



**Agenda Item 4: Safety Oversight activities**

**OVERSEAS TERRITORIES AVIATION REQUIREMENTS (OTARs)**

(Presented by United Kingdom)

**SUMMARY**

This Information Paper describes the Aviation Requirements by which Air Safety Support International (ASSI) regulate aviation in the United Kingdom Overseas Territories.

**1. Introduction**

**Air Safety Support International**

1.1 ASSI is a wholly owned subsidiary of the United Kingdom Civil Aviation Authority, operating from offices in the UK and Antigua. Its remit is to audit aviation safety regulation in each UK Overseas Territory, to provide advice, assistance and training to the Territories and to carry out safety regulation where so designated by the Governor of that Territory. The company was formed in 2003 and is funded by the UK government.

**2. Overseas Territory Aviation Requirements (OTARs)**

2.1 Prior to 2003 the Territories relied heavily on a variety of publications produced by the UK Civil Aviation Authority and, in a few cases, the FAA, to promote compliance with the law as laid down in the UK Air Navigation (Overseas Territories) Order. With the mainland UK aviation regulation being increasingly absorbed into the European scene, much of this material is no longer kept up to date and consequently does not provide a reliable basis for regulation in the Territories. There was also a desire from the Territories themselves for a comprehensive set of requirements geared toward the environment within which their aviation industries operate. Therefore it was agreed at the Conference of Territories' Directors of Civil Aviation in 2003 that a set of requirements tailored to the Territories should be developed. Thus the OTARs were born.

**3. OTAR Production**

3.1 The OTAR working group was formed in September 2003, bringing together specialist staff from ASSI and the Territories' DCAs to produce the OTARs. The first batch covering Aerodromes, Airworthiness, Air Traffic Services, Personnel Licensing, and Occurrence Reporting was published in April 2004 and production has continued at a steady rate since then. The OTARs are divided into numbered Parts, according to subject, following the now widespread convention derived from the United

States FAR's. They are written in plain language and have been designed to be practical, user friendly, working documents. The individual OTAR parts become effective when they are "Gazetted" i.e. formally notified as the means of compliance within a Territory. Additional supporting information and guidance on requirements compliance are published as Overseas Territory Aviation Circulars (OTACs).

#### **4. Consultation**

4.1 OTAR Parts, produced by the working group are subjected to a formal consultation process in batches which may cover one particular area or more often a range of activities. The consultation period lasts for up to twelve weeks during which the parts are available for inspection on the ASSI web site.

#### **5. Published For Information**

5.1 Once the Parts are completed, following any changes made as a result of the consultation, they are published for information. This means that although there is a possibility of further minor changes as the accompanying supporting material is developed, the Part is sufficiently stable for production as an essentially mature document. The Part retains this status while the OTAC and the regulator's relevant internal procedures are developed.

#### **6. Training**

6.1 Training of regulatory staff is vital to the successful implementation of the OTARs and precedes each phase of release for gazetting. The first of the formal training sessions covering the Phase 1 OTARs took place in June 2005, further training will be carried out as production of the OTARs progresses.

#### **7. Release for Gazetting**

7.1 Once enough supporting material for a Part is completed, the Part is released for gazetting as a usable requirement. The process of gazetting is an acceptance of the definitive version of the Part by the Territory and formal notification of the Part as a means of compliance within the Territory. The release is done in phases, the content of which will coincide with one or more batches. The DCA of the Territory will specify the date on which the particular elements of the OTARs become effective together with any changeover period during which old and new requirements run in parallel.

#### **8. Maintenance**

8.1 Once an OTAR Part has been released for gazetting, it passes into maintenance mode. This does not mean that the requirements are now set in stone, they are living requirements and need to be kept up to date to reflect international developments, changes in technology and the needs of industry in the Territories.

#### **9. List of OTAR Parts**

9.1 This is the complete list of OTAR Parts. Some are still being developed , but many are now published for information on the ASSI website [www.airsafety.aero](http://www.airsafety.aero).

| Part Number | Title                                                          | Published for<br>Information | Released for<br>Gazetting |
|-------------|----------------------------------------------------------------|------------------------------|---------------------------|
| 001         | Definitions, Abbreviations and Units of Measurement            | June 2004                    | July 2005                 |
| 013         | Occurrence Reporting                                           | April 2005                   | July 2005                 |
| 021         | Certification of Products                                      | June 2004                    | July 2005                 |
| 036         | Aircraft Environmental Standards                               | April 2005                   | July 2005                 |
| 039         | Mandatory Continued Airworthiness Requirements                 | June 2004                    | July 2005                 |
| 043         | General Maintenance Requirements                               | June 2004                    | July 2005                 |
| 047         | Aircraft Registration and Marking                              | April 2005                   | July 2005                 |
| 061         | Pilot Licenses and Ratings                                     | June 2004                    | April 2006                |
| 063         | Flight Engineer Licenses and Ratings                           | June 2004                    | April 2006                |
| 065         | Ai Traffic Service Personnel Licenses and Ratings              | June 2004                    | July 2005                 |
| 066         | Aircraft Maintenance Personnel Licensing                       | June 2004                    | July 2005                 |
| 067         | Medical Standards and Recognition of Medical Examiners         | June 2004                    | July 2005                 |
| 077         | Objects and Activities Affecting Airspace                      | April 2005                   | July 2005                 |
| 091         | General Operating and Flight Requirements                      | June 2004                    | April 2006                |
| 092         | Carriage of Dangerous Goods                                    | April 2005                   | April 2006                |
| 093         | Aircraft Performance                                           | March 2006                   | April 2006                |
| 101         | Recreational Aviation                                          | March 2006                   | April 2006                |
| 119         | Air Operator Certification                                     | June 2004                    | April 2006                |
| 121         | Commercial Air Transport Operations – Large Aeroplanes         | June 2004                    | April 2006                |
| 125         | Private and Corporate Aviation                                 | May 2006                     | Sept 2006                 |
| 127         | Aircraft Instruments and Equipment                             | March 2006                   | April 2006                |
| 133         | Rotorcraft Underslung Load Operations                          | May 2006                     | Sept 2006                 |
| 135         | Commercial Air Transport Ops, Helicopters and Small Aeroplanes | June 2004                    | April 2006                |
| 137         | Aerial Application Approval                                    | May 2006                     | Sept 2006                 |
| 139         | Aerodrome Certification                                        | April 2005                   | July 2005                 |
| 140         | Rescue and Fire Fighting Service Approval                      | April 2005                   | July 2005                 |
| 145         | Aircraft Maintenance Organisation Approval                     | June 2004                    | July 2005                 |
| 171         | Aeronautical Telecommunication Services Approval               | April 2005                   | July 2005                 |
| 172         | Air Traffic Service Organisation Approval                      | April 2005                   | July 2005                 |
| 173         | Flight Checking Organisation Approval                          | April 2005                   | July 2005                 |
| 176         | Instrument Approach Procedures Approval                        | April 2005                   | July 2005                 |

View the OTARs on the ASSI website, [www.airsafety.aero](http://www.airsafety.aero), click on Legislation and Requirements