
CURAÇAO CIVIL AVIATION REGULATIONS

PART 11 – AERIAL WORK

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PART 11 – AERIAL WORK

11.1 GENERAL

11.1.1.1 APPLICABILITY

- (a) This part prescribes the requirements for those operators that are conducting aerial work and operations that are considered to be aerial work in Curaçao.
- (b) All persons who conduct aerial work in Curaçao shall, at all times, continue in compliance with the certification requirements of this part.
- (c) All persons who conduct aerial work in Curaçao shall, at all times, continue in compliance with the applicable airworthiness requirements and operating rules of this part, except where this part grants relief from those requirements.
- (d) All persons who conduct remotely piloted aircraft (RPA) aerial work in Curaçao shall, at all times, continue in compliance with:
 - (1) The RPA requirements in 8.8.1.33 of these regulations;
 - (2) The RPA requirements for foreign air operators in Part 10 of these regulations;
 - (3) The personnel licensing requirements for RPA in Part 2 of these regulations; and
 - (4) The applicable requirements of this part, except where this part may be less prescriptive than 8.8.1.33 of these regulations.
- (e) A person operating an RPA and its remotely piloted aircraft systems (RPAS), registered in Curaçao or holding an operator certificate from Curaçao, shall:
 - (1) Not operate in Curaçao without appropriate authorisation from the Authority;
 - (2) Not engage in international air navigation without appropriate authorisation from the State from which the take-off of the RPA is made;
 - (3) Not operate across or within the territory of another State without special authorisation issued by each State, and shall be obtained authorisation prior to take-off if there is reasonable expectation, when planning the operations, that the aircraft may enter the airspace concerned;
 - (4) Not operate over the high seas without prior coordination with the appropriate air traffic service authority, and shall obtain authorisation prior to take-off if there is reasonable expectation, when planning the operations, that the aircraft may enter the airspace concerned;
 - (5) Operate in accordance with conditions specified by the State of Registry, the State of the Operator, if different from the State of Registry, or the State(s) the flight is to operate within; and
 - (6) Ensure that the RPAS meets the performance and equipment carriage requirements for the specific airspace in which the flight is to operate.
- (f) All persons who intend to conduct RPA aerial work in Curaçao shall submit an application to the Authority on a form and in a manner as prescribed in IS 11.1.1.1(F).

- (g) All foreign air operators who intend to conduct RPA aerial work in Curaçao shall submit an application to the Authority on a form and in a manner as prescribed in IS 10.8.1.1(a).

11.1.1.2 DEFINITIONS

- (a) Definitions concerning the Subparts other than 11.2 are contained in Part 1.
- (b) For the purposes of Subpart 11.2, the following definitions shall apply:
- (1) **Approved parachute.** A parachute approved by the CAA of an EASA Member State or a parachute manufactured under a type certificate or an FAA Technical Standard Order (C-23 series), or a personnel-carrying military parachute (other than a high altitude, high speed, or ejection type) identified by a US Navy Air Facility, a US Army Air Field, and US Air Force-Navy drawing number, a US Army Air Field order number, or any other military designation or specification number.
 - (2) **Automatic Activation Device.** 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.
 - (3) **Direct Supervision.** A certificated rigger who 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.
 - (4) **Drop Zone.** means any pre-determined area with a radius of 3.7 km (2 nm) around the center of the target landing area with the column of airspace above in the form of a cylinder with a height equal to the maximum height from which parachutists intend to jump or objects are dropped.
 - (5) **Foreign parachutist.** means a parachutist who is neither a Curaçao citizen or a resident alien and is participating in parachute operations within Curaçao.
 - (6) **Freefall.** means the portion of a parachute jump or drop between aircraft exit and parachute deployment in which the parachute is activated manually by the parachutist at the parachutist's discretion or automatically, or, in the case of an object, is activated automatically.
 - (7) **Main parachute.** means a parachute worn as the primary parachute used or intended to be used in conjunction with a reserve parachute.
 - (8) **Object.** means any item other than a person that descends to the surface from an aircraft in flight when a parachute is used or is intended to be used during all or part of the descent.
 - (9) **Parachute.** means a cloth canopy device attached to the body of a person (or an object) by strings, which enables the person to jump (or the object to be dropped) from an aircraft while in flight, that fills with air and act as a brake, thus allows the person (or object) to float safely to the ground.
 - (10) **Parachute drop.** means the descent of an object to the surface from an aircraft in flight when a parachute is used or intended to be used during all or part of that descent.
 - (11) **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.
 - (12) **Parachute operation.** means the performance of all activity for the purpose of, or in support of, a parachute jump or a parachute drop. 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.

- (13) **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.
- (14) **Parachutist in command.** means the person responsible for the operation and safety of a tandem parachute operation.
- (15) **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.
- (16) **Pilot chute.** means a small parachute used to initiate and/or accelerate deployment of a main or reserve parachute.
- (17) **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.
- (18) **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.
- (19) **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.
- (20) **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.
- (21) **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.
- (22) **Target Landing Area.** The terrain on which the parachutist intends to land after making an intentional parachute jump or the terrain on which the object is intended to touch down after the parachute drop. The position of the center-point of a target landing area is expressed in World Geodetic System 1984 (WGS 84) latitude and longitude coordinates.

