
- (e) The Authority may issue an AWC to an applicant whose business office or primary location or both are located in The Bahamas.

OPS 5.040 Amendment of an AWC Certification

- (a) At any time, the Authority may amend an AWC;
 - (1) on the Authority's own initiative; or



- (2) upon timely application by the AWC holder.
- (b) The AWC holder shall file an application to amend an AWC at least 20 working days prior to the applicant's proposed effective amendment date unless a different filing period is approved by the Authority.

OPS 5.045 Display of Certificate

The holder of an AWC shall display that certificate in a place that is normally accessible to the public and that is not obscured.

OPS 5.050 Availability of Certificate

Each holder of an AWC shall keep that certificate at its home base and shall present the AWC for inspection on the request of the Authority or any government law enforcement officer.

OPS 5.055 Carrying of Certificate

No person may operate an aircraft unless a certified copy of the AWC, either in hard or electronic copy, is carried on that aircraft.

OPS 5.060 Certificate Privileges

The AWC holder may advertise and conduct aerial work operations in accordance with the certificate and any ratings that it holds.

OPS 5.065 Loss of Certificate Privileges

- (a) The Authority may deny, suspend, revoke, or terminate a certificate under these regulations if the Authority finds that the AWC holder;
 - (1) does not meet, or no longer meets, the requirements of these regulations for the certificate and/or ratings held;
 - (2) employs or proposes to employ a person who controlled or was previously employed in a management or supervisory position in an organization which has had its certificate revoked, suspended, or terminated within the previous 3 calendar years; or
 - (3) application provided was incomplete or inaccurate, or contained fraudulent or false information.
- (b) An AWC holder whose certificate has been surrendered, suspended, revoked, or terminated shall promptly;
 - (1) remove all indications, including signs, wherever located, that the AWC holder was certified by the Authority;
 - (2) notify all advertising agents, and advertising media employed by the AWC holder to cease all advertising indicating that the organisation is certified by the Authority; and
 - (3) return the certificate to the Authority within 5 working days after being notified that the



certificate is suspended, revoked, or terminated.



CHAPTER 3

AUTHORISATION REQUIREMENTS

OPS 5.070 Applicability

This Chapter prescribes the general requirements that are applicable to the certification of an Aerial Work Operator.

OPS 5.075 Initial Certification Required

- (a) Prior to the issuance of an AWC, the applicant must be originally certificated in accordance with the system of certification prescribed by the Authority.
- (b) The approval of an organisation as an AWC by the Authority shall be dependent upon the applicant demonstrating compliance with the requirements of these regulations.
- (c) The Authority may issue an applicant an AWC and operations specifications if the applicant demonstrates compliance with the requirements of these regulations.

OPS 5.080 Operations manual

- (a) The operator shall provide, for the use and guidance of personnel concerned, an operations manual containing all the instructions and information necessary for operations personnel and task specialists to perform their duties.
- (b) The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date.
- (c) All such amendments or revisions shall be issued to all personnel that are required to use this manual.

OPS 5.085 Exemptions

- (a) The Authority may issue an exemption from compliance with a regulation to permit the operation.
- (b) The applicant for an exemption under OPS 5 shall provide information acceptable to the Authority that shows justification for the exemption and that the exemption, when used for the aerial work operation, will not adversely affect the safety of the public or the personnel involved in the operation

OPS 5.090 Operational Directives

- (a) The Authority may direct by means of an Operational Directive that an aerial work operation shall be prohibited, limited or subject to certain conditions, in the interests of safe operations.
- (b) Operational Directives state:
 - (1) The reason for issue;
 - (2) Applicability and duration; and
 - (3) Action required by the operator(s).



Note: Directives are supplementary to the provisions of OPS 5 and are enforceable under the Civil Aviation Act.



CHAPTER 4

SURVEILLANCE & ON-GOING VALIDATION

OPS 5.090 Applicability

This Chapter prescribes the general requirements that are applicable to the on-going validation of Aerial Work operators.

OPS 5.095 Inspections and Observations

- (a) The Authority may, at any time, inspect an AWC to determine the organisation's compliance with these regulations.
- (b) The AWC holder and personnel shall allow the authorised representative of the Authority unrestricted access to all locations, equipment, documents and personnel, including operations in progress, in the accomplishment of these inspections and observations.
- (c) The continued validity of the original certification approval shall depend upon the AWC holder remaining in compliance with the requirements of these regulations.

OPS 5.100 Continuous Qualification

The AWC holder shall not conduct aerial work operations without the personnel, facilities, equipment and aircraft continuously meets the requirements and the standards specified in the organisation's operations specifications.

OPS 5.105 Mandatory Revisions to Operational Practices

- (a) The Authority may require the AWC holder to make revisions to operational practices, if The Authority determines that other practices are necessary for public safety.
- (b) If the Authority requires an AWC holder to make revisions to their operational practices, these revisions should be implemented as soon as possible.
- (c) If the AWC holder does not make those required revisions within 20 consecutive days, the Authority may suspend, revoke, or terminate the organisation's certificate.

OPS 5.110 Changes Requiring Notice to the Authority

- (a) The AWC holder shall notify the Authority prior to any of the following changes;
 - (1) The accountable manager;
 - (2) The Chief Pilot;
 - (3) The maintenance arrangements; or
 - (4) Relocation of principal or satellite operations bases.
- (b) The Authority may prescribe the conditions under which the AWC holder may operate during such changes unless the Authority determines that the approval should be suspended.



- (c) The Authority may suspend an AWC for failure to make these required notifications.

OPS 5.115 Renewal Of Certificates and Ratings

- (a) An AWC holder may apply for renewal of the certificate and ratings within 30 days preceding the month that their certificate is set to expire.
- (b) The Authority may renew an AWC and ratings if the Authority determines the AWC holder's personnel, aircraft, facility and aerodrome (if applicable), and quality meet the requirements.

**CHAPTER 5****AWC ADMINISTRATION****OPS 5.120 Applicability**

This Chapter prescribes the general requirements that are applicable to the on-going administration of an Aerial Work Operator.

