



PART 119

CAA Consolidation

Air Operator - Certification

DESCRIPTION

Part 119 prescribes the certification requirements for citizen of Mongolia to conduct air operations and the operating requirements for the continuation of this certification. Air operations include Air Transport Operations (ATO) and Special operations.

Part 119 introduces two levels of certification-

- airline AOC that permits air operations in all sizes of aircraft
- GA AOC that permits air operations in helicopters, and aeroplanes with 9 or less passenger seats

Part 119 adopts the ICAO standards for the certification of air operators and follows the layout for the rule parts relating to the certification of organisations.

The layout prescribes specific requirements for the certification (entry standards), operation (continued operations), and safety audit (surveillance) of operators carrying out air operations.

This document is the current consolidated version of Part 119 produced by the Civil Aviation Authority, and serves as a reference only. It is compiled from the official ordinary rules that have been signed into law by the Minister of Road and Transport. Copies of the official rule and amendments as signed by Minister may be obtained from the Civil Aviation Authority or may be downloaded from the official web site at: www.mcaa.gov.mn

Bulletin

ICAO 29th Assembly Resolution A29-3 of year 1992 urges States to promote global harmonization of national rules.

In order to implement this Resolution, Mongolian Civil Aviation Regulation has been developed based on “Memorandum for Technical Cooperation” between CAA of Mongolia and New Zealand, signed on 6th of May, 1999.

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Subpart A - General

119.1. Purpose

This Part prescribes requirements for the certification and the operating requirements for the continuation of this certification of citizen of Mongolia conducting air operations under Parts 121, 125, and 135.

119.3. Definitions and abbreviations

Definitions and abbreviations relating to this Part are contained in CAR interpretation summary.

119.5. Requirement for certificate

(a) A person having operational responsibility for entire air operation must hold, and comply with, an air operator certificate issued under this Part.

(b) A person must not perform an air operation except under the authority of, and in accordance with the privileges of, an air operator certificate issued under the Act and this Part.

(c) For the purpose of paragraph (a) a person has operational responsibility for entire air operation if the person has responsibility for two or more of the following functions:

- (1) determining whether the operation may be operated safely;
- (2) assigning crew members for the operation;
- (3) employing, or contracting crew members for the operation;
- (4) making a decision to vary the operation, other than a decision by the pilot-in-command taken on the grounds of safety.

119.7. Reserved

119.9. Application for certificate

Each applicant for the grant of an air operator certificate shall complete form CAA 24119/01, which shall require-

- (1) the name and address for service in Mongolia of the applicant; and
- (2) the details required by 119.15(b), for the operations specifications; and
- (3) the exposition required-
 - (i) by 119.81 for an airline AOC; or
 - (ii) by 119.125 for a GA AOC; and

- (4) such further particulars relating to the applicant as may be required by the Director as indicated on the form-

and submit it to the Director, with a payment of the appropriate application fee, not less than 90 days before the date of intended operation, unless a shorter period is acceptable to the Director.

119.11. Issue of certificate

(a) An applicant is entitled to an airline AOC if the Director is satisfied that, in accordance with the Act,-

- (1) the applicant meets the applicable requirements of subpart B; and
- (2) the applicant, where the applicant is a natural person, and the applicant's senior persons required by 119.51(a)(1) and (2) are fit and proper persons; and
- (3) the granting of the certificate is not contrary to the interests of aviation safety.

(b) An applicant is entitled to a GA AOC if the Director is satisfied that, in accordance with the Act-

- (1) the applicant meets the applicable requirements of Subpart C; and
- (2) the applicant, where the applicant is a natural person, and the applicant's senior persons required by 119.101(a)(1) and (2) are fit and proper persons; and
- (3) the granting of the certificate is not contrary to the interests of aviation safety.

119.13. Privileges of certificate holder

(a) An air operator certificate specifies the privileges that the certificate holder is authorised to perform.

(b) An air operator certificate shall authorise the certificate holder to perform-

- (1) air operations listed in the certificate holder's air operator certificate; and
- (2) ground and flight training appropriate to the aircraft operated or intended to be operated; and
- (3) test or flight check to determine the competence of flight crew; and
- (4) tests or checks to determine the competence of other persons providing the services or carrying out the operations listed in the certificate holder's exposition.

119.15. Operations Specifications

- (a) An air operator certificate issued under the Act and in accordance with this Part must be accompanied by the operations specifications specified in paragraph (b).
- (b) The operations specifications must contain-
- (1) details of the physical location of the certificate holder's principal base of operations; and
 - (2) the certificate holder's address for service in Mongolia; and
 - (3) other business names under which the certificate holder may operate; and
 - (4) the type, serial number, and registration of every aircraft that is authorised for use; and
 - (5) details of the air operation types authorised; and
 - (6) the authorisation and limitations for routes and areas of operations; and
 - (7) any exemption granted from any requirement of this or any other Part; and
 - (8) any other item that the Director determines is necessary to cover a particular situation; and
- (c) When authorising SEIFR passenger operations in a certificate holder's operations specifications, the Director may specify that the authorisation is valid for a period less than that for which the air operator certificate is valid.
- (d) When authorising EDTO in a certificate holder's operations specifications the Director must specify the following:
- (1) the registration of each aeroplane authorised for EDTO; and
 - (2) the maximum diversion time for each aeroplane that is authorised for EDTO under paragraph (1); and
 - (3) the EDTO alternate aerodromes authorised for EDTO.

119.17. Duration of certificate

- (a) An air operator certificate may be granted or renewed for a period of up to 5 years.
- (b) An air operator certificate remains in force until it expires or is suspended or revoked by the Director.
- (c) The holder of an air operator certificate that expires or is revoked shall forthwith surrender the certificate to the Director.
- (d) The holder of an air operator certificate that is suspended shall forthwith produce the certificate to the Director for appropriate endorsement.

119.19. Notification of termination of operations

Each holder of an air operator certificate that terminates air operations shall notify the Director of the termination in writing within 30 days of the date of termination.

119.21. Renewal of certificate

- (a) The application for the renewal of an air operator certificate must be made on form CAA 24119/01.
- (b) The application must be submitted to the Director before the application renewal date specified in the certificate or, if no such date is specified, not less than 60 days before the certificate expires.