11.1.1.3 ABBREVIATIONS

- (a) The following abbreviations are used in this part:
 - (1) **AGL** – above ground level
 - (2) **AIP** – Aeronautical Information Publication
 - (3) **ATC** – air traffic control
 - (4) **ATPL** – airline transport pilot licence
 - (5) **CAA** – civil aviation authority

- (6) **CG** – centre of gravity
- (7) **CPL** – commercial pilot licence
- (8) **EASA** – European Union Aviation Safety Agency
- (9) **FAA** – Federal Aviation Administration (USA)
- (10) **IFR** – instrument flight rules
- (11) **NOTAM** – Notice To Airmen
- (12) **PIC** – pilot-in-command
- (13) **PPL** – private pilot licence
- (14) **RPA** – remotely piloted aircraft
- (15) **VFR** – visual flight rules

11.2 PARACHUTE OPERATIONS

11.2.1 GENERAL

11.2.1.1 APPLICABILITY

- (a) Except as provided in Paragraph (b) and (c) of this Subsection, this Subpart prescribes rules governing parachute operations conducted in Curaçao.
- (b) This Subpart 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.
- (c) Subsections 11.2.1.2, 11.2.1.4, 11.2.2.1, 11.2.2.2, 11.2.2.3, 11.2.2.4 through 11.2.2.6 and 11.2.2.7(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.

11.2.1.2 RESTRICTION

- (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 an aircraft, if that operation creates a hazard to air traffic or to persons or property on the surface.

11.2.1.3 USE OF ALCOHOL AND DRUGS

- (a) 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.

11.2.1.4 INSPECTIONS

- (a) 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 Subpart.

11.2.1.5 PARACHUTE JUMP DROP ZONES

- (a) No person may conduct regular parachute operations, and no pilot in command of an aircraft may allow a person to conduct regular parachute operations at any parachute drop zone, unless:
 - (1) a written permission has been granted by the air traffic control organization concerned, after the air traffic control organization concerned has consulted with the Authority; and
 - (2) the parachute drop zone is announced as such to airmen by means of a publication in the AIP or a NOTAM.
- (b) No person may conduct incidental parachute operations, and no pilot in command of an aircraft may allow a person to conduct incidental parachute operations at any part of the airspace as a parachute drop zone, unless announced as such to airmen by means of a publication in a NOTAM.
- (c) The incidental use of a parachute drop zone that is located wholly or partly within one (or more) air traffic control area(s), permission must be obtained from the air traffic control service(s) concerned after the air traffic control service concerned has consulted with the Authority.
- (d) The Authority may, for security and safety reasons, instruct the air traffic control service not to grant permission as referred to in the first paragraph.
- (e) Before the start of the flight, the pilot in command of the aircraft from which the parachute jumps are performed must ensure that the parachute jump area has been made known to airmen by means of a publication in the AIP or a NOTAM.
- (f) A flight, or part of a flight, during which one or more parachute jumps will be performed in air traffic control area(s) within which VFR flights obtain air traffic control service, shall be conducted in accordance with the following requirements:
 - (1) the relevant part of the flight is conducted in accordance with the rules applicable to controlled VFR flight;
 - (2) the area and period within which and the height(s) from which parachute jumps are performed are stated in the flight plan;
 - (3) a provisional clearance is obtained from the relevant air traffic control service before the start of the flight;
 - (4) if parachute jumps or series of successive parachute jumps are to be performed at intervals, this shall be reported to the air traffic control service concerned upon first radio contact;
 - (5) Immediately before performing the parachute jumps, a final clearance for this purpose is obtained from the air traffic control service concerned.

11.2.2 **OPERATING RULES**

11.2.2.1 **RADIO EQUIPMENT AND USE REQUIREMENTS**

- (a) Except when otherwise authorized 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; and
 - (iii) Advise air traffic control when the last parachutist or object has landed.
- (b) Parachute operations must be aborted if, prior to receipt of a required air traffic control authorization, or during any parachute operation in or into controlled airspace, the required radio communications system is or becomes inoperative.

11.2.2.2 **INFORMATION REQUIRED AND NOTICE OF CANCELLATION OR POSTPONEMENT OF A PARACHUTE OPERATION**

- (a) Each person requesting an authorization under 11.2.2.5(b) and 11.2.2.7(a)(2) of this Subpart and each person submitting a notification under 11.2.2.7(a)(3) of this Subpart 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 VOR facility in terms of the VOR radial on which it is located and its distance in nautical miles from the VOR facility when that facility is 30 nautical miles or less from the drop zone target; or
 - (ii) the nearest VOR.
 - (4) Each altitude above mean sea level at which the aircraft will be operated when parachutists or objects exits the aircraft;
 - (5) The duration of the intended parachute operation;

- (6) The name, address, and telephone number of the person who requests the authorization or gives notice of the parachute operation;
 - (7) The registration mark of the aircraft to be used;
 - (8) In case the aircraft to be used is a foreign registered aircraft, the following documents must also be presented:
 - (i) A copy of the Certificate of Registry;
 - (ii) A copy of the Certificate of Airworthiness; and
 - (iii) A copy of the Certificate of Insurance.
 - (9) Each holder of a certificate of authorization issued under 11.2.2.5(b) and 11.2.2.7(b) of this Subpart must present that certificate for inspection upon the request of the Authority or any local official.
- (b) Each person requesting an authorization under 11.2.2.5(b) and 11.2.2.7(a)(2) of this part and each person submitting a notice under 11.2.2.7(a)(3) of this Subpart 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.

