

Compliance List Operators Manual Part A

Note: This compliance list is based on Regulation (EU) No. 965/2012 ("Air Operations")

Operator's name and address:		Operator's AOC number:	
Revision no.:		Revision date:	
List created by <i>(competent person assigned by the operator)</i> :	Date:	List checked by <i>(person checking the list on behalf of the compliance management system of the operator)</i> :	Date:
Accountable Manager (name/signature):		Nominated Person for managing and supervising flight operations (name/signature):	
(For Authority use only) Austro Control POI:		(For Authority use only) Remarks:	(For Authority use only)

Content of the compliance list:

A compliance list is a tool designed for the preparation and approval of any part of the operations manual (including MEL). For those areas for which a specific approval is required (SPA), separate lists have been created. Each line contains predefined references to one or more paragraph(s) of the applicable regulation (or AMC material). The user shall insert the reference of the relevant part of the operations manual concerned.

Note: For the purpose of providing cross reference information during the transition period from EU-OPS to Air Operations, the references to both regulations are listed. However, the operator shall refer to the relevant Air Operations paragraph only. After 28 October 2014 the EU-OPS reference will be removed.

This list can be edited by the operator in writing or electronically (preferred). When finished, the operator shall send the completed version to Austro Control for further processing.

Respective legal reference column:

This column lists the relevant legal paragraph.

Requirement column:

This column provides the user with the implementing rule for each required section. Whenever the remark "refer to rule" is mentioned the user has to consult the Air Operations regulation. (This procedure is necessary when the respective rule is too extensive for publication in this compliance list.)

Manual reference column:

Different procedures shall be applied for an initial issue or a revision of an OM. These procedures are as follows:

Initial issue of an OM:

All references in regard to the respective Air Operations paragraph(s) shall be listed in this column.

If an Air Operations paragraph is not relevant, the remark *N/A* shall be inserted in the relevant reference field. Therefore, all lines must have a remark either stating the OM reference or *N/A*, as applicable.

Revision of an OM:

All references in regard to the respective Air Operations paragraph(s) shall be listed in this column. However, all lines not affected by the revision shall be left blank!

App/Acc column:

This column reminds the operator whether an Authority acceptance (**AC**) or an Authority approval (**AP**) is required.

Remarks column:

This column is for Authority use only. The operator may put remarks directly into the **Manual reference** column.

Doc Stat column (Austro Control use only):

- ✓ Operator's OM is in compliance with the relevant paragraph(s)
- N** Operator's OM is **not** in compliance with the relevant paragraph(s)
- N/A** Not applicable for the relevant Operator / Operation

This compliance list is a tool and does not replace a thorough study of official regulations.

Please help us to continuously improve the quality of this list. If you detect any error or deficiency mail to ops@austrocontrol.at.

Continue with checklist on next page.

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 0 ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL					
1.1040 (c) and 1.025 CAT.GEN.MPA.120 and ORO.MLR.100 (k)	General rules for operations manuals. Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operations Manual in the English language. In addition, an operator may translate and use that manual, or parts thereof, into another language. Common language. (a) An operator must ensure that all crew members can communicate in a common language. (b) An operator must ensure that all operations personnel are able to understand the language in which those parts of the Operations Manual which pertain to their duties and responsibilities are written. Common language. The operator shall ensure that all crew members can communicate with each other in a common language. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.		AP		
1.1040 (l) ORO.MLR.100 (k)	General rules for operations manuals. An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.				
1.1040 (b) and 1.005 ORO.MLR.100(b) and ORO.GEN.110(a) and ORO.GEN.155 and ORO.FC.145(d)	General rules for operations manuals. An operator shall ensure that the contents of the Operations Manual, including all amendments or revisions, do not contravene the conditions contained in the Air Operator Certificate (AOC) or any applicable regulations and are acceptable to, or, where applicable, approved by, the Authority. General. (a) An operator shall not operate an aeroplane for the purpose of commercial air transportation other than in accordance with OPS Part 1. For operations of Performance Class B aeroplanes, alleviated requirements can be found in Appendix 1 to OPS 1.005(a). (b) An operator shall comply with the applicable retroactive airworthiness requirements for aeroplanes operated for the purpose of commercial air transportation. (c) Each aeroplane shall be operated in compliance with the terms of its Certificate of		AC		

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	<p>Airworthiness and within the approved limitations contained in its Aeroplane Flight Manual. (d) All synthetic training devices (STD), such as flight simulators or flight training devices (FTD), replacing an aeroplane for training and/or checking purposes are to be qualified in accordance with the requirements applicable to synthetic training devices. An operator intending to use such STD must obtain approval from the Authority.</p> <p>The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). The operator is responsible for the operation of the aircraft in accordance with Annex IV to Regulation (EC) No 216/2008, the relevant requirements of this Annex and its certificate. The operator shall implement: (a) any safety measures mandated by the competent authority in accordance with ARO.GEN.135(c); and (b) any relevant mandatory safety information issued by the Agency, including airworthiness directives. The FSTD shall replicate the aircraft used by the operator, as far as practicable. Differences between the FSTD and the aircraft shall be described and addressed through a briefing or training, as appropriate.</p>				
1.1045 (b) ORO.MLR.101	<p>Operations Manual — structure and contents. An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation.</p> <p>The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.</p>				
1.1045 (b) and (c) ORO.MLR.101	<p>Operations Manual — structure and contents. (b) An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. (c) An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority.</p> <p>The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies,</p>		AC		