Subpart B - Airline Air Operator - Certification Requirements**119.51. Personnel requirements**

- (a) An applicant for the grant of an airline AOC must employ, or contract-
- (1) a senior person identified as the chief executive who-
 - (i) has the authority within the applicant's organisation to ensure that all activities undertaken by the organisation can be financed and carried out in accordance with the requirements and standards prescribed by this Part; and
 - (ii) is responsible for ensuring that the applicant's organisation complies with the requirements of this Part; and
 - (2) senior persons-
 - (i) responsible for ensuring that the applicant's organisation complies with its exposition; and
 - (ii) responsible for the functions referred to in paragraph (b)(1); and
 - (iii) ultimately responsible to the chief executive; and
 - (3) sufficient personnel to plan, perform, supervise, inspect, and certify the operations listed in the applicant's exposition.
- (b) The senior persons required by paragraph (a) must-
- (1) unless otherwise acceptable to the Director as a consequence of the size and expected scope of the applicant's organisation, each be responsible for no more than one of the following functions:
 - (i) flying operations including the flight operations and the ground support operations:
 - (ii) crew training and competency assessment:
 - (iii) the control and scheduling of maintenance:
 - (iv) the system for safety management required under rule 119.79:
 - (v) air operator security, if an air operator security program is required by rule 119.75:

- (vi) conducting occurrence investigations in accordance with Part 12; and
- (2) hold the minimum qualifications and experience listed in Appendix A that are applicable to the function for which they are responsible.

(c) Despite paragraph (b)(1)(ii), and if applicable to the structure of the applicant's organisation, the senior person responsibilities for competency assessment may be assumed by the senior person responsible for flying operations under paragraph (b)(1)(i).

(d) Any function referred to in paragraph (b)(1) may be delegated to other personnel provided the senior person responsible for the function retains responsibility for the function and the delegation is acceptable to the Director.

119.53. Personnel competency requirements

- (a) Each applicant for the grant of an airline AOC shall establish procedures-
 - (1) to initially assess and to maintain the competence of personnel authorised to plan, perform, supervise, inspect, or certify the air operations listed in the applicant's exposition; and
 - (2) to ensure personnel are provided with written evidence of the scope of their authorisation.
- (b) Each applicant may contract with an organisation that is certificated under Part 141 and appropriately authorised under that certificate to perform the functions of checking to assess, or training to maintain, the competence of the applicant's personnel in accordance with paragraph (a)(1).
- (c) Each applicant that contracts with an organisation under paragraph (b) shall include in its exposition details of-
 - (1) the functions to be transferred to the organisation; and
 - (2) the scope of the checking or training to be carried out by the organisation; and
 - (3) the authority of the organisation in respect of the checking and training functions to be carried out.

119.55. Resource requirements

- (a) Each applicant for the grant of an airline AOC shall provide resources, acceptable to the Director-
 - (1) that enable the satisfactory provision of the operations listed in the applicant's exposition; and
 - (2) that shall, where appropriate, include-
 - (i) accommodation, offices, workshops, hangars, and buildings; and
 - (ii) equipment, tools, material, training aids, data, and documentation necessary to perform the operations listed in the applicant's exposition.

- (b) The applicant shall ensure the environment it provides-
 - (1) is appropriate for the tasks to be performed; and
 - (2) where appropriate, offers protection from weather elements.

119.57. Proving flights or tests

- (a) Each applicant for the grant or amendment of an airline AOC shall, if required by the Director, perform proving flights or tests to satisfy the Director that it can meet any relevant prescribed requirement.
- (b) The flights or tests shall be conducted in a manner acceptable to the Director.

119.59. Reserved

119.61. Maintenance procedures

- (a) An applicant for the grant of an airline AOC must establish procedures to ensure the continued airworthiness of-
 - (1) every aircraft that is operated under the authority of the certificate; and
 - (2) any equipment installed in or attached to the aircraft.
- (b) An applicant for the grant of an airline AOC that contracts with another person to perform maintenance of the applicant's aircraft must include in the exposition required under rule 119.81 details of-
 - (1) the functions to be transferred to the other person; and
 - (2) the scope of the maintenance to be carried out by the other person; and
 - (3) the authority of the other person in respect of the functions and maintenance to be carried out.

119.63. Maintenance program

- (a) An applicant for the grant of an airline AOC must establish a maintenance program for every aircraft that is operated under the authority of the certificate.
- (b) The maintenance program required under paragraph (a) must include-
 - (1) the registration, type and serial number of each aircraft that is subject to the program; and
 - (2) instructions and procedures, that are at least equivalent to the requirements prescribed in Subpart G of Part 91 and the manufacturer's maintenance schedule, for the performance of maintenance of the aircraft including any required inspection and test of the airframe, aircraft engine, propellers, rotors, appliances, and emergency equipment, together with details of the parts and areas that-
 - (i) must be inspected; and

- (ii) could result in a failure, malfunction, or defect endangering the safe operation of the aircraft if maintenance is not performed properly or if an improper part or material is used; and
- (3) a schedule for the performance of the maintenance under paragraph (b)(2) expressed in terms of the time-in-service, cycles, calendar time, number of system operations, or any combination of these; and
- (4) procedures for the induction of an aircraft onto the maintenance program; and
- (5) procedures for maintenance trend analysis if the program utilises condition monitored maintenance or information derived from health and usage monitoring systems; and
- (6) procedures to ensure that every inspection required by the program is performed; and
- (7) procedures for recording a defect, including an example of a record; and
- (8) procedures for rectifying or deferring defects; and
- (9) procedures for varying an inspection interval because of service experience; and
- (10) procedures for retaining a maintenance record in accordance with rule 91.623.

119.65. Documentation

- (a) Each applicant for the grant of an airline AOC shall establish procedures to control, amend, and distribute its operational, safety, and maintenance data.
- (b) Each applicant for the grant of an airline AOC shall establish a procedure for the control of documentation required by any applicable Part, including but not limited to Parts 91, 108, 121, 125, and 135.
- (c) The procedures required by paragraphs (a) and (b) shall ensure that-
 - (1) all documentation is reviewed and authorised by appropriate personnel before issue; and
 - (2) current issues of all relevant documents are available to personnel at all locations where they need access to such documentation, in either hard copy, electronic, or other form acceptable to the Director; and
 - (3) all obsolete documentation is promptly removed from all points of issue or use; and
 - (4) changes to documentation are reviewed and approved by appropriate personnel; and
 - (5) the current version of each item of documentation can be identified to preclude the use of superseded material.

119.67. Records - personnel

Each applicant for the grant of an airline AOC must establish procedures to ensure that-

- (1) an accurate record is maintained of-
 - (i) each employee who, in the performance of their duties, is required to hold a licence or rating; and
 - (ii) each employee who is exercising any delegation of the Director's functions or powers; and
 - (iii) each employee who is exercising any authorisation granted by the certificate holder; and
- (2) the record includes details of-
 - (i) the relevant experience, qualifications, and training of each employee referred to in subparagraph (1); and
 - (ii) the scope, validity, and currency of any licence or rating referred to in subparagraph (1)(i); and
 - (iii) the delegations referred to in subparagraph (1)(ii); and
 - (iv) the authorisations referred to in subparagraph (1)(iii); and
- (3) the record is retained for 3 years from the date that the employee-
 - (i) ceases to perform duties requiring a licence or rating; or
 - (ii) exercises any delegation or authorisation.

119.69. Records - resources

Each applicant for the grant of an airline AOC shall-

- (1) establish procedures to ensure details are accurately recorded of testing, checking, and calibration of any safety-critical resources used in carrying out the operations specified on the certificate; and
- (2) retain the record of details required by subparagraph (1) for two years from the date the details are recorded.