11.2.2.3 FLIGHT VISIBILITY AND CLEARANCE FROM CLOUD REQUIREMENTS

- (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) 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 (nautical 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 but less than 10,000 feet MSL.	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.	5	1,000 feet below, 1,000 feet above, 1 mile horizontal.

11.2.2.4 PARACHUTE OPERATIONS BETWEEN SUNSET AND SUNRISE

- (a) 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 sunset and sunrise, unless such operation has been specifically authorized by the Authority.
- (b) The person or object descending from the aircraft shall display a light that is visible for at least 3 nautical miles.

- (c) The light required by paragraph (b) of this Subsection must be displayed from the time that the person or object is under a properly functioning open parachute until that person or object reaches the surface.

11.2.2.5 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 authorization for that parachute operation has been issued under this Subpart. 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 authorization issued under this Subpart must:
 - (1) Be made in the form and manner prescribed by the Authority, and
 - (2) Contain the information required in 11.2.2.2(a) of this Subpart.
- (c) Each holder of, and each person named as a participant in a certificate of authorization issued under this section must comply with all requirements contained in the certificate of authorization
- (d) Each holder of a certificate of authorization issued under this Section must present that certificate for inspection upon the request of the Authority, or local official.

11.2.2.6 PARACHUTE OPERATIONS OVER OR ONTO AIRPORTS

- (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 Hato airport unless.
- (b) Prior approval has been obtained from the management of the airport to conduct parachute operations over or on that airport.
- (c) Approval has been obtained from the control tower to conduct parachute operations over or onto that airport.
- (d) 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.
- (e) 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.

11.2.2.7 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 authorized 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 authorization 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 authorization or notification required under this section must be submitted to the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude and must include the information prescribed by 11.2.2.2(a) of this Subpart.
- (c) For the purposes of paragraph (a)(3) of this section, air traffic control facilities may accept a written notification from an organization that conducts parachute operations and lists the scheduled series of parachute operations to be conducted over a stated period of time not longer than 12 calendar months. The notification must contain the information prescribed by 11.2.2.2 (a) of this Subpart, identify the responsible persons associated with that parachute operation, and be submitted at least 15 days, but not more than 30 days, before the parachute operation begins. The Authority may revoke the acceptance of the notification for any failure of the organization conducting the parachute operations to comply with its requirements certificate holder shall ensure that all single-engine aircraft, while over a congested area, operate.
- (d) Paragraph (a)(3) of this Subsection 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.

11.2.3 **PARACHUTE EQUIPMENT AND PACKING**

11.2.3.1 **USE OF SINGLE –HARNESS, DUAL PARACHUTE SYSTEMS**

- (a) 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.
- (b) 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.
- (c) 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 (c)(1) of this Subsection.
- (d) If installed, the automatic activation device must be maintained in accordance with manufacturer instructions for that automatic activation device

11.2.3.2 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 the CCAA; 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 11.2.3.1(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 Technical Standard Order C23 specifications.

11.2.3.3 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 Subsection 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.

11.2.3.4 FOREIGN PARACHUTISTS AND EQUIPMENT

- (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 with an unapproved foreign parachute system unless:
 - (1) The parachute system is worn by a foreign parachutist who is the owner of that system;
 - (2) The parachute system is of a single-harness dual parachute type;
 - (3) The parachute system meets the civil aviation authority requirements of the foreign parachutist's country;
 - (4) All foreign non-approved parachutes deployed by a foreign parachutist during a parachute operation conducted under this section shall be packed as follows:
 - (i) The main parachute must be packed by the foreign parachutist making the next parachute jump with that parachute, a certificated parachute rigger, or any other person acceptable to the Authority;
 - (ii) The reserve parachute must be packed in accordance with the foreign parachutist's civil aviation authority requirements, by a certificated parachute rigger, or any other person acceptable to the Authority.

11.3 ROTORCRAFT EXTERNAL-LOAD OPERATIONS

11.3.1 GENERAL

11.3.1.1 APPLICABILITY

- (a) This subpart prescribes:
 - (1) Airworthiness requirements for rotorcraft used in external-load operations; and
 - (2) Operating and certification rules governing the conduct of rotorcraft external-load operations in Curaçao.
- (b) The certification requirements of this part do not apply to:
 - (1) Rotorcraft manufacturers when developing external-load attaching means;
 - (2) Manufacturers demonstrating compliance of equipment utilised under this part;
 - (3) Operations conducted by a person demonstrating compliance for the issuance of a certificate under this part;
 - (4) Training flights conducted in preparation for the demonstration of compliance with this part;
or
 - (5) A military organization conducting operations with military aircraft.
- (c) For the purpose of this part, a person other than a crew member or a person who is essential and directly connected with the external-load operation may be carried only in approved Class D rotorcraft-load combinations.

11.3.2 CERTIFICATION RULES

11.3.2.1 CERTIFICATE REQUIRED

- (a) No person subject to this part may conduct rotorcraft external-load operations within Curaçao without, or in violation of the special limitations and specific approvals of, a rotorcraft external-load operator certificate issued by the Authority.