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	instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 0.1 (a) AMC3 ORO.MLR.100 / 1 A 0,1 (a)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable Air Operator Certificate. 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: (a) A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable air operator certificate (AOC).				
1.1045 Appendix 1 A 0.1 (b) AMC3 ORO.MLR.100 / 1 A 0,1 (b)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: A statement that the manual contains operational instructions that are to be complied with by the relevant personnel. 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: A statement that the manual contains operational instructions that are to be complied with by the relevant personnel.				
1.020 (1) ORO.GEN.110(g)	Laws, regulations and procedures — Operator's responsibilities. An operator must ensure that: All employees are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and which are pertinent to the performance of their duties. Operator responsibilities. The operator shall ensure that all personnel are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and that are pertinent to the performance of their duties.				
1.1045 Appendix 1 A 0.1 (c) AMC3 ORO.MLR.100 / 1 A 0,1 (c)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: A list and brief description of the various parts, their contents, applicability and use. 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: A list and brief description of the various parts, their contents, applicability and use.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 0.1 (d) AMC3 ORO.MLR.100 / 1 A 0,1 (d)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: Explanations and definitions of terms and words needed for the use of the manual. The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: Explanations and definitions of terms and words needed for the use of the manual.				
1.1045 Appendix 1 A 0.2 (a) AMC3 ORO.MLR.100 / 1 A 0,2 (a)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: System of amendment and revision Details of the person(s) responsible for the issuance and insertion of amendments and revisions. The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: System of amendment and revision: Details of the person(s) responsible for the issuance and insertion of amendments and revisions.				
1.1045 Appendix 1 A 0.2 (b) AMC3 ORO.MLR.100 / 1 A 0,2 (b)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: System of amendment and revision A record of amendments and revisions with insertion dates and effective dates. System of amendment and revision: A record of amendments and revisions with insertion dates and effective dates.				
1.1045 Appendix 1 A 0.2 (c) AMC3 ORO.MLR.100 / 1 A 0,2 (c)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: System of amendment and revision. A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety. 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: System of amendment and revision: A statement that handwritten amendments and revisions are not permitted, except in situations requiring immediate amendment or revision in the interest of safety.				
1.1045 Appendix 1 A 0.2 (d) AMC3 ORO.MLR.100 / 1 A 0,2 (d)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: System of amendment and revision. A description of the system for the annotation of pages and their effective dates. 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: System of amendment and revision: A description of the system for the annotation of pages or paragraphs and their effective dates.				
1.1045 Appendix 1 A 0.2 (e)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: A list of effective pages.				

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AMC3 ORO.MLR.100 / 1 A 0,2 (e)	1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: System of amendment and revision: A list of effective pages or paragraphs.				
1.1045 Appendix 1 A 0.2 (f) AMC3 ORO.MLR.100 / 1 A 0,2 (f)	System of amendment and revision. Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: System of amendment and revision: Annotation of changes (in the text and, as far as practicable, on charts and diagrams).				
1.1045 Appendix 1 A 0.2 (g) AMC3 ORO.MLR.100 / 1 A 0,2 (g)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: System of amendment and revision for temporary revisions. 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: System of amendment and revision: Temporary revisions.				
1.1045 Appendix 1 A 0.2 (h) AMC3 ORO.MLR.100 / 1 A 0,2 (h)	Operations Manual Contents. An operator shall ensure that the Operations Manual contains the following: System of amendment and revision. A description of the distribution system for the manuals, amendments and revisions. 1 The OM should contain at least the following information, where applicable, as relevant for the area and type of operation: System of amendment and revision: A description of the distribution system for the manuals, amendments and revisions.				

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PART A 1 ORGANISATION AND RESPONSIBILITIES					
1.1040 (l) ORO.MLR.100(k)	General rules for operations manuals. An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.				
1.1045 (b) ORO.MLR.101	Operations Manual — structure and contents. (b) An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 1.1 AMC3 ORO.MLR.100 / 1 A 1.1	Organisational structure. A description of the organisational structure including the general company organisation chart and operations department organisation chart. The organisation chart must depict the relationship between the Operations Department and the other Departments of the company. In particular, the subordination and reporting lines of all Divisions, Departments, etc., which pertain to the safety of flight operations, must be shown. Organisational structure. A description of the organisational structure, including the general organogram and operations departments' organograms. The organogram should depict the relationship between the operations departments and the other departments of the operator. In particular, the subordination and reporting lines of all divisions, departments etc, which pertain to the safety of flight operations, should be shown.				
1.1045 Appendix 1 A 1.2 and 1.175 (h)	Nominated postholders. The name of each nominated postholder responsible for flight operations, the maintenance system, crew		AC		

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AMC3 ORO.MLR.100	<p>training and ground operations, as prescribed in OPS 1.175(i). A description of their function and responsibilities must be included. The operator must have nominated an accountable manager (by name) acceptable to the Authority. The nominated accountable manager has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority.</p> <p>Nominated persons. The name of each nominated person responsible for flight operations, crew training and ground operations, as prescribed in ORO.AOC.135. A description of their function and responsibilities should be included.</p>				
1.1045 Appendix 1 A 1.2 and 1.175 (i) AMC3 ORO.MLR.100 and AMC1 ORO.AOC.135 (a)	<p>Nominated postholders. The name of each nominated postholder responsible for flight operations, the maintenance system, crew training and ground operations, as prescribed in OPS 1.175(i). A description of their function and responsibilities must be included. The operator must have nominated post holders, acceptable to the Authority, who are responsible for the management and supervision of the following areas: (1) flight operations; (2) the maintenance system; (3) crew training; and (4) ground operations.</p> <p>Nominated persons. The name of each nominated person responsible for flight operations, crew training and ground operations, as prescribed in ORO.AOC.135. A description of their function and responsibilities should be included. NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.</p>		AC		
1.175 Appendix 2 (b)(1) AMC1 ORO.AOC.135 (a)	<p>Nominated post holders: A description of the functions and the responsibilities of the nominated post holders, including their names, must be contained in the Operations Manual and the Authority must be given notice in writing of any intended or actual change in appointments or functions.</p> <p>NOMINATED PERSONS. (a) The person may hold more than one</p>				