OPS 5.125 Management Personnel Required for AWC Organisations

- (a) The AWC holder shall have an accountable manager, acceptable to the Authority, who has corporate authority for ensuring compliance with the requirements for an AWC.
- (b) When providing approved aerial work operations involving more than two pilots, the AWC holder shall have qualified person, with proven competency in civil aviation, available and serving as the Chief Pilot or an equivalent post.

OPS 5.130 Chief Pilot Responsibilities

- (a) The Chief Pilot provides overall operational and testing requirements.
- (b) During aerial work operations, the AWC holder shall ensure that the Chief Pilot is available;
 - (1) At the aerodrome; or
 - (2) By telephone, radio, or other electronic means.

OPS 5.135 Principal Business Office

- (a) An AWC holder shall maintain a principal business office that is physically located at the address shown on the AWC.
- (b) An AWC holder may not make any change in the organisation's principal business address unless the change is approved by the Authority in advance.
- (c) The Authority may prescribe the conditions under which the AWC may operate while it is changing its location or housing facilities.

OPS 5.140 Satellite Locations

The AWC holder may conduct aerial work operations authorised by the Authority at a satellite location if;

- (a) The Authority has been notified of the satellite location operations; and
- (b) The Chief Pilot is available by telephone, radio or other electronic means.

OPS 5.145 Advertising Limitations

The AWC holder may not;

- (a) Make any statement relating to the AWC and operations specifications that is false or intended to mislead any person contemplating the employment of that AWC holder; or



- (b) Advertise that the AWC holder is certified by the Authority unless that advertisement contains only the authorisation granted by the Authority.



CHAPTER 6

AWC ADMINISTRATIVE REQUIREMENTS

OPS 5.150 Applicability

- (a) This Chapter prescribes the general administrative requirements that are applicable an AWC holder.
- (b) If an administrative requirement is not included in this Chapter for a specific category of AWC holder, there are none applicable to that category.

OPS 5.155 Records - Commercial Agricultural Aircraft Operator

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

OPS 5.160 Contents of a Motion Picture and Television Flight Operations Manual

- (a) Each Motion Picture and Television Flight Operations Manual shall contain at least the following;
 - (1) *Company Organisation*;
 - (i) Business name, address, and telephone number of applicant;
 - (ii) List of pilots to be used during the filming, including their pilot licence numbers, class and date of medical; and
 - (iii) List of aircraft by make and model.
 - (2) *Distribution and Revision*. Procedures for revising the manual to ensure that all manuals are kept current.
 - (3) *Persons Authorised*. Procedures to ensure that no persons, except those task specialists consenting to be involved and necessary for the filming production, are allowed within 500 feet of the filming production area.
 - (4) *Area of Operations*. The area that will be used during the term of the exemption.
 - (5) *Plan of Activities*. Procedures for the submission, within 3 days of scheduled filming, a written plan of activities to the Authority containing at least the following;
 - (i) Dates and times for all flights;



- (ii) Name and phone number of person responsible for the filming production event;
 - (iii) Make and model of aircraft to be used and type of airworthiness certificate, including category;
 - (iv) Name of pilots involved in the filming production event;
 - (v) A statement that permission has been obtained from property owners and/or local officials to conduct the filming production event;
 - (vi) Signature of exemption holder or a designated representative; and
 - (vii) A general outline, or summary, of the production schedule, to include maps or diagrams of the specific filming location, if necessary.
- (6) *Permission to Operate.* Requirements and procedures that the exemption holder will use to obtain permission from property owners and/or local officials (e.g., police, fire departments, etc.) as appropriate for the conduct of all filming operations when using the exemption.
- (7) *Security.* Method of security that will be used to exclude all persons not directly involved with the operation from the location.

Note: This should also include the provision that will be used to stop activities when unauthorised persons, vehicles, or aircraft enter the operations area, or for any other reason, in the interest of safety.

- (8) *Briefing of Pilot/Production Personnel.* Procedures to brief personnel of the risks involved, emergency procedures, and safeguards to be followed during the filming production event.
- (9) *Certification/Airworthiness.* Procedures to ensure that required inspections will be conducted.
- (10) *Communications.* Procedures to provide communications capability with all participants during the actual operation and filming.

Note: The applicant can use oral, visual, or radio communications as long as the participants are continuously kept apprised of the current status of the operation.



CHAPTER 7

PERSONNEL & QUALIFICATION REQUIREMENTS

OPS 5.165 Applicability

- (a) This Chapter prescribes the personnel and qualification requirements that are applicable an AWC holder.
- (b) If personnel and/or qualification requirements is not included in this Chapter for a specific category of AWC holder, there are none applicable to that category.

OPS 5.205 Task specialists

Except for sight-seeing or parachute operations, the operator of an aircraft for a flight involving an aerial work operation shall not carry a passenger who does not meet the definition of a task specialist:

OPS 5.170 General Personnel Requirements - Agricultural Application

- (a) *Each person.* The holder of an agricultural application authorisation shall insure that each person used in the holder's agricultural aircraft operation is informed of that person's duties and responsibilities.
- (b) *Supervisors.* No person may supervise an agricultural aircraft operation unless he or she has met the knowledge and skill requirements for the type of aerial work.
- (c) Pilots;
 - (1) A private operator-pilot applicant shall hold a current Bahamas private, commercial, or airline transport pilot licence and be properly rated for the aircraft to be used.
 - (2) A commercial operator-pilot applicant shall hold, or have available the services of at least one pilot who holds a current commercial or airline transport pilot licence issued or validated by the Authority and who is properly rated for the aircraft to be used.