119.71. Flight authorisation and control

Each applicant for the grant of an airline AOC shall establish procedures to ensure that the initiation, continuation, and termination of a flight or series of flights is authorised by the person required by 119.51(b)(1)(i).

119.73. Flight following service

(a) An applicant for the grant of an airline AOC must establish procedures to ensure that a flight following service is provided for any air operation that is conducted without a flight plan being submitted to an ATS unit.

(b) The procedures required in paragraph (a) must ensure that for each air operation being provided with a flight following service, the person providing the flight following service-

- (1) has the information required under 91.307(c) for a VFR flight plan; and
- (2) has a pre-arranged time for the completion of the air operation; and
- (3) subject to paragraph (c), has a time for re-establishing communications if the flight will operate in an area where communications cannot be maintained; and
- (4) has details of any other arrangements that may be appropriate for the safety of the operation for the pilot-in-command to report to the flight following service; and
- (5) makes timely notification to-
 - (i) the rescue co-ordination centre; or
 - (ii) an organisation capable of taking emergency activation action that is acceptable to the Director-if the pilot-in-command fails to establish communications within the pre-arranged times under paragraphs (2), (3), or (4).

(c) An aircraft may not be without communication under paragraph (b)(3) for longer than 30 minutes unless such longer period is acceptable to the Director.

119.75. Air operator security program

An applicant for the grant of an airline AOC that proposes to operate a regular air transport passenger service from or within Mongolia with any aircraft that has a passenger seating configuration (excluding any required crew member seats) of more than 9 seats must establish an air operator security program that meets the requirements of Part 108.

119.77. Establishment of operations procedures

Each applicant for the grant of an airline AOC intending to conduct air operations shall establish procedures necessary to enable any requirement of this or any other Part to be complied with.

119.79. Safety management

An applicant for the grant of an airline AOC must establish, implement, and maintain a system for safety management in accordance with rule 100.3.

119.81. Airline AOC holder's exposition

- (a) An applicant for the grant of an airline AOC must provide the Director with an exposition that contains-
 - (1) a statement signed by the chief executive on behalf of the applicant's organisation confirming that the exposition and any included manuals-

- (i) define the air operator organisation and demonstrate its means and methods for ensuring ongoing compliance with this Part and any other applicable Part; and
 - (ii) are required to be complied with by the organisation's personnel at all times; and
- (1A) in relation to the system for safety management required by rule 119.79,-
- (i) all of the documentation required by rule 100.3(b); and
 - (ii) for an applicant that is not applying for a renewal of an airline AOC, an implementation plan that describes how the system for safety management will be implemented; and
- (2) the titles and names of the senior persons required by rules 119.51(a)(1) and (2); and
- (3) the duties and responsibilities of the senior persons required by rules 119.51(a)(1) and (2), including-
- (i) matters for which they have a responsibility to deal directly with the Director or the Authority on behalf of the organisation; and
 - (ii) responsibilities for safety management; and
- (4) a summary of the scope of activities at each location where the applicant's operations personnel are based for the purpose of providing air transport operations; and
- (5) an organisation chart showing lines of responsibility of the senior persons required by rules 119.51(a)(1) and (2) and extending to each location listed under paragraph (a)(4); and
- (6) a summary of the staffing structure at each location listed under paragraph (a)(4); and
- (6A) information identifying the lines of safety responsibility within the organisation; and
- (7) details of the principal place of operation and, if applicable, the main operation base and the main maintenance base; and
- (8) details of the resources required by rule 119.55; and
- (9) details of the applicant's procedures required by this Part; and
- (10) details of-
- (i) the maintenance procedures required by rule 119.61; and
 - (ii) the maintenance program required by rule 119.63; and
 - (iii) the maintenance organisation that performs maintenance on the applicant's aircraft; and
- (11) details of the programs required, as appropriate, by this Part, and Part 121, Part 125, or Part 135; and
- (12) details of the applicant's procedures that ensures compliance with the laws of any foreign State in which the applicant's aircraft operate; and
- (13) procedures to control, amend, and distribute the exposition.
- (b) The applicant's exposition must be acceptable to the Director.

Subpart C - General Aviation Air Operator - Certification Requirements

119.101. Personnel requirements

- (a) An applicant for the grant of a GA AOC must employ, or contract-
- (1) a senior person identified as the chief executive who-
 - (i) has the authority within the applicant's organisation to ensure that all activities undertaken by the organisation can be financed and carried out in accordance with the requirements and standards prescribed by this Part; and
 - (ii) is responsible for ensuring that the applicant's organisation complies with the requirements of this Part; and
 - (2) senior persons-
 - (i) responsible for ensuring that the applicant's organisation complies with its exposition; and
 - (ii) responsible for the functions referred to in paragraph (b)(1); and
 - (iii) ultimately responsible to the chief executive; and
 - (3) sufficient personnel to plan, perform, supervise, inspect, and certify the operations listed in the applicant's exposition.
- (b) The senior persons required by paragraph (a) must-
- (1) unless otherwise acceptable to the Director as a consequence of the size and expected scope of the applicant's organisation, each be responsible for no more than one of the following functions-
 - (i) flying operations including the flight operations and the ground support operations:
 - (ii) crew training and competency assessment:
 - (iii) the control and scheduling of maintenance:
 - (iv) the system for safety management required under rule 119.124:
 - (v) conducting occurrence investigations in accordance with Part 12; and
 - (2) hold the minimum qualifications and experience listed in Appendix B that are applicable to the function for which they are responsible.
- (c) Despite paragraph (b)(1)(ii), and if applicable to the structure of the applicant's organisation, the senior person responsibilities for competency assessment may be assumed by the senior person responsible for flying operations under paragraph (b)(1)(i).

119.103. Personnel competency requirements

- (a) Each applicant for the grant of a GA AOC shall establish procedures-
- (1) to initially assess and to maintain the competence of personnel authorised to plan, perform, supervise, inspect, or certify the air operations listed in the applicant's exposition; and
 - (2) to ensure personnel are provided with written evidence of the scope of their authorisation.
- (b) Each applicant may contract with an organisation that is certificated under Part 141 and appropriately authorised under that certificate to perform the functions of checking to assess, or training to maintain, the competence of the applicant's personnel in accordance with paragraph (a)(1).
- (c) Each applicant that contracts with an organisation under paragraph (b) shall include in its exposition details of-
- (1) the functions to be transferred to the organisation; and
 - (2) the scope of the checking or training to be carried out by the organisation; and
 - (3) the authority of the organisation in respect of the checking and training functions to be carried out.
- (d) The applicant may, as an alternative to paragraph (b), utilise an external checking or training program acceptable to the Director that is carried out by an appropriately qualified holder of a flight examiner rating.