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	of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.				
1.185 (f) AMC2 ORO.GEN.130	<p>Other than in exceptional circumstances, the Authority must be given at least 10 days prior notice of a proposed change of a nominated post holder.</p> <p>(a) Any change affecting: (1) the scope of the certificate or the operations specifications of an operator; or (2) any of the elements of the operator's management system as required in ORO.GEN.200(a)(1) and (a)(2), shall require prior approval by the competent authority. (b) For any changes requiring prior approval in accordance with Regulation (EC) No 216/2008 and its Implementing Rules, the operator shall apply for and obtain an approval issued by the competent authority. The application shall be submitted before any such change takes place, in order to enable the competent authority to determine continued compliance with Regulation (EC) No 216/2008 and its Implementing Rules and to amend, if necessary, the operator certificate and related terms of approval attached to it. The operator shall provide the competent authority with any relevant documentation. The change shall only be implemented upon receipt of formal approval by the competent authority in accordance with ARO.GEN.330. The operator shall operate under the conditions prescribed by the competent authority during such changes, as applicable. (c) All changes not requiring prior approval shall be managed and notified to the competent authority as defined in the procedure approved by the competent authority in accordance with ARO.GEN.310(c).</p>				
1.175 (k)	General rules for air operator certification For operators who employ 20 or less full time staff, one or more of the nominated posts may be filled by the accountable manager if acceptable to the Authority.		AC		

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1.1045 Appendix 1 A 1.3 AMC3 ORO.MLR.100 / 1 A 1.3	Responsibilities and duties of operations management personnel. A description of the duties, responsibilities and authority of operations management personnel pertaining to the safety of flight operations and the compliance with the applicable regulations. Responsibilities and duties of operations management personnel. A description of the duties, responsibilities and authority of operations management personnel pertaining to the safety of flight operations and the compliance with the applicable regulations.				
1.175 Appendix 2(a) GM2 ORO.AOC.135 (a) and ORO.GEN.200	General. An operator must have a sound and effective management structure in order to ensure the safe conduct of air operations. Nominated post holders must have managerial competency together with appropriate technical/operational qualifications in aviation. COMPETENCE OF NOMINATED PERSONS. (a) Nominated persons in accordance with ORO.AOC.135 should be expected to possess the experience and licensing provisions that are listed in (b) to (f). Exceptionally, in particular cases, the competent authority may accept a nomination that does not meet these provisions in full. In that circumstance, the nominee should have comparable experience and also the ability to perform effectively the functions associated with the post and with the scale of the operation. (b) Nominated persons should have: (1) practical experience and expertise in the application of aviation safety standards and safe operating practices; (2) comprehensive knowledge of: (i) the applicable EU safety regulations and any associated requirements and procedures; (ii) the AOC holder's operations specifications; and (iii) the need for, and content of, the relevant parts of the AOC holder's operations manual; (3) familiarity with management systems preferably in the area of aviation; (4) appropriate management experience, preferably in a comparable organisation; and (5) 5 years of relevant work experience of which at least 2 years should be from the aeronautical industry in an appropriate position. (c) Flight operations. The nominated person should hold or have held a valid flight crew licence and the associated ratings appropriate to a type of operation conducted under the AOC. In case the nominated person's licence and ratings are not current, his/her deputy should hold a valid flight crew licence and the associated ratings. (d) Crew training. The nominated person or his/her deputy should be a current type rating instructor on a type/class operated under the AOC. The nominated person should have a thorough knowledge of the AOC holder's crew training concept for flight, cabin and when relevant other crew. (e) Ground				

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	<p>operations. The nominated person should have a thorough knowledge of the AOC holder's ground operations concept. (f) Continuing airworthiness. The nominated person should have the relevant knowledge and appropriate experience requirements related to aircraft continuing airworthiness as detailed in Part-M. (a) The operator shall establish, implement and maintain a management system that includes: (1) clearly defined lines of responsibility and accountability throughout the operator, including a direct safety accountability of the accountable manager; (2) a description of the overall philosophies and principles of the operator with regard to safety, referred to as the safety policy; (3) the identification of aviation safety hazards entailed by the activities of the operator, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness; (4) maintaining personnel trained and competent to perform their tasks; (5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation; (6) a function to monitor compliance of the operator with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and (7) any additional requirements that are prescribed in the relevant Subparts of this Annex or other applicable Annexes. (b) The management system shall correspond to the size of the operator and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.</p>				
<p>1.175 Appendix 2(b)(3) AMC1 ORO.AOC.135 (a)</p>	<p>Nominated post holders: A person nominated as a post holder by the holder of an AOC must not be nominated as a post holder by the holder of any other AOC, unless acceptable to the Authorities concerned.</p> <p>NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned.</p>		AC		