OPS 5.175 Pilot Qualification - Agricultural Application

- (a) *Pilot in command.* No person may act as pilot in command of an aircraft operated under this Chapter unless that pilot;
 - (1) Holds a pilot licence and rating prescribed by this Chapter is appropriate to the type of operation conducted; or
 - (2) Has demonstrated to the holder of the agricultural application authorisation conducting the operation, or to a supervisor designated by that certificate holder, that he or she possesses the knowledge and skill requirements of paragraph (b).
- (b) Each pilot shall show satisfactory knowledge and skill of the following agricultural aircraft operations;
 - (1) Knowledge;



Note: With the AWC holder has an authorisation containing a prohibition against the dispensing of economic poisons, a demonstration knowledge specific to economic poisons is not required.

- (i) Steps to be taken before starting operations, including a survey of the area to be worked;
 - (ii) Safe handling of economic poisons and the proper disposal of used containers for those poisons;
 - (iii) The general effects of economic poisons and agricultural chemicals on plants, animals, and persons, and the precautions to be observed in using poisons and chemicals;
 - (iv) Primary symptoms of poisoning of persons from economic poisons, the appropriate emergency measures to be taken, and the location of poison control centres;
 - (v) Performance capabilities and operating limitations of the aircraft to be used; and
 - (vi) Safe flight and application procedures.
- (2) Skill in the following manoeuvres, demonstrated at the aircraft's maximum certified take-off weight, or the maximum weight established for the special purpose load, whichever is greater;
- (i) Short-field and soft-field take-offs (aeroplanes and gyroplanes only);
 - (ii) Approaches to the working area;
 - (iii) Flare-outs;
 - (iv) Swath runs;
 - (v) Pull-ups and turnarounds; and
 - (vi) Rapid deceleration (quick stops) in helicopters only.
- (c) For operations over congested areas, each pilot in command must have at least;
- (1) 25 hours of pilot-in-command flight time in the make and basic model of the aircraft, including at least 10 hours within the preceding 12 calendar months; and
 - (2) 100 hours of flight experience as pilot in command in dispensing agricultural materials or chemicals.

OPS 5.180 External Load Personnel

- (a) An applicant shall hold, or have available the services of at least one person who holds a current commercial or airline transport pilot licence issued by the Authority with a rating appropriate for the helicopter to be used.
- (b) An applicant shall designate one pilot, who may be the applicant, as chief pilot for helicopter external- load operations.
- (c) An applicant may designate qualified pilots as assistant chief pilots to perform the functions of the



chief pilot when the chief pilot is not readily available.

- (d) The chief pilot and assistant chief pilots must be acceptable to the Authority and each must hold a current Commercial or Airline Transport Pilot licence, with a rating appropriate for the helicopter to be used.
- (e) The holder of a Helicopter External-Load Operator Certificate shall report any change in designation of Chief Pilot or assistant chief pilot immediately to the Authority.
- (f) A newly designated chief pilot shall comply with the knowledge and skill requirements of this Chapter within 30 days or the operator may not conduct further operations under the Helicopter External-Load Operator Certificate, unless otherwise authorised by the Authority.

OPS 5.185 External Load - Pilot Member Qualification

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

OPS 5.190 Pilot Qualification - Glider Towing

- (a) No person may act as a tow pilot for a glider unless that person has at least a private pilot licence with a category rating for the tow aircraft.
- (b) No person may act as a tow pilot for a glider unless that person has;
 - (1) Logged at least 100 hours of pilot-in-command time in same aircraft category, class, and type, if applicable, as the tow aircraft;
 - (2) Received training in and endorsement by an instructor for;
 - (i) The techniques and procedures essential to the safe towing of gliders, including airspeed limitations;
 - (ii) Emergency procedures;
 - (iii) Signals used; and
 - (iv) Maximum angles of bank.
 - (3) Except as provided in paragraph (b), has completed and had endorsed at least 3 flights as the



sole manipulator of the controls of an aircraft towing a glider or simulating glider-towing flight procedures while accompanied by a pilot who meets the requirements of this Section; and

- (4) Within the preceding 12 months has;
 - (i) Made at least 3 actual glider tows; or
 - (ii) Made at least 3 flights as pilot in command of a glider towed by an aircraft.

OPS 5.195 Pilot Qualification - Banner Towing

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

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

OPS 5.200 Pilot Qualification – TV and Movie Filming

- (a) No pilot may conduct television and movie operations unless he or she has:
 - (1) A commercial licence with ratings appropriate to the category and class aircraft to be used under the terms of the exemption;
 - (2) At least 500 hours as PIC;
 - (3) A minimum of 100 hours in the category and class of aircraft to be used;
 - (4) A minimum of 5 hours in the make and model aircraft to be used under the exemption; and
 - (5) If the pilot intends to perform aerobatics below 1,500 AGL, a Statement of Aerobatics Competency for the operations to be performed.



CHAPTER 8

AIRCRAFT & EQUIPMENT REQUIREMENTS

OPS 5.205 Applicability

- (a) This Chapter prescribes the additional aircraft and equipment requirements that are applicable to an AWC holder.
- (b) If there are no special aircraft and equipment requirements included in this Chapter for a specific category of AWC holder, there are none applicable to that category.

OPS 5.210 Aircraft Requirements - Agricultural Application

- (a) The AWC holder of an agricultural application authorisation shall have at least one certified and airworthy aircraft, equipped for agricultural operation.
- (b) Except for helicopters, no person may operate an aircraft over a congested area while engaged in agricultural application unless there is the capability to jettison at least one-half of the aircraft's maximum authorised load of agricultural material within 45 seconds.
- (c) If an aircraft designed or modified for agricultural application is equipped to release the tank or hopper as a unit, there shall be a means to prevent inadvertent release by the pilot or other crew member.