119.105. Resource requirements

- (a) Each applicant for the grant of a GA AOC shall provide resources, acceptable to the Director-
- (1) that enable the satisfactory provision of the operations listed in the applicant's exposition; and
 - (2) that shall, where appropriate, include-
 - (i) accommodation, offices, workshops, hangars, and buildings; and
 - (ii) equipment, tools, material, training aids, data, and documentation necessary to perform the operations listed in the applicant's exposition.
- (b) The applicant shall ensure the environment it provides-
- (1) is appropriate for the tasks to be performed; and
 - (2) where appropriate, offers protection from weather elements.

119.107. Proving flights or tests

- (a) Each applicant for the grant or amendment of a GA AOC shall, if required by the Director, perform proving flights or tests to satisfy the Director that it can meet any relevant prescribed requirement.
- (b) The flights or tests shall be conducted in a manner acceptable to the Director.

119.109. Maintenance procedures

- (a) An applicant for the grant of a GA AOC must establish procedures to ensure the continued airworthiness of-
 - (1) every aircraft that is operated under the authority of the certificate; and
 - (2) any equipment installed in or attached to the aircraft.
- (b) An applicant for the grant of a GA AOC that contracts with another person to perform maintenance of the applicant's aircraft must include in the exposition required under rule 119.125 details of-
 - (1) the functions to be transferred to the other person; and
 - (2) the scope of the maintenance to be carried out by the other person; and
 - (3) the authority of the other person in respect of the functions and maintenance to be carried out.

119.111. Maintenance program

- (a) An applicant for the grant of a GA AOC must establish a maintenance program for every aircraft that is operated under the authority of the certificate.
- (b) The maintenance program required under paragraph (a) must include-
 - (1) the registration, type and serial number of each aircraft that is subject to the program; and
 - (2) instructions and procedures, that are at least equivalent to the requirements prescribed in Subpart G of Part 91 and the manufacturer's maintenance schedule, for the performance of maintenance of the aircraft including any required inspection and test of the airframe, aircraft engine, propellers, rotors, appliances, and emergency equipment, together with details of the parts and areas that-
 - (i) must be inspected; and
 - (ii) could result in a failure, malfunction, or defect endangering the safe operation of the aircraft if maintenance is not performed properly or if an improper part or material is used; and

- (3) a schedule for the performance of the maintenance under paragraph (b)(2) expressed in terms of the time-in-service, cycles, calendar time, number of system operations, or any combination of these; and
- (4) procedures for the induction of an aircraft onto the maintenance program; and
- (5) procedures for maintenance trend analysis if the program utilises condition monitored maintenance or information derived from health and usage monitoring systems; and
- (6) procedures to ensure that every inspection required by the program is performed; and
- (7) procedures for recording a defect, including an example of a record; and
- (8) procedures for rectifying or deferring defects; and
- (9) procedures for varying an inspection interval because of service experience; and
- (10) procedures for retaining a maintenance record in accordance with rule 91.623.

119.113. Documentation

- (a) Each applicant requiring a safety management system in accordance with 119.124 for the grant of a GA AOC shall establish procedures to control, amend, and distribute its operational, safety, and maintenance data.
- (b) Each applicant for the grant of a GA AOC shall establish a procedure for the control of documentation required by any applicable Part, including but not limited to Parts 91 and 135.
- (c) The procedures required by paragraphs (a) and (b) shall ensure that-
 - (1) all documentation is reviewed and authorised by appropriate personnel before issue; and
 - (2) current issues of all relevant documents are available to personnel at all locations where they need access to such documentation, in either hard copy, electronic, or other form acceptable to the Director; and
 - (3) all obsolete documentation is promptly removed from all points of issue or use; and
 - (4) changes to documentation are reviewed and approved by appropriate personnel; and
 - (5) the current version of each item of documentation can be identified to preclude the use of superseded material.

119.115. Records - personnel

Each applicant for the grant of a GA AOC must establish procedures to ensure that-

- (1) an accurate record is maintained of-
 - (i) each employee who, in the performance of their duties, is required to hold a licence or rating; and

- (ii) each employee who is exercising any delegation of the Director's functions or powers; and
 - (iii) each employee who is exercising any authorisation granted by the certificate holder; and
- (2) the record includes details of-
- (i) the relevant experience, qualifications, and training of each employee referred to in subparagraph (1); and
 - (ii) the scope, validity, and currency of any licence or rating referred to in subparagraph (1)(i); and
 - (iii) the delegations referred to in subparagraph (1)(ii); and
 - (iv) the authorisations referred to in subparagraph (1)(iii); and
- (3) the record is retained for 1 year from the date that the employee-
- (i) ceases to perform duties requiring a licence or rating; or
 - (ii) exercises any delegation or authorisation.

119.117. Records - resources

Each applicant for the grant of a GA AOC shall-

- (1) establish procedures to ensure details are accurately recorded of testing, checking, and calibration of any safety-critical resources used in carrying out the operations specified on the certificate; and
- (2) retain the record of details required by subparagraph (1) for two years from the date the details are recorded.

119.119. Flight authorisation and control

Each applicant for the grant of a GA AOC shall establish procedures to ensure that the initiation, continuation, and termination of a flight or series of flights is authorised by the person required by 119.101(b)(1)(i).

119.121. Flight following service

(a) An applicant for the grant of a GA AOC must establish procedures to ensure that a flight following service is provided for any air operation that is conducted without a flight plan being submitted to an ATS unit.

(b) The procedures required in paragraph (a) must ensure that for each air operation being provided with a flight following service, the person providing the flight following service-

- (1) has the information required under 91.307(c) for a VFR flight plan; and
- (2) has a pre-arranged time for the completion of the air operation; and
- (3) subject to paragraph (c), has a time for re-establishing communications if the flight will operate in an area where communications cannot be maintained; and

- (4) has details of any other arrangements that may be appropriate for the safety of the operation for the pilot-in-command to report to the flight following service; and
 - (5) makes timely notification to-
 - (i) the rescue co-ordination centre; or
 - (ii) an organisation capable of taking emergency activation action that is acceptable to the Director-if the pilot-in-command fails to establish communications within the pre-arranged times under paragraphs (2), (3), or (4).
- (c) An aircraft may be without communication under paragraph (b)(3) for-
- (1) no longer than 30 minutes, if it is an air transport operation; or
 - (2) any period of time that is established before the flight in accordance with the procedures under paragraph (a) if it is a special operation.

119.123. Establishment of operations procedures

Each applicant for the grant of a GA AOC intending to conduct air operations shall establish procedures necessary to enable any requirement of this or any other Part to be complied with.

119.124. Safety management

An applicant for the grant of a GA AOC must establish, implement, and maintain a system for safety management in accordance with rule 100.3.