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	(e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.				
1.175 (j) AMC1 ORO.AOC.135 (a)	<p>A Person may hold more than one of the nominated posts if acceptable to the Authority but, for operators who employ 21 or more full time staff, a minimum of two persons are required to cover the four areas of responsibility.</p> <p>NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.</p>		AC		
1.175 Appendix 2 (b)(2) AMC1 ORO.AOC.135 (a)	<p>The operator must make arrangements to ensure continuity of supervision in the absence of Accountable Manager.</p> <p>NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.</p>				
1.175 Appendix 2 (b)(2) AMC1 ORO.AOC.135 (a)	<p>The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for flight operations.</p> <p>NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the</p>				

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	operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.				
1.175 Appendix 2 (b)(2) AMC1 ORO.AOC.135 (a)	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for the maintenance system. NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.				
1.175 Appendix 2 (b)(2) AMC1 ORO.AOC.135 (a)	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for crew training. NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.175 Appendix 2 (b)(2) AMC1 ORO.AOC.135 (a)	<p>The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for ground operations.</p> <p>NOMINATED PERSONS. (a) The person may hold more than one of the nominated posts if such an arrangement is considered suitable and properly matched to the scale and scope of the operation. (b) A description of the functions and the responsibilities of the nominated persons, including their names, should be contained in the operations manual. (c) The holder of an AOC should make arrangements to ensure continuity of supervision in the absence of nominated persons. (d) The person nominated by the holder of an AOC should not be nominated by another holder of an AOC, unless agreed with the competent authorities concerned. (e) Persons nominated should be contracted to work sufficient hours to fulfil the management functions associated with the scale and scope of the operation.</p>				
AMC OPS 1.035 2.4 AMC1 ORO.GEN.200(a)(1)	<p>The duties and responsibilities of the Quality Manager. 2.4.1 The function of the Quality Manager to monitor compliance with, and the adequacy of, procedures required to ensure safe operational practices and airworthy aeroplanes, as required by JAR-OPS 1.035(a), may be carried out by more than one person by means of different, but complementary, Quality Assurance Programmes. 2.4.2 The primary role of the Quality Manager is to verify, by monitoring activity in the fields of flight operations, maintenance, crew training and ground operations, that the standards required by the Authority, and any additional requirements defined by the operator, are being carried out under the supervision of the relevant Nominated Postholder. 2.4.3 The Quality Manager should be responsible for ensuring that the Quality Assurance Programme is properly established, implemented and maintained. 2.4.4 The Quality Manager should: a. Have direct access to the Accountable Manager; b. Not be one of the nominated post holders; and c. Have access to all parts of the operator's and, as necessary, any sub-contractor's organisation. 2.4.5 In the case of small/very small operators (see paragraph 7.3 below), the posts of the Accountable Manager and the Quality Manager may be combined. However, in this event, quality audits should be conducted by independent personnel. In accordance with paragraph 2.4.4.b above, it will not be possible for the Accountable Manager to be one of the nominated postholders.</p> <p>The management system of an operator should encompass safety by including a safety manager and a safety review board in the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.				
1.035 (c)	The Quality System and the Quality Manager must be acceptable to the Authority.		AC		
1.175 Appendix 2 (c)(3) and 1.205 ORO.AOC.135(c) and ORO.GEN.110(e)	Supervision. (i) The number of supervisors to be appointed is dependent upon the structure of the operator and the number of staff employed. (ii) The duties and responsibilities of these supervisors must be defined, and any flying commitments arranged so that they can discharge their supervisory responsibilities. (iii) The supervision of crew members and ground staff must be exercised by individuals possessing experience and personal qualities sufficient to ensure the attainment of the standards specified in the operations manual. An operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole. The supervision of crew members and personnel involved in the operation shall be exercised by individuals with adequate experience and the skills to ensure the attainment of the standards specified in the operations manual. The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 1.1 Duties and responsibilities of the commander					
1.1045 Appendix 1 A 1.4 AMC3 ORO.MLR.100 / 1 A 1.4	A statement defining the authority, duties and responsibilities of the commander. Authority, duties and responsibilities of the pilot-in-command/commander. A statement defining the authority, duties and responsibilities of the pilot-in-command/commander.				
1.085 (a)(1) CAT.GEN.MPA.100 (a)(1)	A crew member shall be responsible for the proper execution of his/her duties that: (1) are related to the safety of the aeroplane and its occupants; The crew member shall be responsible for the proper execution of his/her duties that are related to the safety of the aircraft and its occupants.				
1.085 (a)(2) CAT.GEN.MPA.100 (a)(2)	A crew member shall be responsible for the proper execution of his/her duties that: are specified in the instructions and procedures laid down in the Operations Manual. The crew member shall be responsible for the proper execution of his/her duties that are specified in the instructions and procedures in the operations manual.				
1.085 (b)(3) AMC1 CAT.GEN.MPA.100(b)	A crew member shall: make use of the operator's occurrence reporting schemes in accordance with OPS 1.037(a)(2). In all such cases, a copy of the report(s) shall be communicated to the commander concerned. COPIES OF REPORTS. Where a written report is required, a copy of the report should be communicated to the commander concerned, unless the terms of the operator's reporting schemes prevent this.				
1.085 (d)(1) CAT.GEN.MPA.100 (c)	A crew member shall not perform duties on an aeroplane while under the influence of any drug that may affect his/her faculties in a manner contrary to safety; The crew member shall not perform duties on an aircraft: (1) when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes; (2) until a reasonable time period has elapsed after deep water diving or following blood donation; (3) if applicable medical requirements are not fulfilled; (4) if he/she is in any doubt of being able to accomplish his/her assigned duties; or (5) if he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered.EN L 296/62 Official Journal of the European Union 25.10.2012				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.085 (d)(2) CAT.GEN.MPA.100 (c)(2)	A crew member shall not perform duties on an aeroplane: following deep sea diving except when a reasonable time period has elapsed The crew member shall not perform duties on an aircraft: until a reasonable time period has elapsed after deep water diving or following blood donation				
1.085 (d)(3) CAT.GEN.MPA.100 (c)(2)	A crew member shall not perform duties on an aeroplane: following blood donation except when a reasonable time period has elapsed The crew member shall not perform duties on an aircraft: until a reasonable time period has elapsed after deep water diving or following blood donation;				
1.085 (d)(4) CAT.GEN.MPA.100 (c)(3)	A crew member shall not perform duties on an aeroplane: if applicable medical requirements are not fulfilled, or if he/she is in any doubt of being able to accomplish his/her assigned duties; The crew member shall not perform duties on an aircraft: if applicable medical requirements are not fulfilled				
1.085 (d)(5) CAT.GEN.MPA.100 (c)(4)	A crew member shall not perform duties on an aeroplane: if he/she knows or suspects that he/she is suffering from fatigue, or feels unfit to the extent that the flight may be endangered. The crew member shall not perform duties on an aircraft: if he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered.				
1.085 (e)(1) AMC1 CAT.GEN.MPA.100 (c)(1)(a)	A crew member shall be subject to appropriate requirements on the consumption of alcohol which shall be established by the operator and acceptable by the Authority, and which shall not be less restrictive than the following: (1) no alcohol shall be consumed less than eight hours prior to the specified reporting time for flight duty or the commencement of standby; The operator should issue instructions concerning the consumption of alcohol by crew members. The instructions should be not less restrictive than the following: No alcohol should be consumed less than 8 hours prior to the specified reporting time for a flight duty period or the commencement of standby.				
1.085 (e)(2) AMC1 CAT.GEN.MPA.100 (c)(1)(b)	A crew member shall be subject to appropriate requirements on the consumption of alcohol which shall be established by the operator and acceptable by the Authority, and which shall not be less restrictive than the following: The blood alcohol level shall not exceed 0,2 per mill at the start of a flight duty period. The operator should issue instructions concerning the consumption of alcohol by crew members. The instructions should be not less restrictive than the following: The blood alcohol level should not				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	exceed the lower of the national requirements or 0.2 per thousand at the start of a flight duty period.				
1.085 (e)(3) AMC1 CAT.GEN.MPA.100(c) (1)(c)	The operator should issue instructions concerning the consumption of alcohol by crew members. The instructions should be not less restrictive than the following: No alcohol shall be consumed during the flight duty period or whilst on standby. The operator should issue instructions concerning the consumption of alcohol by crew members. The instructions should be not less restrictive than the following: No alcohol should be consumed during the flight duty period or whilst on standby.				
1.085 (f)(1) CAT.GEN.MPA.105 (a)(1)	The commander shall be responsible for the safety of all crew members, passengers and cargo on board, as soon as he/she arrives on board, until he/she leaves the aeroplane at the end of the flight The commander, in addition to complying with CAT.GEN.MPA.100, shall be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight.				
1.085 (f)(2) CAT.GEN.MPA.105 (a)(2)	The commander shall 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. The commander, in addition to complying with CAT.GEN.MPA.100, shall be responsible for the operation and safety of the aircraft: (i) for aeroplanes, 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 unit(s) is(are) shut down; (ii) for helicopters, when the rotors are turning.				
1.085 (f)(3) CAT.GEN.MPA.105 (a)(3)	The commander shall have authority to give all commands he/she deems necessary for the purpose of securing the safety of the aeroplane and of persons or property carried therein. The commander, in addition to complying with CAT.GEN.MPA.100, shall have authority to give all commands and take any appropriate actions for the purpose of securing the safety of the aircraft and of persons and/or property carried therein in accordance with 7.c of Annex IV to Regulation (EC) No 216/2008.				
1.085 (f)(4) CAT.GEN.MPA.1	The commander shall have authority to disembark any person, or any part of the cargo, which, in his/her opinion, may represent a				

