

Issued as part of the process of public consultation by the CAA

NOTICE OF PROPOSED AMENDMENT

(NPA 07/22)

AMENDMENT OF

AIR NAVIGATION TECHNICAL

REGULATIONS

PART IV – OPERATIONAL REGULATIONS

ANTR OPS I

(AEROPLANE)

Who this NPA applies to:

It is anticipated that this proposal will affect the following groups in the aviation industry:
Operators of Bahraini registered aircraft, aircraft engineering facilities and CAA staff

AERONAUTICAL LICENSING DIRECTORATE

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TABLE OF CONTENTS

Paragraph	Subject	Page No.
1.	Introduction	3
2.	Objective	3
3.	Regulation Proposal	4
4.	Affect of Changes	4
5.	Presentation	4
6.	How to Submit Comments on This NPA	4
7.	Summary of Responses	5
8.	Response Sheet	6

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1. INTRODUCTION

1.1 The Kingdom of Bahrain's aviation safety requirements are currently contained in the Civil Aviation Law and Air Navigation Technical Regulations. It has become CAA policy that the Air Navigation Technical Regulations will be gradually amended to reflect ICAO Annex SARPs and industry best practice (EASA). This NPA applies to Air Navigation Technical Regulations ANTR Part V (General Airworthiness Regulations).

1.2 The purpose of this Notice of Proposed Rule Making (NPA) is to:

- (a) Continue the process of formal public consultation on proposed amendments of the Air Navigation Technical Regulations; and
- (b) Ensure the adequacy of regulations governing operations of CAA registered in accordance with ICAO SARPS and international best regulatory practices; and
- (c) Determine the effect on the aircraft operator of the proposed regulations.

1.3 The CAA now seeks comments on this proposal from the aviation industry and the concerned parties before proceeding further.

1.4 Abbreviations

NPA	Notice of Proposed Amendment
SARPS	ICAO Standards and Recommended Practices
CAA	Civil Aviation Affairs of the Kingdom of Bahrain

2. OBJECTIVE

2.1 The objective of this NPA is to amend ANTR OPS I incorporating the changes required for the purpose of customizing the requirement applicable to BCAA Organizations in accordance with TWG recommendations.

2.2 A number of regulatory criteria have been identified to guide the development of the Air Navigation Technical Regulations. The criteria require that the new regulation should:

- (a) be clear, concise and unambiguous;
- (b) be consistent with the Kingdom of Bahrain's international obligations;
- (c) be harmonized with ICAO SARPS and European standards, unless unique CAA circumstances require otherwise;
- (d) be outcome-based, to the greatest extent practicable;
- (e) be cost effective or cost neutral; and
- (f) be enforceable.

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3. REGULATORY PROPOSAL

- 3.1 The CAA considers that revision and modification of existing regulations along the lines of ICAO (SARPs) and industry best practice (EASA), is appropriate and consistent with CAA future objectives and regional harmonization.
- 3.2 The CAA considers that revision and modification of existing regulation along the lines of the European model is appropriate and consistent with future objectives and regional harmonization.
- 3.3 Amendment action is planned for *1 June 2022*.

4 AFFECT OF CHANGES

- 4.1 The persons affected by this NPA are:
- 4.1.1 Operators of the Bahraini registered aircraft;
 - 4.1.2 Engineering facilities; and
 - 4.1.3 CAA staff.
- 4.2 Effect on Existing Regulation. This NPA contains all the necessary amendments for compliance with amended ANTR OPS I specifically incorporating changes required for the purpose of customizing the requirement applicable to BCAA Organizations in accordance with TWG recommendations.
- 4.3 The effect of the proposed new regulations is considered to be generally cost neutral, with greater operational flexibility and guidance.
- 4.4 There would be no additional change in CAA inspections and compliance with the proposed regulations will be monitored and enforced through normal CAA surveillance activity.

5 PRESENTATION

The complete proposed amendment to the ANTRs is issued to Bahrain operators and published on the MTT Website (www.mtt.gov.bh).

6 HOW TO SUBMIT COMMENTS ON THIS NPA

The Notice of Proposed Amendment process is the CAA's method of notifying and seeking comment from industry and the public with respect to proposed changes to rules. All submissions are evaluated and assessed with a view to incorporating any necessary changes to the draft regulations prior to their formal promulgation as law. In order to simplify collation and summarizing of comments, it is requested that responses be made on the NPA Response Sheet provided (Refer page 6) or a copy of the sheet, with additional comments attached as necessary. Responses can be individual or from industry working groups. Written comments quoting NPA 07/22 should be forwarded by *1 June 2022* to the BCAA by post to P. O. Box 586, Kingdom of Bahrain or e-mail to Aerolicensing@mtt.gov.bh.

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7 SUMMARY OF RESPONSES

Subsequent to the closing date for comments, a Summary of Responses will be made publicly available in conjunction with the issue of the Final Rules for each Part. The CAA may contact persons in respect to submissions in order to clarify issues but is not obliged to individually acknowledge or respond to comments or submissions.

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**NPA 07/22 RESPONSE SHEET
(AEROPLANE)**

Please return this response sheet by **1 June 2022** by post to P. O. Box 586, Kingdom of Bahrain, or e-mail to Aerolicensing@mtt.gov.bh. Please indicate your acceptance or otherwise of the proposal by ticking [✓] the appropriate box below. Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

- The proposals are ***acceptable without change***.
- The proposals are ***acceptable but would be improved if the following changes were made:*** (Please provide explanatory comment).

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- The proposals are ***not acceptable but would be acceptable if the following changes were made:*** (Please provide explanatory comment).

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- The proposals are ***not acceptable under any circumstances.*** (Please provide explanatory Comment).

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- Any other comments.

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Name..... Organization:.....

Address/Contact No:.....

Signed:..... Date:.....