119.125. GA AOC holder's exposition

- (a) An applicant for the grant of a GA AOC must provide the Director with an exposition, that contains-
- (1) a statement signed by the chief executive on behalf of the applicant's organisation confirming that the exposition and any included manuals-
 - (i) define the air operator organisation and demonstrate its means and methods for ensuring ongoing compliance with this Part and any other applicable Part; and
 - (ii) are required to be complied with by the organisation's personnel at all times; and
 - (1A) in relation to the system for safety management required by rule 119.124,-
 - (i) all of the documentation required by rule 100.3(b); and
 - (ii) for an applicant that is not applying for a renewal of a GA AOC, an implementation plan that describes how the system for safety management will be implemented; and

- (2) the titles and names of the senior persons required by rules 119.101(a)(1) and (2); and
 - (3) the duties and responsibilities of the senior persons required by rules 119.101(a)(1) and (2) including-
 - (i) matters for which they have a responsibility to deal directly with the Director or the Authority on behalf of the organisation; and
 - (ii) responsibilities for safety management; and
 - (4) if appropriate, an organisation chart showing lines of responsibility of the senior persons required by rules 119.101(a)(1) and (2); and
 - (4A) information identifying the lines of safety responsibility within the organisation; and
 - (5) details of the principal place of operation and, if applicable, the main operation base and the main maintenance base; and
 - (6) details of the applicant's procedures required by this Part; and
 - (7) details of-
 - (i) the maintenance procedures required by rule 119.109; and
 - (ii) the maintenance program required by rule 119.111; and
 - (iii) the maintenance organisation that performs maintenance on the applicant's aircraft; and
 - (8) details of the programs required, as appropriate, by this Part and Part 135; and
 - (9) details of the applicant's procedures that ensures compliance with the laws of any foreign State in which the applicant's aircraft operate; and
 - (10) procedures to control, amend, and distribute the exposition.
- (b) The applicant's exposition must be acceptable to the Director.

Subpart D - Operating Requirements

119.151. Continued compliance

- (a) A holder of an air operator certificate must comply with the operations specifications required by rule 119.15.
- (b) A holder of an air operator certificate must-
 - (1) continue to meet the standards and comply with the requirements of Subpart B or Subpart C as appropriate; and
 - (2) comply with every procedure and program detailed in the certificate holder's exposition; and
 - (3) hold at each location specified in the certificate holder's exposition-
 - (i) at least 1 current copy of the certificate holder's operations specifications; and
 - (ii) in hard copy, electronic, or other form acceptable to the Director, at least 1 current copy of the relevant sections of the certificate holder's exposition that are applicable to the operations at the location.

119.153. Flight operation requirements

- (a) Each holder of an airline AOC conducting an air operation with-
 - (1) an aeroplane that has a passenger seating configuration, excluding any required crew member seat, of more than 30 seats, or that has a payload capacity of more than 3410 kg, shall comply with the applicable operating requirements of Part 121; and
 - (2) an aeroplane that has a passenger seating configuration, excluding any required crew member seat, of 10 to 30 seats, or a payload capacity of 3410 kg or less and a MCTOW of greater than 5700 kg, shall comply with the applicable operating requirements of Part 125; and
 - (3) an aeroplane that has a passenger seating configuration, excluding any required crew member seat, of 9 seats or less, and a MCTOW of 5700 kg or less, or a helicopter, shall, subject to paragraph (b), comply with the applicable operating requirements of Part 135.
- (b) Each holder of an airline AOC conducting an SEIFR passenger operation shall comply with the applicable operating requirements of Part 125.
- (c) Each holder of a GA AOC conducting an air operation shall comply with the applicable operating requirements of Part 135.

119.155. Flight crew qualifications

(a) No holder of an air operator certificate shall authorise any person to act as a flight crew member, and no person may serve as a flight crew member, on an air operation, unless the person holds the licence and rating in accordance with Part 61 that includes the privileges necessary to perform the operation.

(b) Each person authorised to perform an air operation outside Mongolia shall have in their possession the licence required by paragraph (a) and that person's current medical certificate.

119.157. Charter, cross-hire, and leasing of Mongolian registered aircraft

(a) Each holder of an air operator certificate that charters, cross-hires, or leases an aircraft, with or without flight crew, from another holder of an air operator certificate shall clearly establish with that other operator, and inform the pilot-in-command, prior to the aircraft's use in an air operation, under which air operator certificate the operation will be conducted.

(b) Where the holder of an air operator certificate charters, cross-hires, or leases an aircraft, with or without flight crew, from any person who does not hold an air operator certificate, then the certificate holder shall conduct the operation under its own air operator certificate.

(c) Each holder of an air operator certificate shall keep a copy of each written charter, cross-hire, or lease arrangement, under which it performs an air transport operation, for a period of at least one year after the date of completion of the last flight under the arrangement.

(d) In the case of a charter, cross-hire, or lease arrangement, that is made orally, the holder of an air operator certificate shall keep a memorandum stating the elements of the arrangement, and of any amendments to it, for a period of at least one year after the date of completion of the last flight under the arrangement.

119.159. Use of non-Mongolian registered aircraft

(a) Each holder of an air operator certificate that uses a non-Mongolian registered aircraft under a charter, lease, or similar arrangement, to perform an air operation shall, at least 30 days prior to the performance of the operation, unless a shorter period is acceptable to the Director, notify the Director of the basic terms of the charter, lease, or similar arrangement, including-

- (1) whether the aircraft provider is authorised by an ICAO contracting State to perform air operations; and
- (2) the names of the parties to the arrangement; and
- (3) the duration of the arrangement; and

(4) the nationality, the registration markings, and the type of each aircraft involved in the arrangement.

(b) The holder of an air operator certificate shall obtain approval from the Director prior to the use of a non-Mongolian registered aircraft on air operations.

119.161. Business or trading name

(a) Each holder of an air operator certificate shall conduct its air operations using the trading or business name that appears on the certificate holder's certificate.

(b) No person shall perform an air operation unless the trading or business name of the certificate holder conducting the operation is displayed in such a manner that it is clearly identifiable, visible, and legible to any intending passenger before they board the aircraft.

(c) The holder of an air operator certificate shall clearly identify, when it advertises any air operation conducted by it, the business or trading name that appears on the certificate.

119.163. Limitations of GA AOC holder

Except in accordance with an airline AOC, the holder of a GA AOC shall not conduct operations to which Part 121 or Part 125 applies.

119.165. Changes to certificate holder's organisation

(a) A holder of an air operator certificate must-

- (1) ensure that its exposition is amended so as to remain a current description of its organisation; and
- (2) ensure that any amendment made to its exposition meets the applicable requirements of this or any other Part and complies with the amendment procedures contained in its exposition; and
- (3) forward to the Director for retention a copy of each amendment to its exposition as soon as practicable after the amendment is incorporated into its exposition; and
- (4) make such amendments to its exposition as the Director considers necessary in the interests of aviation safety.

(b) Before a holder of an air operator certificate changes any of the following, prior acceptance by the Director is required:

- (1) the chief executive:
- (2) the listed senior persons:
- (3) the locations detailed in the exposition under rules 119.81(a)(7) or 119.125(a)(5), as appropriate, from which the certificate holder conducts air operations:
- (4) the scope of the certificate holder's certificate:

- (5) the system for safety management, if the change is a material change:
- (6) [revoked]
- (7) the maintenance program:
- (8) any contractor carrying out the certificate holder's maintenance or training:
- (9) the flight and duty time scheme:
- (10) where required, the air operator security program.