OPS 5.215 Helicopter Required - External Load

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

OPS 5.220 Flight Characteristics Requirements - External Load

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



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

OPS 5.225 Structures and Design - External Load

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

OPS 5.230 Operating Limitations - External Load

- (a) In addition to the operating limitations set forth in the approved Helicopter Flight Manual, and to any other limitations the Authority may prescribe, the operator shall establish at least the following limitations and set them forth in the Helicopter-Load Combination Flight Manual for helicopter-load combination operations;



- (1) The helicopter-load combination may be operated only within the weight and centre of gravity limitations established in accordance with this Chapter;
- (2) The helicopter-load combination may not be operated with an external load weight exceeding that used in showing compliance with this Chapter;
- (3) The helicopter-load combination may not be operated at airspeeds greater than those established in accordance with this Chapter;
- (4) No person may conduct an external-load operation under these regulations with a helicopter type certified in the restricted category over a densely populated area, in a congested airway, or near a busy aerodrome where passenger transport operations are conducted; and
- (5) The helicopter-load combination of Class D may be conducted only in accordance with the following:
 - (i) The helicopter to be used must have been type certified under transport Category A for the operating weight and provide hover capability with one engine inoperative at that operating weight and altitude;
 - (ii) The helicopter must be equipped to allow direct radio intercommunication among required crew members;
 - (iii) The personnel lifting device must be approved by the Authority; and
 - (iv) The lifting device must have an emergency release requiring 2 distinct actions.

OPS 5.235 Helicopter-Load Combination Flight Manual - External Load

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

OPS 5.240 Markings and Placards - External Load



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

OPS 5.245 Airworthiness Certification - External Load

A Helicopter External-Load Operator Certificate is a current and valid airworthiness certificate for each helicopter type and listed by registration number on a list attached to the certificate, when the helicopter is being used in operations conducted under these regulations.

OPS 5.250 Tow Hook and Release System - Glider Towing

No person may operate an aircraft that is towing a glider unless the aircraft is equipped with a tow hook and release control system that meet the applicable standards of airworthiness.

OPS 5.255 Aircraft Requirements - Banner Towing

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

OPS 5.270 Aircraft Requirement – TV and Movie Filming

An aircraft in the experimental category shall have an airworthiness certificate issued for the purpose of exhibition in order to be used in motion picture and television filming operations.

**CHAPTER 9****SPECIAL OPERATING REGULATIONS - AGRICULTURAL APPLICATION****OPS 5.275 Applicability**

This Chapter contains the special operating regulations applicable to agricultural application operations by an AWC holder that are to be implemented in addition to, or in lieu of the applicable CAR OPS.

OPS 5.270 General Operating regulations

- (a) Except as provided in paragraph (c), this Section prescribes regulations that apply to persons and aircraft used in agricultural aircraft operations.
- (b) The holder of an agricultural application authorisation may deviate from the provisions of the CAR OPS 0 without a certificate of exemption when conducting aerial work operations related to agriculture, horticulture, or forest preservation in accordance with this Chapter.
- (c) The operating regulations of this Chapter apply to Helicopter External load certificate holders conducting agricultural aircraft operations involving only the dispensing of water on forest fires by helicopter external-load means.
- (d) An operator may, if it complies with this Chapter, conduct agricultural aircraft operations with a helicopter with external dispensing equipment in place without a helicopter external-load operator certificate.

OPS 5.275 Public Emergency

- (a) In a public emergency, a person conducting agricultural aircraft operations under these regulations may, to the extent necessary, deviate from these regulations for relief and welfare activities approved by an agency of the National or a local government.
- (b) Each person who, under the authority of this Section, deviates from a regulation shall, within 10 days after the deviation send to the Authority a complete report of the aircraft operation involved, including a description of, and reasons for the operation.

OPS 5.280 Certificate Required

- (a) Except as provided in paragraphs (c) and (d) of this Section, no person may conduct agricultural aircraft operations without, or in violation of, an agricultural application authorisation issued under these regulations.
- (b) The holder of a helicopter external-load operator certificate under these regulations may conduct an agricultural aircraft operation, involving only the dispensing of water on forest fires by helicopter external-load means.

OPS 5.285 Carrying of Certificate

- (a) A general exemption is issued against the requirement for the Certificate of Registration and the Certificate of Airworthiness to be carried in the aircraft provided that those certificates shall be kept available for inspection at the base from which the dispensing operation is conducted.

**OPS 5.290 Manner of Dispensing**

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

OPS 5.295 Economic Poison Dispensing

- (a) Except as provided in paragraph (b) of this Section, no person may dispense or cause to be dispensed, any economic poison that is registered with The Bahamas;
- (1) for a use other than that for which the economic poison is registered;
 - (2) contrary to any safety instructions or use limitations on the economic poison's label; or
 - (3) in violation of any law or regulation of The Bahamas.
- (b) This Section does not apply to any person dispensing economic poisons for experimental purposes under;
- (1) the supervision of a Bahamas agency authorised by law to conduct research in the field of economic poisons; or
 - (2) a permit from the applicable authority of The Bahamas.

OPS 5.300 Operations in Controlled Airspace Designated for an Aerodrome

- (a) Except for flights to and from a dispensing area, no person may operate an aircraft within the lateral boundaries of the surface area of Class D airspace designated for an aerodrome unless authorisation for that operation has been obtained from the ATC facility having jurisdiction over that area.
- (b) No person may operate an aircraft in weather conditions below VFR minimums within the lateral boundaries of a Class E airspace area that extends upward from the surface unless authorisation for that operation has been obtained from the ATC facility having jurisdiction over that area.

OPS 5.305 Operation Over Congested Areas - General

- (a) A certificate holder may operate or cause the operation of an aircraft over a congested area or aerial work zone at altitudes required if the operation is conducted with;
- (1) The maximum safety to persons and property on the surface, consistent with the operation; and
 - (2) A plan for each operation, submitted and have approved by the Authority, which includes;
 - (i) obstructions to flight;
 - (ii) emergency landing capabilities of the aircraft to be used; and
 - (iii) any necessary co-ordination with air traffic control.
- (b) Each certificate holder shall ensure that all single engine aircraft while in a congested area or aerial work zone operate;
- (1) Except for helicopters, during take offs and turnarounds, with no load;



