

**JAR-OPS 1.065 Carriage of weapons of war and munitions of war**  
(See IEM OPS 1.065)

(a) An operator shall not transport weapons of war and munitions of war by air unless an approval to do so has been granted by all States concerned.

(b) An operator shall ensure that weapons of war and munitions of war are:

(1) Stowed in the aeroplane in a place which is inaccessible to passengers during flight; and

(2) In the case of firearms, unloaded, unless, before the commencement of the flight, approval has been granted by all States concerned that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from those indicated in this sub-paragraph.

(c) An operator shall ensure that the commander is notified before a flight begins of the details and location on board the aeroplane of any weapons of war and munitions of war intended to be carried.

[Ch. 1, 01.03.98]

**JAR-OPS 1.070 Carriage of sporting weapons and ammunition**  
(See IEM OPS 1.070)

(a) An operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to him.

(b) An operator accepting the carriage of sporting weapons shall ensure that they are:

(1) Stowed in the aeroplane in a place which is inaccessible to passengers during flight unless the Authority has determined that compliance is impracticable and has accepted that other procedures might apply; and

(2) In the case of firearms or other weapons that can contain ammunition, unloaded.

(c) Ammunition for sporting weapons may be carried in passengers' checked baggage, subject to certain limitations, in accordance with the Technical Instructions (see JAR-OPS 1.1160(b)(5)) as defined in JAR-OPS 1.1150(a)(1[5]).

[Ch. 1, 01.03.98; Amdt. 12, 01.12.06]

**JAR-OPS 1.075 Method of carriage of persons**

(a) An operator shall take all reasonable measures to ensure that no person is in any part of an aeroplane in flight which is not a part designed for the accommodation of persons unless temporary access

JAR-OPS 1.075(a) (continued)

has been granted by the commander to any part of the aeroplane:

(1) For the purpose of taking action necessary for the safety of the aeroplane or of any person, animal or goods therein; or

(2) In which cargo or stores are carried, being a part which is designed to enable a person to have access thereto while the aeroplane is in flight.

[Ch. 1, 01.03.98]

**JAR-OPS 1.080 [Intentionally blank]**

[Ch. 1, 01.03.98; Amdt. 12, 01.12.06]

**JAR-OPS 1.085 Crew responsibilities**  
(See ACJ OPS 1.085(e)(3))

(a) A crew member shall be responsible for the proper execution of his duties that:

(1) Are related to the safety of the aeroplane and its occupants; and

(2) Are specified in the instructions and procedures laid down in the Operations Manual.

(b) A crew member shall:

(1) Report to the commander any fault, failure, malfunction or defect which he believes may affect the airworthiness or safe operation of the aeroplane including emergency systems.

(2) Report to the commander any incident that endangered, or could have endangered, the safety of operation; and

(3) Make use of the operator's occurrence reporting schemes in accordance with JAR-OPS 1.037(a)(2). In all such cases, a copy of the report(s) shall be communicated to the commander concerned.

(c) Nothing in paragraph (b) above shall oblige a crew member to report an occurrence which has already been reported by another crew member.

(d) A crew member shall not perform duties on an aeroplane:

(1) While under the influence of any drug that may affect his faculties in a manner contrary to safety;

(2) Until a reasonable time period has elapsed after deep water diving;

(3) Following blood donation except when a reasonable time period has elapsed;

(4) If he is in any doubt of being able to accomplish his assigned duties; or

## JAR-OPS 1.085(d) (continued)

(5) If he knows or suspects that he is suffering from fatigue, or feels unfit to the extent that the flight may be endangered.

(e) A crew member shall not:

(1) Consume alcohol less than 8 hours prior to the specified reporting time for flight duty or the commencement of standby;

(2) Commence a flight duty period with a blood alcohol level in excess of 0.2 promille;

(3) Consume alcohol during the flight duty period or whilst on standby.

(f) The commander shall:

(1) Be responsible for the [safety of all crew members, passengers and cargo on board, as soon as he arrives on board, until he leaves the aeroplane at the end of the flight;

(2) Be responsible for the operation and safety of the aeroplane from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut down;]

([3]) Have authority to give all commands he deems necessary for the purpose of securing the safety of the aeroplane and of persons or property carried therein;

([4]) Have authority to disembark any person, or any part of the cargo, which, in his opinion, may represent a potential hazard to the safety of the aeroplane or its occupants;

([5]) Not allow a person to be carried in the aeroplane who appears to be under the influence of alcohol or drugs to the extent that the safety of the aeroplane or its occupants is likely to be endangered;

([6]) Have the right to refuse transportation of inadmissible passengers, deportees or persons in custody if their carriage poses any risk to the safety of the aeroplane or its occupants;

([7]) Ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;

([8]) Ensure that all operational procedures and check lists are complied with in accordance with the Operations Manual;

([9]) Not permit any crew member to perform any activity during take-off, initial climb, final approach and landing except those duties required for the safe operation of the aeroplane;

([10])Not permit:

## JAR-OPS 1.085(f) (continued)

(i) A flight data recorder to be disabled, switched off or erased during flight nor permit recorded data to be erased after flight in the event of an accident or an incident subject to mandatory reporting;

(ii) A cockpit voice recorder to be disabled or switched off during flight unless he believes that the recorded data, which otherwise would be erased automatically, should be preserved for incident or accident investigation nor permit recorded data to be manually erased during or after flight in the event of an accident or an incident subject to mandatory reporting;

([11])Decide whether or not to accept an aeroplane with unserviceabilities allowed by the CDL or MEL; and

([12])Ensure that the pre-flight inspection has been carried out.

(g) The commander or the pilot to whom conduct of the flight has been delegated shall, in an emergency situation that requires immediate decision and action, take any action he considers necessary under the circumstances. In such cases he may deviate from rules, operational procedures and methods in the interest of safety.

[Ch. 1, 01.03.98; Amdt. 3, 01.12.01; Amdt. 7, 01.09.04]

### JAR-OPS 1.090 Authority of the commander

An operator shall take all reasonable measures to ensure that all persons carried in the aeroplane obey all lawful commands given by the commander for the purpose of securing the safety of the aeroplane and of persons or property carried therein.

Ch. 1, 01.03.98

### [JAR-OPS 1.095 Authority to taxi an aeroplane

(a) An operator shall take all reasonable steps to ensure that an aeroplane in his charge is not taxied on the movement area of an aerodrome by a person other than a flight crew member, unless that person, seated at the controls: ]

[ (1) Has been duly authorised by the operator or a designated agent and is competent to;

(i) taxi the aeroplane;

(ii) use the radio telephone; and

(2) Has received instruction in respect of aerodrome layout, routes, signs, marking, lights, air traffic control signals and instructions, phraseology and procedures, and is able to