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05 (a)(4)	potential hazard to the safety of the aeroplane or its occupants. The commander, in addition to complying with CAT.GEN.MPA.100, shall have authority to disembark any person, or any part of the cargo, that may represent a potential hazard to the safety of the aircraft or its occupants.				
1.085 (f)(5) CAT.GEN.MPA.105 (a)(5)	The commander shall 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. The commander, in addition to complying with CAT.GEN.MPA.100, shall not allow a person to be carried in the aircraft who appears to be under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered.				
1.085 (f)(6) CAT.GEN.MPA.105 (a)(6)	The commander shall 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. The commander, in addition to complying with CAT.GEN.MPA.100, shall have the right to refuse transportation of inadmissible passengers, deportees or persons in custody if their carriage increases the risk to the safety of the aircraft or its occupants.				
1.085 (f)(7) CAT.GEN.MPA.105 (a)(7)	The commander shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment. The commander, in addition to complying with CAT.GEN.MPA.100, shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment.				
1.085 (f)(8) CAT.GEN.MPA.105 (a)(8)	The commander shall ensure that all operational procedures and check lists are complied with in accordance with the Operations Manual. The commander, in addition to complying with CAT.GEN.MPA.100, shall ensure that all operational procedures and checklists are complied with in accordance with the operations manual.				
1.085 (f)(9) CAT.GEN.MPA.105 (a)(9)	The commander shall 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. The commander, in addition to complying with CAT.GEN.MPA.100, shall not permit any crew member to perform any activity during critical phases of flight, except duties required for the safe				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	operation of the aircraft.				
1.085 (f)(10)(i) CAT.GEN.MPA.105 (a)(10)(i)	The commander shall not permit 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. The commander, in addition to complying with CAT.GEN.MPA.100, shall ensure that flight recorders are not disabled or switched off during flight				
1.085 (f)(10)(ii) CAT.GEN.MPA.105 (a)(10)(ii)	The commander shall not permit a cockpit voice recorder to be disabled or switched off during flight unless he/she 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. The commander, in addition to complying with CAT.GEN.MPA.100, shall ensure that flight recorders (ii) in the event of an accident or an incident that is subject to mandatory reporting: (A) are not intentionally erased; (B) are deactivated immediately after the flight is completed; and (C) are reactivated only with the agreement of the investigating authority.				
1.085 (f)(11) CAT.GEN.MPA.105 (a)(11)	The commander shall decide whether or not to accept an aeroplane with unserviceabilities allowed by the CDL or MEL. The commander, in addition to complying with CAT.GEN.MPA.100, shall decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL)				
1.085 (f)(12) CAT.GEN.MPA.105 (a)(12)	The commander shall ensure that the pre-flight inspection has been carried out. The commander, in addition to complying with CAT.GEN.MPA.100, shall ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EC) No 2042/2003.				
1.085 (g) CAT.GEN.MPA.105 (b)	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/she considers necessary under the circumstances. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety. 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/she considers				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	necessary under the circumstances in accordance with 7.d of Annex IV to Regulation (EC) No 216/2008. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.				
1.100 (c) and 1.145 CAT.GEN.MPA.135 and ORO.GEN.140	<p>The final decision regarding the admission to the flight deck shall be the responsibility of the commander. An operator shall ensure that any person authorised by the Authority is permitted at any time to board and fly in any aeroplane operated in accordance with an AOC issued by that Authority and to enter and remain on the flight deck provided that the commander may refuse access to the flight deck if, in his/her opinion, the safety of the aeroplane would thereby be endangered. An operator shall ensure that any person authorised by the Authority is permitted at any time to board and fly in any aeroplane operated in accordance with an AOC issued by that Authority and to enter and remain on the flight deck provided that the commander may refuse access to the flight deck if, in his/her opinion, the safety of the aeroplane would thereby be endangered.</p> <p>The operator shall ensure that no person, other than a flight crew member assigned to a flight, is admitted to, or carried in, the flight crew compartment unless that person is: (1) an operating crew member; (2) a representative of the competent or inspecting authority, if required to be there for the performance of his/her official duties; or (3) permitted by and carried in accordance with instructions contained in the operations manual. (b) The commander shall ensure that: (1) admission to the flight crew compartment does not cause distraction or interference with the operation of the flight; and (2) all persons carried in the flight crew compartment are made familiar with the relevant safety procedures. (c) The commander shall make the final decision regarding the admission to the flight crew compartment. (a) For the purpose of determining compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, the operator shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by one of the following authorities: (1) the competent authority defined in ORO.GEN.105; (2) the authority acting under the provisions of ARO.GEN.300(d), ARO.GEN.300(e) or ARO.RAMP. (b) Access to the aircraft mentioned under (a) shall include the possibility to enter and remain in the aircraft during flight operations unless otherwise decided by the commander for</p>				