- (2) Not below the altitudes prescribed in the exemptions stated on the AWC except during the actual dispensing operation, including the approaches and departures necessary for that operation; and
 - (3) During the actual dispensing operation, including the approaches and departures for that operation, not below the altitudes prescribed in the exemptions stated on the AWC unless it is in an area and at such an altitude that the aircraft can make an emergency landing without endangering persons or property on the surface.
- (c) Each certificate holder shall ensure that all multiengine aircraft while in an congested area operate;
- (1) During take-off, under conditions that will allow the aeroplane to be brought to a safe stop within the effective length of the runway from any point on take-off up to the time of attaining, with all engines operating at normal take-off power, 105 percent of the minimum control speed with the critical engine inoperative in the take-off configuration or 115 percent of the power-off stall speed in the take-off configuration, whichever is greater;
Note: Assume still-air conditions, and no correction for any uphill gradient of 1 percent or less when the percentage is measured as the difference between elevation at the end points of the runway divided by the total length. For uphill gradients greater than 1 percent, the effective take-off length of the runway is reduced 20 percent for each 1-percent grade.
 - (2) At a weight greater than the weight that, with the critical engine inoperative, would permit a rate of climb of at least 50 feet per minute at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within the area to be worked or at an altitude of 5,000 feet, whichever is higher. Assume that the propeller of the inoperative engine is in the minimum drag position; that the wing flaps and landing gear are in the most favourable positions; and that the remaining engine or engines are operating at the maximum continuous power available;
 - (3) Not below the altitudes prescribed in the exemptions stated on the AWC except during the actual dispensing operation, including the approaches, departures, and turnarounds necessary for that operation.



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CHAPTER 10

SPECIAL OPERATING REGULATIONS - EXTERNAL LOAD

OPS 5.310 Applicability

This Chapter contains the special operating regulations applicable to external load operations by an AWC holder that are to be implemented in addition to, or in lieu of the requirements of the CAR OPS 0.

OPS 5.315 Operating Regulations

- (a) No person may conduct a helicopter external load operation without, or contrary to, the Helicopter/Load Combination Flight Manual prescribed in these regulations.
- (b) No person may conduct a helicopter external load operation unless;
 - (1) The helicopter complies with these regulations; and
 - (2) The helicopter and helicopter/load combination is authorised under the Helicopter External Load Operator Certificate and includes the following;
 - (i) A determination that the weight of the helicopter/load combination and the location of its centre of gravity are within approved limits, that the external load is securely fastened, and that the external load does not interfere with devices provided for its emergency release;
 - (ii) Make an initial lift-off and verify that controllability is satisfactory;
 - (iii) While hovering, verify that directional control is adequate;
 - (iv) Accelerate into forward flight to verify that no attitude (whether of the helicopter or of the external load) is encountered in which the helicopter is uncontrollable or which is otherwise hazardous;
 - (v) In forward flight, check for hazardous oscillations of the external load, but if the external load is not visible to the pilot, other crew members or ground personnel may make this check and signal the pilot;
 - (vi) Increase the forward airspeed and determine an operational airspeed at which no hazardous oscillation or hazardous aerodynamic turbulence is encountered.
- (c) Notwithstanding the provisions of CAR OPS 0, the holder of a Helicopter External Load Operator Certificate may conduct helicopter external load operations over congested areas or aerial work zone if those operations are conducted without hazard to persons or property on the surface and comply with the following;
 - (1) The operator shall develop a plan for each complete operation and obtain approval for the operation from the Authority;

Note: The plan must include an agreement with the appropriate political subdivision that local officials will exclude unauthorised persons from the area in which the operation will be conducted, coordination with air traffic control, if necessary, and a detailed chart depicting the flight routes and altitudes.



- (2) Each flight shall be conducted at an altitude, and on a route, that will allow a jettisonable external load to be released, and the helicopter landed, in an emergency without hazard to persons or property on the surface.
- (e) Notwithstanding the provisions of CAR OPS 0, and except as provided in these regulations, the holder of a Helicopter External Load Operator Certificate may conduct external load operations, including approaches, departures, and load positioning manoeuvres necessary for the operation, below 500 feet above the surface and closer than 500 feet to persons, vessels, vehicles, and structures, if the operations are conducted without creating a hazard to persons or property on the surface.
- (f) No person may conduct helicopter external load operations under IFR unless specifically approved by the Authority.

OPS 5.320 Carriage of Persons

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



CHAPTER 11

OTHER AERIAL WORK SPECIAL OPERATING REGULATIONS

OPS 5.325 Applicability

- (a) This Chapter contains the operating regulations applicable to external load operations, other than agricultural application and external load operations, by an AWC holder that are to be implemented in addition to, or in lieu, of the requirements of CAR OPS 0.
- (b) If there are no special operating regulations included in this Chapter for a specific category of AWC holder, the requirements specified in CAR OPS 0 are applicable to those operations.

OPS 5.330 Special Operating regulations - Glider Towing

- (a) All banner tow operations shall be conducted only;
 - (1) in VFR weather conditions; and
 - (2) between the hours of official sunrise and official sunset.
- (b) No person may conduct banner towing operations;
 - (1) over congested areas or open air assemblies of persons lower than 1,000 feet; and
 - (2) elsewhere lower than the minimum safe altitude requirements of CAR OPS 0.

Note: Helicopters may be operated at less than the minimums prescribed in paragraph (b). No person may conduct banner towing operations if the conduct of the operation will result in hazard to persons or property on the surface.

- (c) The certificate holder shall obtain the aerodrome manager's approval to conduct banner tow operations.
- (d) If banner towing operations take place at an aerodrome with a control tower, the certificate holder shall inform that control tower of the time of the banner tow operation.
- (e) The certificate holder shall notify the appropriate aerodrome officials in advance when banner tow operations will be in close proximity to an uncontrolled aerodrome.
- (f) Only essential crew members shall be carried when conducting banner tow operations.
- (g) When banner tow operations are conducted around congested areas, the pilot shall exercise due care so that, in the event of emergency release of the banner and/or tow rope, it will not cause undue hazard to persons or property on the surface.
- (h) Each pilot shall drop the towrope in a predesignated area at least 500 feet from persons, buildings, parked automobiles, and aircraft.