11.3.2.2 DURATION OF CERTIFICATE

- (a) Unless sooner surrendered, suspended, or revoked, a rotorcraft external-load operator certificate shall expire at the end of the 24th month after the month in which it is issued or renewed.

11.3.2.3 APPLICATION FOR CERTIFICATE ISSUANCE OR RENEWAL

- (a) Application for an original certificate or renewal of a certificate issued under this part shall be made on a form and in a manner prescribed by the Authority.

11.3.2.4 CERTIFICATION REQUIREMENTS

- (a) The Authority will issue a rotorcraft external-load operator certificate to an applicant that meets the requirements of this subpart for that certificate.
- (b) The Authority will issue authorisation to operate specified rotorcraft with those classes of rotorcraft-load combinations for which the applicant or certificate holder qualifies under the applicable requirements of this subpart.

11.3.2.5 ROTORCRAFT

- (a) An applicant shall have the exclusive use of at least one rotorcraft that:
 - (1) Is type certificated under, and meets the requirements of, those regulations that prescribe requirements for rotorcraft external-load operations;
 - (2) Complies with the certification requirements in this subpart that apply to the rotorcraft-load combinations for which authorisation is requested; and
 - (3) Has a valid certificate of registration and a valid standard or restricted category certificate of airworthiness.
- (b) For the purposes of this subsection, a person has exclusive use of a rotorcraft if he or she has sole possession, control, and use of it for flight, as owner, or has a written agreement (including arrangements for the performance of required maintenance) giving him or her that possession, control, and use for at least 6 consecutive months.
- (c) For the purposes of this subsection, Class A, B, C, and D are defined in subpart 1.5 of these regulations under rotorcraft-load combinations.

11.3.2.6 PERSONNEL

- (a) An applicant shall hold, or shall have available the services of at least one person who holds, a current CPL or ATPL issued by the Authority, with a rating appropriate for the rotorcraft to be used.
- (b) An applicant shall designate one pilot, who may be the applicant, as chief pilot for rotorcraft 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 shall be acceptable to the Authority, and each shall hold a current CPL or ATPL, with a rating appropriate for the rotorcraft to be used.
- (e) The holder of a rotorcraft 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 subpart within 30 days or the operator shall not conduct further operations under the rotorcraft external-load operator certificate, unless otherwise authorised by the Authority.

11.3.2.7 AMENDMENT OF CERTIFICATE

- (a) The holder of a rotorcraft external-load operator certificate may apply to the Authority for an amendment of the certificate to add or delete a rotorcraft-load combination authorisation.

- (b) The holder of a rotorcraft external-load operator certificate may apply for an amendment to add or delete a rotorcraft-load combination authorisation by submitting to the Authority a new list of rotorcraft, by registration number, with the classes of rotorcraft-load combinations for which authorisation is requested.

11.3.2.8 AVAILABILITY, TRANSFER, AND SURRENDER OF CERTIFICATE

- (a) Each holder of a rotorcraft external-load operator certificate shall keep that certificate and a list of authorised rotorcraft at the main base of operations and shall make it available for inspection by the Authority upon request.
- (b) Each person conducting a rotorcraft external-load operation shall carry a copy of the rotorcraft external-load operator certificate in each rotorcraft used in the operation.
- (c) The holder of a rotorcraft external-load operator certificate shall return the certificate to the Authority:
 - (1) If the Authority suspends or revokes the certificate; or
 - (2) If the certificate holder discontinues operations under the certificate and does not resume operations within 2 years.

11.3.3 OPERATING RULES AND RELATED REQUIREMENTS

11.3.3.1 OPERATING RULES

- (a) No person may conduct a rotorcraft external-load operation without, or contrary to, the Rotorcraft-Load Combination Flight Manual prescribed in 11.3.4.4 of this part.
- (b) No person may conduct a rotorcraft external-load operation unless:
 - (1) The rotorcraft complies with 11.3.2.5 of this part; and
 - (2) The rotorcraft and rotorcraft-load combination are authorised under the rotorcraft external-load operator certificate.
- (c) Before a person may operate a rotorcraft with an external-load configuration that differs substantially from any that person has previously carried with that type of rotorcraft (whether or not the rotorcraft-load combination is of the same class), that person shall conduct, in a manner that shall not endanger persons or property on the surface, those of the following flight operational checks that the Authority determines are appropriate to the rotorcraft-load combination:
 - (1) Make a determination that the mass of the rotorcraft-load combination and the location of its CG are within approved limits and that the external load is securely fastened and does not interfere with devices provided for its emergency release.
 - (2) Make an initial lift-off and verify that controllability is satisfactory.
 - (3) While hovering, verify that directional control is adequate.
 - (4) Accelerate into forward flight to verify that no attitude (whether of the rotorcraft or of the external load) is encountered in which the rotorcraft is uncontrollable or which is otherwise hazardous.