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	the flight crew compartment in accordance with CAT.GEN.MPA.135 in the interest of safety.				

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PART A 1.2 Duties and responsibilities of crew members other than the commander					
1.1045 Appendix 1 A 1.5 AMC3 ORO.MLR.100 / 1 A 1.5	Duties and responsibilities of crew members other than the commander. Duties and responsibilities of crew members other than the pilot-in-command/commander.				
1.085 (a)(1) CAT.GEN.MPA.100 (a)(1)	A crew member shall be responsible for the proper execution of his/her duties that are related to the safety of the aeroplane and its occupants. The crew member shall be responsible for the proper execution of his/her duties that are related to the safety of the aircraft and its occupants.				
1.085 (a)(2) CAT.GEN.MPA.100 (a)(2)	A crew member shall be responsible for the proper execution of his/her duties that are specified in the instructions and procedures laid down in the Operations Manual. The crew member shall be responsible for the proper execution of his/her duties that are specified in the instructions and procedures in the operations manual.				
1.085 (b)(1) CAT.GEN.MPA.100 (b)(1)	A crew member shall report to the commander any fault, failure, malfunction or defect which he/she believes may affect the airworthiness or safe operation of the aeroplane including emergency systems. The crew member shall report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member				
1.085 (b)(2) CAT.GEN.MPA.100 (b)(2)	A crew member shall report to the commander any incident that endangered, or could have endangered, the safety of operation. The crew member shall report to the commander any incident that endangered, or could have endangered, the safety of the operation, if not already reported by another crew member				
1.085 (b)(3) AMC1 CAT.GEN.MPA.100 (b)	A crew member shall make use of the operator's occurrence reporting schemes in accordance with OPS 1.037(a)(2). In all such cases, a copy of the report(s) shall be communicated to the commander concerned. COPIES OF REPORTS: Where a written report is required, a copy of the report should be communicated to the commander concerned, unless the terms of the operator's reporting schemes				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	prevent this.				
1.085 (d)(1) CAT.GEN.MPA.100 (c)	A crew member shall not perform duties on an aeroplane while under the influence of any drug that may affect his/her faculties in a manner contrary to safety. The crew member shall not perform duties on an aircraft: (1) when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes; (2) until a reasonable time period has elapsed after deep water diving or following blood donation; (3) if applicable medical requirements are not fulfilled; (4) if he/she is in any doubt of being able to accomplish his/her assigned duties; or (5) if he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered.EN L 296/62 Official Journal of the European Union 25.10.2012				
1.085 (d)(2) CAT.GEN.MPA.100 (c)(2)	A crew member shall not perform duties on an aeroplane following deep sea diving except when a reasonable time period has elapsed. The crew member shall not perform duties on an aircraft: until a reasonable time period has elapsed after deep water diving or following blood donation				
1.085 (d)(3) CAT.GEN.MPA.100 (c)(2)	A crew member shall not perform duties on an aeroplane following blood donation except when a reasonable time period has elapsed. The crew member shall not perform duties on an aircraft: until a reasonable time period has elapsed after deep water diving or following blood donation				
1.085 (d)(4) CAT.GEN.MPA.100 (c)(4)	A crew member shall not perform duties on an aeroplane if applicable medical requirements are not fulfilled, or if he/she is in any doubt of being able to accomplish his/her assigned duties. The crew member shall not perform duties on an aircraft: if applicable medical requirements are not fulfilled				
1.085 (d)(5) CAT.GEN.MPA.100	A crew member shall not perform duties on an aeroplane if he/she knows or suspects that he/she is suffering from fatigue, or feels unfit to the extent that the flight may be endangered. The crew member shall not perform duties on an aircraft: if he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered.				
1.085 (e)(1) AMC1 CAT.GEN.	A crew member shall be subject to appropriate requirements on the consumption of alcohol which shall be established by the operator				