Note: If the tow plane lands with the rope attached, due care will be exercised to avoid trailing the rope and endangering other aircraft in the air, or persons, property or aircraft on the surface.



- (i) Each pilot conducting banner towing operations shall carry on board the aircraft a current copy of the following certificate of Exemption or Authorisation allowing banner towing operations.

OPS 5.335 Special Operating regulations - Movie Exemption Requirements

- (a) An exemption shall be obtained if filming sequences require an aircraft to be flown;
 - (1) in aerobatic flight below 1,500 AGL;
 - (2) over a congested area; or
 - (3) in controlled airspace.

Note: When conducting any filming operation requiring an exemption, the certificate holder shall ensure that all reasonable efforts are made to confine spectators to designated areas. If reasonable efforts have been taken and unauthorised persons or vehicles enter the airspace where manoeuvres are being performed during the filming production event, efforts must be made to remove them.

- (b) The holder of the exemption shall provide a schedule of events that lists the;
 - (1) identification of the aircraft; and
 - (2) performers in the sequence of their appearance.
- (c) Any manoeuvres added or time changes to the schedule of events shall be approved by the Authority.
- (d) The exemption holder shall develop, have approved by the Authority, and adhere to a Motion Picture and Television Flight Operations Manual.

OPS 5.340 Special Operating regulations - Fish Spotting

- (a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight.
- (b) Minimum cloud clearance requirements and minimum altitude requirements of CAR OPS 0 apply unless an exemption has been issued.



[CHAPTER 12

SPECIAL OPERATING REGULATIONS - PARACHUTE AND SKYDIVING OPERATIONS**OPS 5.345 Applicability**

- (a) Except as provided in paragraphs (b) and (c) of this section, this part prescribes Regulations governing parachute operations conducted in the Commonwealth of the Bahamas. The associated Civil Aviation Publication CAR OPS 15 provides additional information and guidance.
- (b) This part does not apply to a parachute operation conducted—
 - (1) In response to an in-flight emergency, or
 - (2) To meet an emergency on the surface when it is conducted at the direction or with the approval of an agency of the Bahamas
- (c) Sections 5.355, 5.365, 5.370, 5.375, 5.380, 5.385 through 5.395 and 5.400(a)(1) of this part do not apply to a parachute operation conducted by a member of an Armed Force—
 - (1) Over or within a restricted area when that area is under the control of an Armed Force.
 - (2) During military operations in uncontrolled airspace.
- (d) The Civil Aviation Authority of the Bahamas recognizes skydivers with membership in the United States Parachute Association (USPA) and adopts and strictly enforces USPA's Basic Safety Requirements (BSR).
- (e) For skydives made within the Commonwealth of the Bahamas, no skydive may be made in violation of these Regulations.

OPS 5.350 Definitions

For the purposes of this part, the following definitions apply:

Approved parachute means a parachute manufactured under a type certificate or a Technical Standard Order issued by the Federal Aviation Administration (FAA) (C-23 series).

Authority means the Civil Aviation Authority Bahamas continued under section 3 of the Civil Aviation Authority Bahamas Act 2021.

Automatic Activation Device means a self-contained mechanical or electro-mechanical device that is attached to the interior of the reserve parachute container, which automatically initiates parachute deployment of the reserve parachute at a pre-set altitude, time, percentage of terminal velocity, or combination thereof.

Civil Aviation Authority Bahamas (CAA-B) means the regulatory body for all aviation activities in the Commonwealth of the Bahamas

Direct Supervision means that a certificated rigger personally observes a non-certificated person packing a main parachute to the extent necessary to ensure that it is being done properly, and takes responsibility for that packing.

Drop Zone means any pre-determined area upon which parachutists land after making an intentional



parachute jump. The center-point target of a drop zone is expressed in nautical miles from the nearest airport, town, or city depicted on the appropriate Coast and Geodetic Survey World Aeronautical Chart or Sectional Aeronautical Chart.

Foreign parachutist means a parachutist who is neither a Bahamian Citizen or a permanent resident of The Bahamas and is participating in parachute operations within the Commonwealth of The Bahamas using parachute equipment not manufactured in the Bahamas.

Freefall means the portion of a parachute jump between aircraft exit and parachute deployment in which the parachute is activated manually by the parachutist at the parachutist's discretion or automatically.

Main parachute means a parachute worn as the primary parachute used or intended to be used in conjunction with a reserve parachute.

Parachute jump means a parachute operation that involves the descent of one or more persons to the surface from an aircraft in flight when an aircraft is used or intended to be used during all or part of that descent.

Parachute operation means the performance of all activity for the purpose of, or in support of, a parachute jump. This parachute operation can involve, but is not limited to, the following persons: parachutist, parachutist in command and passenger in tandem parachute operations, drop zone or owner or operator, jump master, certificated parachute rigger, or pilot.

Parachutist means a person who intends to exit an aircraft while in flight using a single-harness, dual parachute system to descend to the surface.

Parachutist in command means the person responsible for the operation and safety of a tandem parachute operation.

Passenger parachutist means a person who boards an aircraft, acting as other than the parachutist in command of a tandem parachute operation, with the intent of exiting the aircraft while in-flight using the forward harness of a dual harness tandem parachute system to descend to the surface.

Pilot chute means a small parachute used to initiate and/or accelerate deployment of a main or reserve parachute.

Ram-air parachute means a parachute with a canopy consisting of an upper and lower surface that is inflated by ram air entering through specially designed openings in the front of the canopy to form a gliding airfoil.

Reserve parachute means an approved parachute worn for emergency use to be activated only upon failure of the main parachute or in any other emergency where use of the main parachute is impractical or use of the main parachute would increase risk.

Single-harness, dual parachute system means the combination of a main parachute, approved reserve parachute, and approved single person harness and dual-parachute container. This parachute system may have an operational automatic activation device installed.

Tandem parachute operation means a parachute operation in which more than one person simultaneously uses the same tandem parachute system while descending to the surface from an aircraft in flight.