(c) [revoked]

(d) The Director may impose conditions on the air operator certificate during or following any of the changes specified in paragraph (b).

(e) The holder of an air operator certificate must comply with any condition imposed by the Director under paragraph (d).

(f) If any change referred to in paragraph (b) requires an amendment to the air operator certificate or the operations specifications, the holder of an air operator certificate must forward the certificate or the operations specifications to the Director for endorsement of the change as soon as practicable.

119.167. Changes to the maintenance program

The holder of an air operator certificate shall, upon the Director's request, make any revisions to a maintenance program found by the Director to be necessary to satisfy the continuing airworthiness requirements of that program.

119.201. Transition for airline AOC holders and applicants performing Part 121 or Part 125 operations

(a) This rule applies to each-

- (1) holder of an airline AOC that performs any operations specified in rule 121.1 or rule 125.1:
- (2) applicant for the grant of an airline AOC that will perform any operations specified in rule 121.1 or 125.1.

(b) Before the date of implementation set in accordance with subparagraph (e)(2), an organisation to which this rule applies is not required to comply with-

- (1) rule 119.51(b)(1)(iv), if instead of a senior person responsible for the system for safety management, the organisation has a senior person responsible for internal quality assurance:
- (2) rule 119.79, if instead of establishing, implementing, and maintaining the system for safety management, the organisation has established an internal quality assurance system that complies with rule 119.205:
- (3) rule 119.81(a)(1A)(i):
- (4) rule 119.81(a)(3)(ii):

(5) rule 119.81(a)(6A).

(c) A holder of an airline AOC and an applicant for the grant of an airline AOC must submit a completed CAA form and implementation plan to the Director by 1 April 2021.

(d) The implementation plan referred to in paragraph (c) must-

- (1) include a proposed date for implementation of the system for safety management; and
- (2) outline how the organisation plans to implement the system for safety management required under rule 119.79.

(e) The Director will, if acceptable-

- (1) approve the organisation's implementation plan; and
- (2) set the date for implementation of the system for safety management.

(f) In setting the date under rule subparagraph (e)(2), the Director must have regard to the following:

- (1) the capability of the organisation:
- (2) the complexity of the organisation:
- (3) the risks inherent in the activities of the organisation:
- (4) the date of any certificate renewal:
- (5) any resource or scheduling impacts on the organisation or the Authority or both:
- (6) the date for implementation must not be later than 1 February 2022.

(g) A holder of an airline AOC under subparagraph (a)(1) does not have to submit an implementation plan with its certificate renewal application.

(h) This rule expires on 1 February 2022.

119.203. Transition for airline AOC holders and applicants performing Part 135 operations

(a) This rule applies to each-

- (1) holder of an airline AOC that performs any operations specified in rule 135.1:
- (2) applicant for the grant of an airline AOC that will perform any operations specified in rule 135.1.

(b) Before the date for implementation set in accordance with subparagraph (e)(2), an organisation to which this rule applies is not required to comply with-

- (1) rule 119.51(b)(1)(iv), if instead of a senior person responsible for the system for safety management, the organisation has a senior person responsible for internal quality assurance:
- (2) rule 119.79, if instead of establishing, implementing, and maintaining the system for safety management, the organisation has established an internal quality assurance system that complies with rule 119.205:

- (3) rule 119.81(a)(1A)(i):
- (4) rule 119.81(a)(3)(ii):
- (5) rule 119.81(a)(6A).

(c) A holder of an airline AOC and an applicant for the grant of an airline AOC must submit a completed CAA form and implementation plan to the Director by 1 July 2021.

(d) The implementation plan referred to in paragraph (c) must-

- (1) include a proposed date for implementation of the system for safety management; and
- (2) outline how the organisation plans to implement the system for safety management required under rule 119.79.

(e) The Director will, if acceptable-

- (1) approve the organisation's implementation plan; and
- (2) set the date for implementation of the system for safety management.

(f) In setting the date under rule subparagraph (e)(2), the Director must have regard to the following:

- (1) the capability of the organisation:
- (2) the complexity of the organisation:
- (3) the risks inherent in the activities of the organisation:
- (4) the date of any certificate renewal:
- (5) any resource or scheduling impacts on the organisation or the Authority or both:
- (6) the date for implementation must not be later than 1 February 2022.

(g) A holder of an airline AOC under subparagraph (a)(1) does not have to submit an implementation plan with its certificate renewal application.

(h) This rule expires on 1 February 2022.

119.205. Transitional internal quality assurance for airline AOC holders and applicants

(a) The internal quality assurance system required by rule 119.201(b)(1)(ii) or 119.203(b)(1)(ii) must be established to ensure the organisation's compliance with, and the adequacy of, the procedures required by this Part.

(b) The internal quality assurance system must include-

- (1) a **safety policy** and safety policy procedures, including the procedure for occurrence investigations conducted in accordance with Part 12; and

- (2) a procedure to ensure **quality indicators**, including defect and incident reports, and personnel and customer feedback, are monitored to identify existing problems or potential causes of problems within the system; and
 - (3) a procedure for **corrective action** to ensure existing problems that have been identified within the system are corrected; and
 - (4) a procedure for **preventive action** to ensure that potential causes of problems that have been identified within the system are remedied; and
 - (5) an **internal audit program** to audit the applicant's organisation for conformity with the procedures in its exposition and achievement of the goals set in its safety policy; and
 - (6) **management review** procedures that may, where appropriate, include the use of statistical analysis, to ensure the continuing suitability and effectiveness of the internal quality assurance system in satisfying the requirements of this Part.
- (c) The safety policy procedures must ensure that the safety policy is understood, implemented, and maintained at all levels of the organisation.
- (d) The procedure for corrective action must specify how-
- (1) to correct an existing problem; and
 - (2) to follow up a corrective action to ensure the action is effective.
- (e) The procedure for preventive action must specify how-
- (1) to correct a potential problem; and
 - (2) to follow up a preventive action to ensure the action is effective; and
 - (3) to amend any procedure required by this Part as a result of a preventive action.
- (f) The internal quality audit program must-
- (1) specify the frequency and location of the audits taking into account the nature of the activity to be audited; and
 - (2) ensure audits are performed by trained auditing personnel who are independent of those having direct responsibility for the activity being audited; and
 - (3) ensure the results of audits are reported to the personnel responsible for the activity being audited and the senior person responsible for internal audits; and
 - (4) measure the effectiveness of any preventive or corrective action taken by the personnel responsible for the activity being audited since the last audit; and

- (5) require preventive or corrective action to be taken by the personnel responsible for the activity being audited if problems are found by the audit; and
 - (6) ensure follow up audits to review the effectiveness of any preventive or corrective action taken.
- (g) The procedure for management review must-
- (1) specify the frequency of management reviews of the quality assurance system taking into account the need for the continuing effectiveness of the system; and
 - (2) identify the person who is responsible for the review of the quality assurance system; and
 - (3) ensure the results of the review are evaluated and recorded.
- (h) The senior person who has the responsibility for internal quality assurance must have direct access to the chief executive on matters affecting safety.
- (i) This rule expires on 1 February 2022.