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MPA.100 (c)(1)(a)	<p>and acceptable by the Authority, and which shall not be less restrictive than the following: No alcohol shall be consumed less than 8 hours prior to the specified reporting time for flight duty or the commencement of standby.</p> <p>The operator should issue instructions concerning the consumption of alcohol by crew members. The instructions should be not less restrictive than the following: (a) no alcohol should be consumed less than 8 hours prior to the specified reporting time for a flight duty period or the commencement of standby;</p>				
1.085 (e)(2) AMC1 CAT.GEN.MPA.100 (c)(1)(b)	<p>The blood alcohol level shall not exceed 0,2 per mill at the start of a flight duty period.</p> <p>The blood alcohol level should not exceed the lower of the national requirements or 0.2 per thousand at the start of a flight duty period.</p>				
1.085 (e)(3) AMC1 CAT.GEN.MPA.100 (c)(1)(c)	<p>No alcohol shall be consumed during the flight duty period or whilst on standby.</p> <p>No alcohol should be consumed during the flight duty period or whilst on standby.</p>				
1.085 (g) CAT.GEN.MPA.105 (b)	<p>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/she considers necessary under the circumstances. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.</p> <p>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/she considers necessary under the circumstances in accordance with 7.d of Annex IV to Regulation (EC) No 216/2008. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.</p>				
1.090 CAT.GEN.MPA.110	<p>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.</p> <p>The operator shall take all reasonable measures to ensure that all persons carried in the aircraft obey all lawful commands given by the commander for the purpose of securing the safety of the aircraft and of persons or property carried therein.</p>				

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PART A 2 OPERATIONAL CONTROL AND SUPERVISION					
1.1040 (l) ORO.MLR.100 (k)	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe human factors principles. Operations manual — general. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.195 (a) ORO.GEN.110 (c)	An operator shall establish and maintain a method of exercising operational control approved by the Authority. Operator responsibilities. The operator shall establish and maintain a system for exercising operational control over any flight operated under the terms of its certificate.		AP		
1.1045 Appendix 1 A 2.1 and 1.175 (g) AMC3 ORO.MLR.100 and ORO.GEN.200 (a) (5) and ORO.AOC.100 (c)(3)	Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator (see OPS 1.175(g)). This must show how the safety of flight operations and the qualifications of personnel are supervised. In particular, the procedures related to the following items must be described: (a) Licence and qualification validity; (b) Competence of operations personnel; and (c) Control, analysis and storage of records, flight documents, additional information and data. The operator must satisfy the Authority that: (1) its organisation and management are suitable and properly matched to the scale and scope of the operation; and (2) procedures for the supervision of operations have been defined.				

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	Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator (see ORO.GEN.110(c)). This should show how the safety of flight operations and the qualifications of personnel are supervised. In particular, the procedures related to the following items should be described: (a) licence and qualification validity, (b) competence of operations personnel, (c) control, analysis and storage of the required records. The operator shall establish, implement and maintain a management system that includes:documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation; Applicants shall demonstrate to the competent authority that: its organisation and management are suitable and properly matched to the scale and scope of the operation				
1.1045 Appendix 1 A 2.1 (a) AMC3 ORO.MLR.100 1 A 2.1 (a)	The procedures related to the following items must be described license and qualification validity. Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator (see ORO.GEN.110(c)). This should show how the safety of flight operations and the qualifications of personnel are supervised. In particular, the procedures related to the following items should be described: (a) licence and qualification validity				
1.1045 Appendix 1 A 2.1 (b) AMC3 ORO.MLR.100 1 A 2.1 (b)	Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator (see OPS 1.175(g)). This must show how the safety of flight operations and the qualifications of personnel are supervised. In particular, the procedures related to the following items must be described: Competence of operations personnel; The procedures related to the following items must be described competence of operations personnel.				
1.1045 Appendix 1 A 2.1 (c) AMC3 ORO.MLR.100 1 A 2.1 (c)	Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator (see OPS 1.175(g)). This must show how the safety of flight operations and the qualifications of personnel are supervised. In particular, the procedures related to the following items must be described: The procedures related to the following items must be described control, analysis and storage of records, flight documents, additional information and data. Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator (see ORO.GEN.110(c)). This should show how the safety of flight				