Tandem parachute system means the combination of a main parachute, approved reserve parachute, and approved harness and dual parachute container, and a separate approved forward harness for a passenger parachutist. This parachute system must have an operational automatic activation device installed.



United States Parachute Association (USPA) a voluntary nonprofit membership organization of individuals who enjoy and support the sport of skydiving. The association is incorporated in New York, USA, and follows the bi-laws contained in the USPA Governance Manual.

OPS 5.355 General

No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from an aircraft, if that operation creates a hazard to air traffic or to persons or property on the surface.

OPS 5.360 Use of alcohol and drugs

No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a person to conduct a parachute operation from that aircraft, if that person is or appears to be under the influence of—

- (1) Alcohol, or
- (2) Any drug that affects that person's faculties in any way contrary to safety.

OPS 5.365 Inspections

The Authority may inspect any parachute operation to which this part applies (including inspections at the site where the parachute operation is being conducted) to determine compliance with the regulations of this part.

OPS 5.370 Radio equipment and use requirements

- (a) Except when otherwise authorised by air traffic control—
 - (1) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, in or into controlled airspace unless, during that flight—
 - (i) The aircraft is equipped with a functioning two-way radio communication system appropriate to the air traffic control facilities being used; and
 - (ii) Radio communications have been established between the aircraft and the air traffic control facility having jurisdiction over the affected airspace of the first intended exit altitude at least 5 minutes before the parachute operation begins. The pilot in command must establish radio communications to receive information regarding air traffic activity in the vicinity of the parachute operation.
 - (2) The pilot in command of an aircraft used for any parachute operation in or into controlled airspace must, during each flight—
 - (i) Continuously monitor the appropriate frequency of the aircraft's radio communications system from the time radio communications are first established between the aircraft and air traffic control, until the pilot advises air traffic control that the parachute operation has ended for that flight.
 - (ii) Advise air traffic control when the last parachutist or object leaves the aircraft.
- (b) Parachute operations must be aborted if, prior to receipt of a required air traffic control authorisation,



or during any parachute operation in or into controlled airspace, the required radio communications system is or becomes inoperative.

OPS 5.375 Information required and notice of cancellation or postponement of a parachute operation.

- (a) Each person requesting an authorisation under 5.390(b) and 5.400(a)(2) of this part and each person submitting a notification under 5.400(a)(3) of this part must provide the following information (on an individual or group basis):
- (1) The date and time the parachute operation will begin.
 - (2) The radius of the drop zone around the target expressed in nautical miles.
 - (3) The location of the center of the drop zone in relation to—
 - (i) the nearest airport, town, or city depicted on the appropriate Coast and Geodetic Survey World Aeronautical Chart or Sectional Aeronautical Chart.
 - (ii) the nearest airport, town, or city (or settlement) depicted on the appropriate Coast and Geodetic Survey World Aeronautical Chart or Sectional Aeronautical Chart, when the nearest VOR facility is more than 30 nautical miles from the drop zone target.
 - (4) Each altitude above mean sea level at which the aircraft will be operated when parachutists exits the aircraft.
 - (5) The duration of the intended parachute operation.
 - (6) The name, address, and telephone number of the person who requests the authorisation or gives notice of the parachute operation.
 - (7) The registration number of the aircraft to be used.
 - (8) The name of the air traffic control facility with jurisdiction of the airspace at the first intended exit altitude to be used for the parachute operation.
- (b) Each holder of a certificate of authorisation issued under 5.390(b) and 5.400(b) of this part must present that certificate for inspection upon the request of the Authority or any State, or local official.
- (c) Each person requesting an authorisation under 5.390(b) and 5.400(a)(2) of this part and each person submitting a notice under 5.400(a)(3) of this part must promptly notify the air traffic control facility having jurisdiction over the affected airspace if the proposed or scheduled parachute operation is canceled or postponed.

OPS 5.380 Flight visibility and clearance from cloud requirements.

No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft—

- (1) Into or through a cloud, or
- (2) When the flight visibility or the distance from any cloud is less than that prescribed in the



following table:

Altitude	Flight visibility (statute miles)	Distance from Clouds
1,200 feet or less above the surface regardless of the MSL altitude	3	500 feet below, 1,000 feet above, 2,000 feet horizontal.
More than 1,200 feet above the surface and at or above 10,000 feet MSL	3	500 feet below, 1,000 feet above, 2,000 feet
More than 1,200 feet above the surface but less than 10,000 feet MSL	5	1,000 feet below, 1,000 feet above, 1 mile horizontal

OPS 5.385 Parachute operations between sunset and sunrise.

No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a person to conduct a parachute operation from an aircraft between official sunset and sunrise.

OPS 5.390 Parachute operations over or into a congested area or an open-air assembly of persons

- (a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, over or into a congested area of a city, town, or settlement, or an open-air assembly of persons unless a certificate of authorisation for that parachute operation has been issued under this section. However, a parachutist may drift over a congested area or an open-air assembly of persons with a fully deployed and properly functioning parachute if that parachutist is at a sufficient altitude to avoid creating a hazard to persons or property on the surface.
- (b) An application for a certificate of authorisation issued under this section must—
 - (1) Be made in the form and manner prescribed by the Authority, and
 - (2) Contain the information required in 5.375(a) of this part.
- (c) Each holder of, and each person named as a participant in a certificate of authorisation issued under this section must comply with all requirements contained in the certificate of authorisation.
- (d) Each holder of a certificate of authorisation issued under this section must present that certificate for inspection upon the request of the Authority, or any State, or local official.

OPS 5.395 Parachute operations over or onto airports.

No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, over or onto any airport unless—

- (a) For airports with an operating control tower:



- (1) Prior approval has been obtained from the Bahamas Air Navigation Services Authority (BANSAs), the Airport Authority (AA), CAA-B and any other relevant agencies to conduct parachute operations over or on that airport.
 - (2) Approval has been obtained from the control tower to conduct parachute operations over or onto that airport.
 - (3) Two-way radio communications are maintained between the pilot of the aircraft involved in the parachute operation and the control tower of the airport over or onto which the parachute operation is being conducted.
- (b) For airports without an operating control tower, prior approval has been obtained from the Airport Authority (AA), CAA-B and any other relevant agencies to conduct parachute operations over or on that airport.
- (c) A parachutist may drift over that airport with a fully deployed and properly functioning parachute if the parachutist is at least 2,000 feet above that airport's traffic pattern and avoids creating a hazard to air traffic or to persons and property on the ground.