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- (5) 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.
 - (6) Increase the forward airspeed and determine an operational airspeed at which no hazardous oscillation or hazardous aerodynamic turbulence is encountered.
- (d) Notwithstanding the requirements of Part 8, the holder of a rotorcraft external-load operator certificate may conduct rotorcraft external-load operations over congested areas 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 shall obtain approval for the operation from the Authority; and

Note: The plan shall 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 ATC, 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 shall allow a jettisonable external load to be released and the rotorcraft to be landed in an emergency without hazard to persons or property on the surface.
- (e) Notwithstanding the requirements of Part 8, and except as provided by paragraph 11.3.4.3(a)(4) of this part, the holder of a rotorcraft external-load operator certificate may conduct external-load operations, including approaches, departures, and load-positioning manoeuvres necessary for the operation, below 500 ft above the surface and closer than 500 ft 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 rotorcraft external-load operations under IFR unless specifically approved by the Authority. However, under no circumstances may a person be carried as part of the external-load under IFR.

11.3.3.2 CARRIAGE OF PERSONS

- (a) No certificate holder may allow a person to be carried during rotorcraft external-load operations unless that person:
 - (1) Is a flight crew member;
 - (2) Is a flight crew member trainee;
 - (3) 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.

11.3.3.3 CREW MEMBER TRAINING, CURRENCY, AND TESTING REQUIREMENTS

- (a) No certificate holder may use, nor may any person serve as, a pilot in rotorcraft external-load operations unless that person:

- (1) Has successfully demonstrated to the Authority knowledge and skill with respect to the rotorcraft-load combination; and
 - (2) Has in his or her personal possession a letter of competency or an appropriate logbook entry indicating compliance with paragraph 11.3.3.3(a)(1) of this subsection.
- (b) No certificate 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 continuation training programme.
- (c) Notwithstanding paragraph 11.3.3.3(b) of this subsection, a person who has performed a rotorcraft external-load operation of the same class and in an aircraft of the same type within the past 12 calendar months need not undergo continuation training.

11.3.4 **AIRWORTHINESS REQUIREMENTS**

11.3.4.1 **FLIGHT CHARACTERISTICS REQUIREMENTS**

- (a) The applicant shall demonstrate to the Authority, by performing the following operational flight checks, as applicable, that the rotorcraft-load combination has satisfactory flight characteristics, unless these operational flight checks have been demonstrated previously and the rotorcraft-load combination flight characteristics were satisfactory. For the purposes of this demonstration, the external-load mass (including the external-load attaching means) is the maximum mass for which authorisation is requested.
- (b) **CLASS A ROTORCRAFT-LOAD COMBINATIONS.** The operational flight check shall 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 CLASS D ROTORCRAFT-LOAD COMBINATIONS.** The operational flight check shall 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) Demonstration of appropriate lifting device operation; and
 - (6) Maneuvering of the external load into release position and release of the external load, under probable flight operation conditions, by means of each of the quick-release controls installed on the rotorcraft.
- (d) **CLASS C ROTORCRAFT-LOAD COMBINATIONS.** For Class C rotorcraft-load combinations used in wire-stringing, cable-laying, or similar operations, the operational flight check shall consist of the manoeuvres, as applicable, prescribed in paragraph 11.3.4.1(c) of this subsection.

11.3.4.2 STRUCTURES AND DESIGN

- (a) EXTERNAL-LOAD ATTACHING MEANS. Each external-load attaching means shall be approved by the Authority.
- (b) QUICK-RELEASE DEVICES. Each quick-release device shall be approved by the Authority.
- (c) MASS AND CENTRE OF GRAVITY.
 - (1) MASS. The total mass of the rotorcraft-load combination shall not exceed the total mass approved for the rotorcraft during its type certification.
 - (2) CG. The location of the CG shall, for all loading conditions, be within the range established for the rotorcraft during its type certification. For Class C rotorcraft-load combinations, the magnitude and direction of the loading force shall be established at those values for which the effective location of the CG remains within its established range.

11.3.4.3 OPERATING LIMITATIONS

- (a) In addition to the operating limitations set forth in the manufacturer's approved Rotorcraft Flight Manual, and to any other limitations the Authority may prescribe, the operator shall establish at least the following limitations and shall set them forth in its Rotorcraft-Load Combination Flight Manual for rotorcraft-load combination operations:
 - (1) The rotorcraft-load combination shall be operated only within the mass and CG limitations established in accordance with this subpart;
 - (2) The rotorcraft-load combination shall not be operated with an external-load mass exceeding that used in showing compliance with this subpart;
 - (3) The rotorcraft-load combination shall not be operated at airspeeds greater than those established in accordance with this subpart;
 - (4) No person may conduct an external-load operation under this part with a rotorcraft type certificated 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 rotorcraft-load combination of Class D shall be conducted only in accordance with the following:
 - (i) The rotorcraft to be used shall be type certificated under transport Category A for the operating mass and shall provide hover capability with one engine inoperative at that operating mass and altitude;
 - (ii) The rotorcraft shall be equipped to allow direct radio intercommunication among required crew members;
 - (iii) The personnel lifting device shall be approved by the Authority; and
 - (iv) The lifting device shall have an emergency release requiring two distinct actions.

11.3.4.4 ROTORCRAFT-LOAD COMBINATION FLIGHT MANUAL

- (a) The applicant shall prepare a Rotorcraft-Load Combination Flight Manual and shall submit it 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 subpart;
- (2) The class of rotorcraft-load combinations for which the airworthiness of the rotorcraft has been demonstrated in accordance with this subpart; and
- (3) In the information section of the Rotorcraft-Load Combination Flight Manual:
 - (i) Information on any peculiarities discovered when operating particular rotorcraft-load combinations;
 - (ii) Precautionary advice regarding static electricity discharges for Class B, Class C, and Class D rotorcraft-load combinations; and
 - (iii) Any other information essential for safe operation with external loads.

