



2.1.1 Compliance with laws, regulations and procedures

2.1.1.1 The pilot-in-command shall comply with the laws, regulations and procedures of those States in which operations are conducted.

2.1.1.2 The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his or her duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The pilot-in-command shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.

Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.

2.1.1.3 The pilot-in-command shall have responsibility for operational control.

Note.— The rights and obligations of a State with respect to the operation of aeroplanes registered in that State are not affected by this provision.

2.1.1.4 If an emergency situation which endangers the safety or security of the aeroplane or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of Registry of the aeroplane. Such reports shall be submitted as soon as possible and normally within ten days.

2.1.1.5 RESERVED.

2.1.1.6 The pilot-in-command shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in Personnel Licensing Requirements PELR.

2.1.2 Dangerous goods

Note 1.— Provisions for carriage of dangerous goods are contained in Dangerous Goods Handling Requirements.



Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.

2.1.3 Use of psychoactive substances

2.1.3.1 Holders of licences provided for in this CAAN PELR, shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

2.1.3.2 Holders of licences provided for in CAANPELR, shall not engage in any problematic use of substances.

2.1.3.3 No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.