

DEVIATION from OTAR

In accordance with Article 10 of the Air Navigation (Overseas Territories) Order 2013, as amended, BCAA hereby grants the following:

BCAA/PAVE/1309 Revision 5

Requirement

AN(OT)O Article 27 and OTAR Part 21 paragraph 21.73a(1)

AN(OT)O requires that modifications be approved in a manner acceptable to the Governor. OTAR 21.73a(1) establishes the manner acceptable to the Governor and requires that modifications be approved only further to their approval by EASA, FAA or Transport Canada. The following implements a Deviation to the OTAR 21.73a(1).

Description of Deviation

Bermuda Civil Aviation Authority hereby authorizes a **Deviation from OTAR** Part 21.73a(1) requirements to permit Owners and Operators to apply for and obtain approval for modifications which do not fully conform to the OTAR 21 approval standards for major changes, in relation to, conversion of aircraft passenger cabins for the transportation of COVID-19 pandemic humanitarian relief aid, where approval is subject to the conditions and period of validity identified below.

Conditions

1. Modification applications are made by an FAA, EASA or TCCA approved design organisation. defining the technical standard of the modification, as applicable to the carriage of pandemic relief aid in the aircraft passenger cabin:
 - a. The modification conforms to the standards of, EASA Cargo Transport Guidelines; TE.RPRO.00065-003 and EASA Consultation paper Deviation from CS 25.855 related to the design of cargo compartments installed on Large Aeroplanes, at the latest revision.
 - b. The standards of Airbus FOT-999-0028-20-00 and Boeing MOM-MOM-20-0239, as applicable.
 - c. Any deviations from these standards are required to be justified and certified by the design approval holder.
2. The applicant has obtained maintenance programme approval for those instructions for continuing airworthiness arising from the modification.
3. Bermuda Operators have obtained the cargo operating approval of BCAA Flight Operations, further to completion of the following:
 - a. Through its SMS, the Operator has identified and implemented the controls and mitigations of its own hazard identification and risk assessment process, regarding carriage of cargo in the passenger cabin.
 - b. The Operator has obtained approval or acceptance of revisions to the following manuals (or their equivalent) in respect of passenger cabin cargo operations; Aircraft Flight Manual, Operating Manual, Cabin Crew Operations Manual, Loading Manual, Ground Handling Manual.
 - i. Those operating instructions preclude carriage of Dangerous Goods, live animals, mail, batteries in any form and cargo of a piercing, dense, rigid, or penetrating nature, or cargo

with sharp edges or corners, such as rods, pipes, extrusions, or beams, that could become a projectile hazard during flight operations.

- c. The Operator has completed training of all required crew for the cargo operation, including emergency procedures, fire detection and fire fighting procedures.
4. Those applicants of Article 83bis Operators have obtained, and demonstrated to BCAA, the cargo operating approval of the State of the Operator.
5. BCAA modification approvals directly reference this Deviation and will be limited to 2500FH per aircraft and calendar time durations, not to exceed the validity period of this Deviation.

Validity

Valid from: 11 Jan 2022

Valid to: 31 Jul 2022

by Authority of the Governor of Bermuda:

11 Jan 2022

Thomas Dunstan
Director General

Date of Issue