11.3.4.5 MARKINGS AND PLACARDS

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

11.4 RESERVED

11.5 BANNER TOWING

11.5.1.1 APPLICABILITY

- (a) This subpart applies to those operations involving towing aircraft banners or other signs, lit or unlit.

11.5.1.2 CERTIFICATE OF WAIVER OR EQUIVALENT AUTHORISATION REQUIRED

- (a) The Authority will require each person conducting operations in accordance with this subpart to hold a certificate of waiver or equivalent authorisation.
- (b) The Authority will issue a certificate of waiver or equivalent authorisation to an applicant that meets the requirements of this subpart for that certificate or authorisation.
- (c) A helicopter operating under the requirements of 11.3 of this part may tow a banner using an external-load attaching means without a certificate of waiver or equivalent authorisation only if the operator has at least a Class B authorisation on the operating certificate.

11.5.1.3 AIRCRAFT REQUIREMENTS

- (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.

Note: The only way to prevent the banner from tangling in the tail rotor during autorotation may be to jettison the banner.

11.5.1.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) For non-revenue flights, the pilot of the tow aircraft shall hold at least a valid PPL and shall have a minimum of 200 hours PIC time.
- (b) When banner-towing operations are conducted for compensation or hire, the pilot shall have at least a CPL (instrument rating not required) and at least a valid second-class medical certificate.
- (c) All pilots engaged in banner-towing operations shall demonstrate competence to the Authority by performing at least one pickup and drop 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.

11.5.1.5 OPERATING RULES

- (a) All banner-towing operations shall be conducted only:
 - (1) In VFR weather conditions as described in Part 8 of these regulations; 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 ft; and
 - (2) Elsewhere lower than the minimum safe altitude requirements of Part 8 of these regulations.
- (c) Helicopters may be operated at less than the minimums prescribed in paragraph 11.5.1.5(b) of this subsection if the operation is conducted without hazard to persons or property on the surface.
- (d) The certificate holder shall obtain the aerodrome manager's approval to conduct banner-towing operations.
- (e) 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-towing operation.
- (f) The certificate holder shall notify the appropriate aerodrome officials in advance when banner-towing operations will be in close proximity to an uncontrolled aerodrome.
- (g) Only essential crew members shall be carried when conducting banner-towing operations.
- (h) When banner-towing operations are conducted over congested areas, the pilot shall exercise due care, so that an emergency release of the banner and/or tow rope shall not cause undue hazard to persons or property on the surface.

- (i) Each pilot shall drop the tow rope in a predesignated area at least 500 ft from persons, buildings, parked automobiles, and aircraft.

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

- (j) Each pilot conducting banner-towing operations shall carry on board the aircraft a current copy of the certificate of waiver or equivalent authorisation allowing banner-towing operations.

11.6 MOTION PICTURE AND TELEVISION FILMING OPERATIONS

11.6.1.1 APPLICABILITY

- (a) This subpart applies to those operations involving motion picture and television filming, appearance in-flight in motion pictures, and airborne direction or production of such filming when those operations are conducted as part of a business enterprise or for compensation or hire.
- (b) For purposes of this subpart, “motion picture” shall include film, videos, and live broadcast in any format and the preparation and rehearsal for those operations.

11.6.1.2 CERTIFICATE OF WAIVER OR EQUIVALENT AUTHORISATION REQUIRED

- (a) The Authority will require each person conducting operations in accordance with this subpart to hold a certificate of waiver or equivalent authorisation.
- (b) The Authority will issue a certificate of waiver or equivalent authorisation to an applicant that meets the requirements of this subpart for that certificate or authorisation.

11.6.1.3 AIRCRAFT REQUIREMENT

- (a) In order to be used in motion picture and television filming operations, an aircraft in the experimental category shall have a certificate of airworthiness issued to it for the purpose of exhibition.

11.6.1.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) No pilot shall conduct motion picture and television filming operations unless that pilot has:
 - (1) A CPL with ratings appropriate to the category, class, and type of aircraft to be used under the terms of the authorisation;
 - (2) At least 500 hours as PIC, including:
 - (i) At least 20 hours as PIC in the aircraft type;
 - (ii) A minimum of 100 hours in the category and class of aircraft to be used;
 - (iii) A minimum of 5 hours as PIC in the make and model of aircraft to be used under the authorisation; and
 - (3) If the pilot intends to perform acrobatics below 1 500 ft AGL, the pilot shall hold a Statement of Acrobatic Competency for the operations to be performed.

11.6.1.5 OPERATING RULES

- (a) Each operator shall conduct motion picture and television filming operations so as not to endanger persons or property on the surface or aircraft in flight.
- (b) Each operator shall obtain a certificate of waiver or equivalent authorisation from the Authority if filming sequences require an aircraft to be flown:
 - (1) In acrobatic flight below 1 500 ft AGL;
 - (2) Over a congested area;
 - (3) In controlled airspace; or
 - (4) In other instances, where a departure from the requirements of Part 8 of these requirements is needed.
- (c) The holder of the certificate of waiver or equivalent authorisation shall provide a schedule of events that lists the:
 - (1) Identification of the aircraft; and
 - (2) Performers in the sequence of their appearance.
- (d) Any manoeuvres added or time changes made to the schedule of events shall be approved by the Authority.
- (e) The holder of the certificate of waiver or equivalent authorisation shall develop, have approved by the Authority, and comply with a Motion Picture and Television Filming Operations Manual.
- (f) When conducting any motion picture or television filming operation requiring a certificate of waiver or equivalent authorisation, the holder of the certificate or authorisation 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 shall be made to remove those persons or vehicles.