119.207. Transition for GA AOC holders and applicants

- (a) This rule applies to each-
- (1) holder of a GA AOC;
 - (2) applicant for the grant of a GA AOC.
- (b) Before the date of implementation set in accordance with subparagraph (e)(2), an organisation to which this rule applies is not required to comply with-
- (1) rule 119.101(b)(1)(iv), if instead of a senior person responsible for the system for safety management, the organisation has a senior person responsible for an organisational management system;
 - (2) rule 119.124, if instead of establishing, implementing, and maintaining the system for safety management, the organisation has established an organisational management system that complies with rule 119.209;
 - (3) rule 119.125(a)(1A)(i);
 - (4) rule 119.125(a)(3)(ii);
 - (5) rule 119.125(a)(4A).
- (c) A completed CAA form and implementation plan must be submitted to the Director-
- (1) after 1 July 2021 for an applicant for the grant of a GA AOC under subparagraph (a)(2); and
 - (2) by 1 July 2021 for the holder of a GA AOC under subparagraph (a)(1).
- (d) The implementation plan referred to in paragraph (c) must-

- (1) include a proposed date for implementation of the system for safety management; and
 - (2) outline how the organisation plans to implement the system for safety management required under rule 119.124.
- (e) The Director will, if acceptable-
- (1) approve the organisation's plan for implementation; and
 - (2) set the date for implementation of the system for safety management.
- (f) In setting the date under subparagraph (e)(2), the Director must have regard to the following:
- (1) the capability of the organisation:
 - (2) the complexity of the organisation:
 - (3) the risks inherent in the activities of the organisation:
 - (4) the date of any certificate renewal:
 - (5) any resource or scheduling impacts on the organisation or the Authority or both:
 - (6) the date for implementation must not be later than 1 February 2022.
- (g) A holder of a GA AOC under subparagraph (a)(1) does not have to submit an implementation plan with its certificate renewal application.
- (h) This rule expires on 1 February 2022.

119.209. Transitional organisational management system for GA AOC holders or applicants

- (a) The organisational management system required by rule 119.207(b)(ii) must be established to ensure the organisation's compliance with, and the adequacy of, the procedures required by this Part.
- (b) The organisational management system procedures must be of sufficient detail when considering the size and complexity of the operation to ensure that the appropriate organisational procedures are understood, implemented, and maintained at all levels of the organisation.
- (c) Except as provided in paragraph (e), the organisational management system must include-
- (1) a safety policy and safety policy procedures, including the procedure for occurrence investigations conducted in accordance with Part 12; and
 - (2) a procedure to ensure personnel and customer feedback are monitored to identify existing problems or potential causes of problems within the system; and
 - (3) a procedure to ensure problems, or potential problems, that have been identified within the system are-
 - (i) corrected; and

- (ii) checked to ensure any corrections have been effective; and
- (4) a procedure to check that the organisation's programs and procedures achieve the stated aims of its safety policy; and
- (5) a procedure to ensure that the management of the organisation continues to be effective in satisfying the requirements of this Part, including-
 - (i) a regular plan of review; and
 - (ii) regular feedback to personnel including the results of the review and any actions undertaken to correct problems identified.
- (d) The senior person who has the responsibility for the organisational management system must communicate with the chief executive on matters affecting safety.
- (e) Paragraph (c) must not apply to an organisation that conducts or intends to conduct air operations-
 - (1) with a total of three or less aircraft listed on their operations specifications; and
 - (2) from a total of two or less bases.
- (f) This rule expires on 1 February 2022.

Appendix A - Qualifications and Experience of Senior Persons - Airline AOC Holder

This Appendix prescribes the qualifications and experience for the senior persons responsible under 119.51(b)(1)(i), (ii), (iii), and (iv).

A.1. Senior person responsible for flying operations

Part 121 Operation	
Document required	ATPL
Pilot-in-command experience	3 years as pilot-in-command under Part 121 operations
Managerial experience	3 years in an operational control position

	Part 125 Operation		Part 135 Operation
	Multi-crew	Single-pilot	
Document required	ATPL	CPL, with Instrument Rating if operations include IFR	Refer Appendix B
Pilot-in-command experience	3 years as pilot-in-command under Part 121, Part 125 or Part 135 operations; or ↓	3 years as pilot-in-command under Part 121, Part 125 or Part 135 operations; or ↓	Refer Appendix B
Managerial experience	3 years in an operational control position	3 years in an operational control position	Refer Appendix B

A.2. Senior person responsible for crew training and competency assessment

Part 121 Operation	
Document required	ATPL with ratings
Currency	Current to act as pilot-in-command of one type of operator's aircraft
Experience	3 years as pilot-in-command under Part 121, Part 125, or Part 135 operations and 2 years' experience in the check and training role

	Part 125 Operation		Part 135 Operation
	Multi-crew	Single-pilot	
Document required	ATPL with ratings	CPL, with Instrument Rating if operations include IFR	Refer Appendix B
Currency	Current to act as pilot-in-command of one type of operator's aircraft		Refer Appendix B
Experience	3 years as pilot-in-command under Part 121, Part 125, or Part 135 operations and 2 years' experience in the check and training role		Refer Appendix B

In addition, where there is a requirement for experience under Part 121, Part 125, or Part 135 operations, a person may be assessed as meeting that requirement if they have had equivalent experience in air transport operations conducted under the authority of an Air Operator Certificate or an equivalent type of operation acceptable to the Director.

A.3. Senior person responsible for the control and scheduling of maintenance

A.3.1. Part 121 Operations

(a) The senior person responsible for the control and scheduling of maintenance in an organisation conducting air operations under Part 121 must-

- (1) have a clear knowledge and understanding of the maintenance parts of the organisation's exposition and the applicable maintenance provisions of Part 121; and
- (2) meet the requirements of paragraph (b); and
- (3) undertake any examination or test that the Director may require to determine the applicant's competency to perform the maintenance planning and control functions required.

(b) The senior person in paragraph (a)-

- (1) must-
 - (i) hold or have held an aircraft maintenance engineer licence or equivalent, acceptable to the Director, with appropriate ratings; and
 - (ii) have at least 5 years' experience in the maintenance of aircraft of a similar size and type as that to be operated by the organisation; and
 - (iii) have at least 2 years' experience in a supervisory position which may be undertaken during the 5 years' experience required under subparagraph (1)(ii); or
- (2) must-
 - (i) be a graduate engineer or equivalent in an aeronautical, mechanical or electrical discipline; and
 - (ii) have at least 5 years' experience of the maintenance of aircraft, which may be gained while working in a maintenance supervision, maintenance planning, engineering development, or workshop environment; and
 - (iii) have at least six months practical experience in aircraft maintenance tasks which may be undertaken during the 5 years' experience required under subparagraph (2)(ii); and
 - (iv) have at least 2 years' experience in a supervisory position which may be undertaken during the 5 years' experience required under subparagraph (2)(ii).

