



BELIZE DEPARTMENT OF CIVIL AVIATION

OPERATIONAL DIRECTIVE: Composition of Flight Crew, Annex 1 to BCAR OPS 1

OD No: OD BDCA-01-2026

Subject: Appendices to BCAR OPS 1.940, Annex 1 to BCAR OPS 1 **Date:** 02nd Feb 2026


Initiated by: Flight Standards Unit

Record of Revision: Initial

1. The purpose of this Operational Directive (OD) is to establish the Appendix 1 and Appendix 2 to BCAR OPS 1.940 of Annex 1 to BCAR OPS 1. Annex 1 to the BCAR OPS 1 is applicable to propeller driven aeroplanes with a maximum seating configuration of 19 passenger seats or less, or with a maximum certificated take-off weight of 12,500 lb or less.
2. This OD is issued by the Belize Department of Civil Aviation (BDCA) in accordance with BCAR OPS 1.015 and is only applicable to operators certified in accordance with BCAR OPS 1.
3. This OD is issued under the authority of the Belize Civil Aviation Act, Cap 239 and AIC C005/24 titled *Operational Directives and Advisory Circulars*.
4. This OD can be downloaded from the BDCA website or can be requested from the BDCA technical librarian at info@civilaviation.gov.bz
5. The effective date of this OD is 02nd February 2026.

6. Approval
DEPARTMENT

* BELIZE *


Nigel Carter (Mr.)
Director of Civil Aviation
CIVIL AVIATION

BACKGROUND

A BDCA review of Annex 1 to BCAR OPS 1, (Annex 1 is applicable to propeller driven aeroplanes with a maximum seating configuration of 19 passenger seats or less, or with a maximum certificated take-off weight of 12,500 lb or less, on domestic routes only), yielded discrepancies specific to BCAR OPS 1.940 and its relative appendices. These appendices are intended to provide explicit detailed information, addressing the composition of Flight Crew. The BDCA identified that the Appendices referenced, are not published under Annex 1 of BCAR OPS 1.

As a result, this OD was developed to specify the appropriate regulatory provisions, to facilitate operator compliance with the requirements established under BCAR OPS 1.940 of Annex 1.

APPENDICES 1 & 2 TO BCAR OPS 1.940, ANNEX 1 OF BCAR OPS 1

Appendix 1 to BCAR–OPS 1.940 In-flight relief of flight crew members (Annex 1)

- (a) A flight crew member may be relieved in flight of his duties at the controls by another suitably qualified flight crew member.
- (b) Relief of the Pilot in command
 - (1) The pilot in command may delegate conduct of the flight to:
 - (i) Another qualified pilot in command; or
 - (ii) For operations only above FL200, a pilot qualified as detailed in subparagraph (c) below.
- (c) Minimum requirements for a pilot relieving the pilot in command
 - (1) Valid Airline Transport Pilot License;
 - (2) Conversion training and checking (including Type Rating training) as prescribed in BCAR–OPS 1.945;
 - (3) All recurrent training and checking as prescribed in BCAR–OPS 1.965 and BCAR-OPS 1.968; and
 - (4) Route competence qualification as prescribed in BCAR–OPS 1.975.
- (d) Relief of the co-pilot
 - (1) The co-pilot may be relieved by:
 - (i) Another suitably qualified pilot; or
 - (ii) A cruise relief co-pilot qualified as detailed in sub-paragraph (e) below.
- (e) Minimum requirements for Cruise Relief Co-Pilot
 - (1) Valid Commercial Pilot License with Instrument Rating;
 - (2) Conversion training and checking, including Type Rating training, as prescribed in BCAR–OPS 1.945 except the requirement for take-off and landing training;
 - (3) All recurrent training and checking as prescribed in BCAR–OPS 1.965 except the requirement for take-off and landing training; and
 - (4) To operate in the role of co-pilot in cruise only and not below FL 200.
 - (5) The experience prescribed in BCAR-OPS 1.970 may be conducted in the simulator if in addition proficiency training is conducted, at interval not exceeding 90 days. This recurrent training may be combined with the training prescribed in BCAR-OPS 1.965
- (f) Relief of the system panel operator. A system panel operator may be relieved in flight by a crew member who holds a flight engineer 's licence or by a flight crew member with a qualification acceptable to the BDCA.

Appendix 2 to BCAR–OPS 1.940 Single pilot operations under IFR or at night (Annex 1 – Domestic Routes Only)

- (a) Aeroplanes referred to in BCAR–OPS 1.940(b) (2) may be operated by a single pilot under IFR or at night when the following requirements are satisfied:
- (1) The operator shall include in the Operations Manual a pilot 's conversion and recurrent training programme which includes the additional requirements for a single pilot operation;
 - (2) In particular, the cockpit procedures must include:
 - (i) Engine management and emergency handling;
 - (ii) Use of normal, abnormal and emergency checklists;
 - (iii) ATC communication;
 - (iv) Departure and approach procedures;
 - (v) Autopilot management; and
 - (vi) Use of simplified in-flight documentation;
 - (3) The recurrent checks required by BCAR–OPS 1.965 shall be performed in the single pilot role on the type or class of aeroplane in an environment representative of the operation;
 - (4) The pilot shall have a minimum of 50 hours flight time on the specific type or class of aeroplane under IFR of which 10 hours is as pilot in command; and
 - (5) The minimum required recent experience for a pilot engaged in a single-pilot operation under IFR or at night shall be 5 IFR flights, including 3 instrument approaches, carried out during the preceding 90 days on the type or class of aeroplane in the single-pilot role. This requirement may be replaced by an IFR instrument approach check on the type or class of aeroplane.
- (b) Additional requirements for single pilot operations under the instrument flight rules (IFR) or at night:
- (1) An aeroplane shall not be operated under the IFR or at night by a single pilot unless approved by the BDCA.
 - (2) An aeroplane shall not be operated under the IFR or at night by a single pilot unless:
 - (i) the flight manual does not require a flight crew of more than one;
 - (ii) the aeroplane is propeller-driven;
 - (iii) the maximum approved passenger seating configuration is not more than 19;
 - (iv) the maximum certificated take-off mass does not exceed 5 700 kg;
 - (v) the aeroplane is equipped as required for the intended operations included in Subpart K.; and
 - (vi) the pilot-in-command has satisfied requirements of experience, training, checking and recency.

CONCLUSION

For any further clarification, consultation can be made with the BDCA office or at info@civilaviation.gov.bz.

**** END ****