11.6.1.6 CONTENTS OF A MOTION PICTURE AND TELEVISION OPERATIONS MANUAL

- (a) Each Motion Picture and Television Operations Manual shall contain at least the following:
 - (1) COMPANY ORGANISATION.
 - (i) The business name, address, and telephone number of the applicant;
 - (ii) A list of pilots involved in the filming production, including their pilot licence numbers, grade and class, and date of medical certification; and
 - (iii) A list of aircraft by make and model.
 - (2) DISTRIBUTION AND REVISION. Procedures for revising the manual to ensure that it is kept current and procedures for the distribution of the manual to concerned personnel.
 - (3) PERSONS AUTHORISED. Procedures for ensuring that no persons, except those persons consenting to be involved and necessary for the filming production, are allowed within 150 m (500 ft) of the filming production area.
 - (4) AREA OF OPERATIONS. The area that shall be used during the term of the authorisation.
 - (5) PLAN OF ACTIVITIES. Procedures for the submission, within 3 days of scheduled filming, of a written plan of activities to the Authority, including at least the following:

- (i) Dates and times for all flights;
 - (ii) The name and phone number of the person responsible for the filming production event;
 - (iii) The make and model of aircraft to be used and the type of certificate of airworthiness, including category;
 - (iv) The names of pilots involved in the filming production event;
 - (v) A statement that permission to conduct the filming production event has been obtained from property owners and/or local officials;
 - (vi) The signature of the certificate 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 for obtaining permission from property owners and/or local officials (e.g., police, fire department), as appropriate for the conduct of all filming productions when using the certificate of waiver or equivalent authorisation.
- (7) SECURITY. The method of security that shall be used to exclude from the location all persons not directly involved with the operation.
- Note: This shall include the requirement used to stop activities when unauthorised persons, vehicles, and/or aircraft enter the operations area, or for any other reason, in the interest of safety.
- (8) BRIEFING OF PILOT/PRODUCTION PERSONNEL. Procedures for briefing personnel on the risks involved and on emergency procedures and safeguards to be followed during the filming production event.
- (9) CERTIFICATION/AIRWORTHINESS. Procedures for ensuring that required inspections will be conducted.
- (10) COMMUNICATIONS. Procedures for communicating with all participants during the actual operation and filming.
- Note: The applicant may use oral, visual, and/or radio communications, as long as participants are continuously apprised of the current status of the operation.
- (11) ACCIDENT AND INCIDENT NOTIFICATION. Procedures for receiving notification of and reporting accidents and incidents.

11.7 SIGHTSEEING FLIGHTS

11.7.1.1 APPLICABILITY

- (a) This subpart applies to those operations involving the carriage of persons for viewing natural formations, manmade objects, or wildlife on the ground when:
 - (1) Those operations are conducted as part of a business enterprise or for compensation or hire;

- (2) The flight is unquestionably advertised as “sightseeing”;
- (3) The flight returns to the aerodrome of departure without having landed at any other aerodrome;
- (4) The flight is conducted within a 25 nautical-mile radius of the departure aerodrome; and
- (5) The certificated passenger capacity of the aircraft does not exceed nine passengers.

Note: Any other passenger-carrying flight for remuneration, hire, or valuable consideration shall be conducted under an air operator certificate in accordance with Part 9 of these regulations.

11.7.1.2 CERTIFICATE OF WAIVER OR EQUIVALENT AUTHORISATION REQUIRED

- (a) The Authority will require each person conducting operations in accordance with this subpart to hold a certificate of waiver or equivalent authorisation.
- (b) The Authority will issue a certificate of waiver or equivalent authorisation to an applicant that meets the requirements of this subpart for that certificate or authorisation.

11.7.1.3 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) No pilot shall conduct sightseeing operations unless that pilot has:
 - (1) At least a CPL with ratings appropriate to the category, class, and type of aircraft to be used under the terms of the certificate of waiver or equivalent authorisation;
 - (2) At least 500 hours as PIC, including:
 - (i) At least 20 hours as PIC in the aircraft type;
 - (ii) A minimum of 100 hours in the category and class of aircraft to be used; and
 - (iii) A minimum of 5 hours as PIC in the make and model of aircraft to be used under the certificate of waiver or equivalent authorisation.