OPS 5.400 Parachute operations in designated airspace.

- (a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft—
- (1) Over or within a restricted area or prohibited area unless the controlling agency of the area concerned has authorised that parachute operation;
 - (2) Within or into a Class A, B, C, D airspace area without, or in violation of the requirements of, an air traffic control authorisation issued under this section;
 - (3) Except as provided in paragraph (c) and (d) of this section, within or into Class E or G airspace area unless the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude is notified of the parachute operation no earlier than 24 hours before or no later than 1 hour before the parachute operation begins.
- (b) Each request for a parachute operation authorisation or notification required under this section must be submitted to the air traffic control facility, a minimum of thirty (30) days prior to operation, having jurisdiction over the airspace at the first intended exit altitude and must include the information prescribed by 5.375(a) of this part.
- (c) Paragraph (a)(3) of this section does not apply to a parachute operation conducted by a member of an Armed Force within a restricted area that extends upward from the surface when that area is under the control of an Armed Force.

OPS 5.405 Use of single-harness, dual-parachute systems.

No person may conduct a parachute operation using a single-harness, dual-parachute system, and no pilot in command of an aircraft may allow any person to conduct a parachute operation from that aircraft using a single harness, dual-parachute system, unless that system has at least one main parachute, one approved reserve parachute, and one approved single person harness and container that are packed as follows:

- (a) The main parachute must have been packed within 180 days before the date of its use by a certificated parachute rigger, the person making the next jump with that parachute, or a non-certificated person under the direct supervision of a certificated parachute rigger.



- (b) The reserve parachute must have been packed by a certificated parachute rigger—
 - (1) Within 180 days before the date of its use, if its canopy, shroud, and harness are composed exclusively of nylon, rayon, or similar synthetic fiber or material that is substantially resistant to damage from mold, mildew, and other fungi, and other rotting agents propagated in a moist environment; or
 - (2) Within 60 days before the date of its use, if it is composed of any amount of silk, pongee, or other natural fiber, or material not specified in paragraph (b)(1) of this section.
- (c) If installed, the automatic activation device must be maintained in accordance with manufacturer instructions for that automatic activation device.

OPS 5.410 Use of tandem parachute systems.

- (a) No person may conduct a parachute operation using a tandem parachute system, and no pilot in command of an aircraft may allow any person to conduct a parachute operation from that aircraft using a tandem parachute system, unless—
 - (1) One of the parachutists using the tandem parachute system is the parachutist in command, and meets the following requirements:
 - (i) Has a minimum of 3 years of experience in parachuting, and must provide documentation that the parachutist—
 - (ii) Has completed a minimum of 500 freefall parachute jumps using a ram-air parachute, and
 - (iii) Holds a master parachute license issued by an organization recognized by CAA-B, and
 - (iv) Has successfully completed a tandem instructor course given by the manufacturer of the tandem parachute system used in the parachute operation or a course acceptable to the Authority.
 - (v) Has been certified by the appropriate parachute manufacturer or tandem course provider as being properly trained on the use of the specific tandem parachute system to be used.
 - (2) The person acting as parachutist in command:
 - (i) Has briefed the passenger parachutist before boarding the aircraft. The briefing must include the procedures to be used in case of an emergency with the aircraft or after exiting the aircraft, while preparing to exit and exiting the aircraft, freefall, operating the parachute after freefall, landing approach, and landing.
 - (ii) Uses the harness position prescribed by the manufacturer of the tandem parachute equipment.
- (b) No person may make a parachute jump with a tandem parachute system unless—
 - (1) The main parachute has been packed by a certificated parachute rigger, the parachutist in command making the next jump with that parachute, or a person under the direct supervision of a certificated parachute rigger.



- (2) The reserve parachute has been packed by a certificated parachute rigger in accordance with 5.405(b) of this part.
- (3) The tandem parachute system contains an operational automatic activation device for the reserve parachute, approved by the manufacturer of that tandem parachute system. The device must—
 - (i) Have been maintained in accordance with manufacturer instructions, and
 - (ii) Be armed during each tandem parachute operation.
- (4) The passenger parachutist is provided with a manual main parachute activation device and instructed on the use of that device, if required by the owner/operator.
- (5) The main parachute is equipped with a single-point release system.
- (6) The reserve parachute meets the Federal Aviation Administration Technical Standard Order C23 specifications or any specification from a recognized manufacturer.

OPS 5.415 Use of static lines.

- (a) Except as provided in paragraph (c) of this section, no person may conduct a parachute operation using a static line attached to the aircraft and the main parachute unless an assist device, described and attached as follows, is used to aid the pilot chute in performing its function, or, if no pilot chute is used, to aid in the direct deployment of the main parachute canopy. The assist device must—
 - (1) Be long enough to allow the main parachute container to open before a load is placed on the device.
 - (2) Have a static load strength of—
 - (i) At least 28 pounds but not more than 160 pounds if it is used to aid the pilot chute in performing its function; or
 - (ii) At least 56 pounds but not more than 320 pounds if it is used to aid in the direct deployment of the main parachute canopy; and
 - (3) Be attached as follows:
 - (i) At one end, to the static line above the static-line pins or, if static-line pins are not used, above the static-line ties to the parachute cone.
 - (ii) At the other end, to the pilot chute apex, bridle cord, or bridle loop, or, if no pilot chute is used, to the main parachute canopy.
- (b) No person may attach an assist device required by paragraph (a) of this section to any main parachute unless that person is a certificated parachute rigger or that person makes the next parachute jump with that parachute.
- (c) An assist device is not required for parachute operations using direct-deployed, ram-air parachutes.]