

6.3 Flight recorders  
6.3.4.5 Combination recorders

6.3.4.5.3 All aeroplanes of a maximum certificated take-off mass over 5 700 kg, required to be equipped with an FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).

6.3.4.5.4 All multi-engined turbine-powered aeroplanes of a maximum certificated take-off mass of 5 700 kg or less, required to be equipped with an FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).

6.11 Pressurized aeroplanes when carrying passengers — weather radar

Pressurized aeroplanes when carrying passengers should be equipped with operative weather radar whenever such aeroplanes are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather radar, may be expected to exist along the route either at night or under instrument meteorological conditions.

6.18 Aeroplanes required to be equipped with an airborne  
collision avoidance system (ACAS II)

6.18.1 a) All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).

6.18.1 b) Reference to para 6.18.2 a), aircraft engaged in STOL operations certified to carry more than nine passengers may be equipped with airborne collision avoidance system (ACAS I).

6.21 Turbo-jet aeroplanes — forward-looking wind shear warning system

6.21.1 All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a forward-looking wind shear warning system.

6.21.2 A forward-looking wind shear warning system should be capable of providing the pilot with a timely aural and visual warning of wind shear ahead of the aircraft, and the information required to permit the pilot to safely commence and continue a missed approach or go-around or to execute an escape manoeuvre if necessary. The system should also provide an indication to the pilot when the limits specified for the certification of automatic landing equipment are being approached, when such equipment is in use.

Chapter -10  
Flight operations officer/ flight dispatcher

10.5 A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 10.3 are met.

Chapter -11  
11.4 Journey log book