11.7.1.4 OPERATING RULES

- (a) Each operator shall conduct operations so as not to endanger persons or property on the surface or aircraft in flight.
- (b) All sightseeing operations shall be conducted only:
 - (1) In VFR weather conditions; and
 - (2) Between the hours of official sunrise and official sunset.
- (c) No person may conduct sightseeing operations:
 - (1) Over congested areas or open-air assemblies of persons lower than 1 000 ft; and
 - (2) Elsewhere lower than the minimum safe altitude requirements of Part 8 of these regulations.
- (d) In addition to any operational or equipment requirements of this subpart for manned free balloon operation, the following equipment is required for specific types of manned free balloon operation:
 - (1) For all balloons, an altimeter and a rate-of-climb indicator;
 - (2) For hot air balloons:

- (i) If fuel cells are used, a means (e.g., fuel quantity gauge) to indicate to the crew the quantity of fuel in each cell during flight, calibrated in appropriate units or in per cent of fuel cell capacity; and
 - (ii) An envelope temperature indicator; and.
- (3) For captive gas balloons, a compass.
- (e) In addition to any requirements of this subpart for a specific type of tethered or moored balloon operation, the requirements of 8.8 of these regulations apply.
- (f) The requirements of Part 8 of these regulations apply to sightseeing operations described by this subpart.

11.8 FISH SPOTTING

11.8.1.1 APPLICABILITY

- (a) This subpart applies to those operations involving 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.

11.8.1.2 CERTIFICATE OF WAIVER OR EQUIVALENT AUTHORISATION REQUIRED

- (a) The Authority will require each person conducting operations in accordance with this subpart to hold a certificate of waiver or equivalent authorisation.
- (b) The Authority will issue a certificate of waiver or equivalent authorisation to an applicant that meets the requirements of this subpart for that certificate or authorisation.

11.8.1.3 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) No pilot shall conduct fish spotting operations unless that pilot has:
- (1) At least a CPL with ratings appropriate to the category and class of aircraft to be used under the terms of the certificate of waiver or equivalent authorisation;
 - (2) At least 500 hours as PIC, including:
 - (i) A minimum of 100 hours in the category and class of aircraft to be used;
 - (ii) A minimum of 25 hours as PIC the category and class of aircraft to be used; and
 - (iii) A minimum of 5 hours as PIC in the make and model of aircraft to be used under the certificate of waiver or equivalent authorisation.

11.8.1.4 OPERATING RULES

- (a) Each operator shall conduct operations so as not to endanger persons or property on the surface or aircraft in flight.
- (b) Minimum cloud clearance requirements and minimum altitude requirements of Part 8 do not apply to those persons to whom the Authority has specifically approved different minimums as a part of a certificate of waiver or equivalent authorisation under 11.8 of this part.

11.9 NEWS MEDIA AND TRAFFIC REPORTING

11.9.1.1 APPLICABILITY

- (a) This subpart applies to those operations involving observation of, and reporting on, news media events and/or vehicular traffic conditions on the highways and streets, when conducted by aircraft or airmen, or both.

11.9.1.2 CERTIFICATE OF WAIVER OR EQUIVALENT AUTHORISATION REQUIRED

- (a) The Authority will require each person conducting operations in accordance with this subpart to hold a certificate of waiver or equivalent authorisation.
- (b) The Authority will issue a certificate of waiver or equivalent authorisation to an applicant that meets the requirements of this subpart for that certificate or authorisation.

11.9.1.3 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) No pilot shall conduct news media or traffic reporting operations unless that pilot has:
 - (1) At least a CPL with ratings appropriate to the category, class, and type of aircraft to be used under the terms of the certificate of waiver or equivalent authorisation;
 - (2) At least 500 hours as PIC, including:
 - (i) At least 20 hours as PIC in the aircraft type;
 - (ii) A minimum of 100 hours in the category and class of aircraft to be used; and
 - (iii) A minimum of 5 hours in the make and model of aircraft to be used under the certificate of waiver or equivalent authorisation.

11.9.1.4 OPERATING RULES

- (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 Part 8 of these regulations do not apply to those persons to whom the Authority has specifically approved different minimums as a part of a certificate of waiver or equivalent authorisation under 11.9 of this part.

11.10 AERIAL PHOTOGRAPHY

11.10.1.1 APPLICABILITY

- (g) Aerial photography is the taking of photographs from an aircraft or other airborne platforms for aerial photography include fixed-wing aircraft, helicopters, drones, or using action cameras while skydiving.
- (h) This subpart also applies to those operations involving location determination, tracking and reporting, when those operations are conducted as part of a business enterprise or for compensation or hire.

11.10.1.2 CERTIFICATE OR AUTHORISATION REQUIRED

- (a) The Authority will require each person conducting operations covered by this subpart to hold a certificate or equivalent authorisation.
- (b) The Authority will issue a certificate or authorisation to each applicant who qualifies for it under the provisions of this subpart.

11.10.1.3 OPERATING RULES

- (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 Part 8 do not apply to those persons to whom the Authority has specifically approved different minimums as a part of an authorisation under this subpart.

11.10.1.4 EXPERIENCE AND TRAINING REQUIREMENTS

- (a) No pilot may conduct aerial photography operations unless he or she has:
 - (1) At least a commercial licence with ratings appropriate to the category and class aircraft to be used under the terms of the waiver;
 - (2) At least 300 hours as PIC;
 - (3) A minimum of 100 hours in the category and class of aircraft to be used.

CURAÇAO CIVIL AVIATION REGULATIONS

PART 11 – IMPLEMENTING STANDARDS

For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 11.1.1.1 reflects a standard required by 11.1.1.1 of this part.

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PART 11 – IMPLEMENTING STANDARDS

IS 11.1.1.1(F)

Aerial Work Operator's Application Form – Remotely Piloted Aircraft is obtainable at the Authority.

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