(c) The experience requirements in paragraphs (b)(1)(ii) and (b)(2)(ii) may be met through a course of instruction acceptable to the Director and conducted under the authority of a training organisation certificate granted in accordance with Part 141 or Part 147 .

A.3.2. Part 125 Operations

(a) The senior person responsible for the control and scheduling of maintenance in an organisation conducting air operations under Part 125 must-

- (1) have a clear knowledge and understanding of the maintenance parts of the organisation's exposition and the applicable maintenance provisions of Part 125; and
- (2) meet the requirements of paragraph (b); and
- (3) undertake any examination or test that the Director may require to determine the applicant's competency to perform the maintenance planning and control functions required.

(b) The senior person referred to in paragraph (a)-

- (1) must meet the requirements of paragraph A.3.1; or
- (2) must-
 - (i) hold or have held an aircraft maintenance engineer licence granted under the Act and in accordance with Part 66, or an equivalent licence acceptable to the Director, with appropriate ratings; and
 - (ii) have at least 3 years' experience performing maintenance on aircraft of a similar size and type as that to be operated by the organisation; and
 - (iii) have at least 1 years' experience certifying aircraft for release-to-service, which may be undertaken during the 3 years' experience required under subparagraph (ii); or
- (3) must have experience acceptable to the Director including at least 5 years' experience responsible for the control and direction of maintenance and the continuing airworthiness of aircraft of a similar size and type as that to be operated by the organisation.

(c) The experience requirement specified in paragraph (b)(2)(ii) may alternatively be met through a course of instruction acceptable to the Director and conducted under the authority of a training organisation certificate granted in accordance with Part 141 or Part 147.

A.4. Senior person responsible for the system for safety management

Part 121, 125, or 135 Operation	
Competency	Demonstrate competency relevant to systems for safety management. A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
Experience	Experience and background relevant to the management of safety systems and the activities of the organisation.

A.5. Senior person responsible for internal quality assurance

	Part 121 Operation	Part 125/135 Operation
Document required	Certificate in Quality Assurance or equivalent qualification or ↓	Certificate in Quality Assurance or equivalent qualification or ↓
	5 years' experience in quality assurance management in the aviation industry	5 years' experience in quality assurance management in the aviation industry
Experience	5 years' experience in aviation with flight operations or maintenance background	5 years' experience in aviation with flight operations or maintenance background

In addition, a person may be assessed as meeting the qualification requirements for this senior person position if they have had equivalent experience in quality assurance management acceptable to the Director.

Appendix B - Qualifications and Experience of Senior Persons - GA AOC Holder

This Appendix prescribes the qualifications and experience for the senior persons responsible under 119.101(b)(1)(i), (ii), (iii), and (iv).

B.1. Senior person responsible for flying operations

Part 135 Operation		
	Greater than 3 aircraft or greater than 2 bases	Less than 4 aircraft and less than 3 bases
Document required	CPL, with Instrument Rating if operations include IFR	CPL, with Instrument Rating if operations include IFR
Pilot-in-command experience	3 years as pilot-in-command under Part 135 operations and 750 hours flight time during air operations on the same category of aircraft to be operated, with experience in the same or similar type of air operation to be performed that is acceptable to the Director; and 75 hours actual or simulated instrument time if operations include IFR; or ↓	500 hours flight time during air operations on the same category of aircraft to be operated, with experience in the same or similar type of air operation to be performed that is acceptable to the Director; and 75 hours actual or simulated instrument time if operations include IFR; or ↓
Managerial experience	3 years in an operational control position with experience, including flight experience, appropriate to the type of air operation to be performed that is acceptable to the Director.	2 years in an operational control position with experience, including flight experience, appropriate to the type of air operation to be performed that is acceptable to the Director.

For assessing the above senior person experience requirements, the Director may consider the following:

- (a) for a senior person qualifying under the pilot-in-command requirements, the Director may consider experience in the same types of air operations or similar types of air operations involving similar operating environment, types of equipment and aircraft configurations including operations in a military service:
- (b) for a senior person qualifying under the managerial experience requirements, the Director may consider flight operational control experience, or similar experience, in air operations or in a military similar transport operations.

B.2. Senior person responsible for crew training and competency assessment

Part 135 Operation		
	Greater than three aircraft and/or greater than two bases	Less than four aircraft and/or less than three bases
Document required	CPL, with Instrument Rating if operations include IFR	
Currency	Current to act as pilot-in-command of one type of operator's aircraft	
Experience	3 years as pilot-in-command under Part 135 operations and 2 years' experience in the check and training role	-

B.3. Senior person responsible for the control and scheduling of maintenance

(a) The senior person responsible for the control and scheduling of maintenance in an organisation conducting air operations under Part 135 must-

- (1) have a clear knowledge and understanding of the maintenance parts of the organisation's exposition and the applicable maintenance provisions of Part 135; and
- (2) meet the requirements of paragraph (b); and
- (3) undertake any examination or test that the Director may require to determine the applicant's competency to perform the maintenance planning and control functions required.

- (b) The senior person in paragraph (a) must-
- (1) meet the requirements of Appendix A.3.1; or
 - (2) meet the requirements of Appendix A.3.2; or
 - (3) for organisations intending to conduct or conducting air operations with a total of three or less aircraft listed on their operations specifications and from a total of two or less bases, have sufficient knowledge of maintenance to be able to ensure that the aircraft is maintained in an airworthy condition and that any maintenance required by its maintenance program is satisfactorily accomplished.
- (c) The knowledge requirements in paragraph (b)(3) may be met through a course of instruction acceptable to the Director and conducted under the authority of a training organisation certificate granted in accordance with Part 141 or Part 147.

B.4. Senior person responsible for the system for safety management

Part 135 Operation	
Competency	Demonstrate competency relevant to systems for safety management. A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
Experience	Experience and background relevant to the management of safety systems and the activities of the organisation.

B.5. Senior person responsible for the organisational management system

Part 135 Operation		
	Greater than three aircraft and/or greater than two bases	Less than four aircraft and/or less than three bases
Document required	Certificate in Quality Assurance or equivalent qualification or ↓	General knowledge and awareness of quality assurance or safety management systems
	General knowledge and awareness of quality assurance or safety management systems or ↓	
	2 years' experience in safety management systems in the aviation industry	
Experience	3 years' experience in aviation with flight operations or maintenance background	

In addition, a person may be assessed as meeting the qualification requirements for this senior person position if they have had equivalent experience in quality assurance management acceptable to the Director.

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