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	and the qualifications of personnel are supervised. In particular, the procedures related to the following items should be described: control, analysis and storage of the required records.				
1.1045 Appendix 1 A 2.2 AMC3 ORO.MLR.100 1 A 2.2	System of promulgation of additional operational instructions and information. A description of any system for promulgating information which may be of an operational nature but is supplementary to that in the Operations Manual. The applicability of this information and the responsibilities for its promulgation must be included. System and responsibility for promulgation of additional operational instructions and information. A description of any system for promulgating information which may be of an operational nature, but which is supplementary to that in the OM. The applicability of this information and the responsibilities for its promulgation should be included.				
1.1045 Appendix 1 A 2.3 and 1.037 (a) AMC3 ORO.MLR.100 1 A2.3 and AMC1 ORO.GEN.200(a)(1) and AMC1 ORO.GEN.200(a)(3) and ORO.GEN.200(a)(3) and AMC1 ORO.GEN.200(a)(4) and AMC1 ORO.AOC.130 and Annex 1	Accident prevention and flight safety programme. A description of the main aspects of the flight safety programme. Accident prevention and flight safety programme. (a) An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the quality system, including: (1) programmes to achieve and maintain risk awareness by all persons involved in operations; and (2) an occurrence reporting scheme to enable the collation and assessment of relevant incident and accident reports in order to identify adverse trends or to address deficiencies in the interests of flight safety. The scheme shall protect the identity of the reporter and include the possibility that reports may be submitted anonymously; and (3) evaluation of relevant information relating to accidents and incidents and the promulgation of related information, but not the attribution of blame; and (4) a flight data monitoring programme for those aeroplanes in excess of 27 000 kg MCTOM. Flight data monitoring (FDM) is the pro-active use of digital flight data from routine operations to improve aviation safety. The flight data monitoring programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data; and (5) the appointment of a person accountable for managing the programme. REFERE TO RULE				
1.037 (a)(1) AMC1 ORO.GEN.200(a)(4)	An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the quality system, including: Programmes to achieve and maintain risk awareness by all persons involved in operations.				

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	<p>TRAINING AND COMMUNICATION ON SAFETY. (a) Training (1) All personnel should receive safety training as appropriate for their safety responsibilities. (2) Adequate records of all safety training provided should be kept. (b) Communication (1) The operator should establish communication about safety matters that: (i) ensures that all personnel are aware of the safety management activities as appropriate for their safety responsibilities; (ii) conveys safety critical information, especially relating to assessed risks and analysed hazards; (iii) explains why particular actions are taken; and (iv) explains why safety procedures are introduced or changed. (2) Regular meetings with personnel where information, actions and procedures are discussed may be used to communicate safety matters.</p>				
1.037 (a)(2) GM1 ORO.GEN.200(a)(3)	<p>Accident prevention and flight safety programme. An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the quality system, including: An occurrence reporting scheme to enable the collation and assessment of relevant incident and accident reports in order to identify adverse trends or to address deficiencies in the interests of flight safety.</p> <p>INTERNAL OCCURRENCE REPORTING SCHEME. (a) The overall purpose of the scheme is to use reported information to improve the level of safety performance of the operator and not to attribute blame. (b) The objectives of the scheme are to: (1) enable an assessment to be made of the safety implications of each relevant incident and accident, including previous similar occurrences, so that any necessary action can be initiated; and (2) ensure that knowledge of relevant incidents and accidents is disseminated, so that other persons and operators may learn from them. (c) The scheme is an essential part of the overall monitoring function and it is complementary to the normal day-to-day procedures and 'control' systems and is not intended to duplicate or supersede any of them. The scheme is a tool to identify those instances where routine procedures have failed. (d) All occurrence reports judged reportable by the person submitting the report should be retained as the significance of such reports may only become obvious at a later date.</p>				
1.037 (a)(2) GM1 ORO.GEN.200(a)(3)	<p>Accident prevention and flight safety programme. An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the quality system, including: An occurrence reporting scheme to enable the collation and assessment of relevant incident and accident reports in order</p>				

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	<p>to identify adverse trends or to address deficiencies in the interests of flight safety.</p> <p>INTERNAL OCCURRENCE REPORTING SCHEME. (a) The overall purpose of the scheme is to use reported information to improve the level of safety performance of the operator and not to attribute blame.(b) The objectives of the scheme are to: (1) enable an assessment to be made of the safety implications of each relevant incident and accident, including previous similar occurrences, so that any necessary action can be initiated; and (2) ensure that knowledge of relevant incidents and accidents is disseminated, so that other persons and operators may learn from them. (c) The scheme is an essential part of the overall monitoring function and it is complementary to the normal day-to-day procedures and 'control' systems and is not intended to duplicate or supersede any of them. The scheme is a tool to identify those instances where routine procedures have failed. (d) All occurrence reports judged reportable by the person submitting the report should be retained as the significance of such reports may only become obvious at a later date.</p>				
ACJ OPS 1.037 (a)(2) GM2 ORO.AOC.130	<p>Occurrence Reporting Scheme. 1. The overall objective of the scheme described in JAR-OPS 1.037(a)(2) is to use reported information to improve the level of flight safety and not to attribute blame. 2. The detailed objectives of the scheme are: a. To enable an assessment of the safety implications of each relevant incident and accident to be made, including previous similar occurrences, so that any necessary action can be initiated; and b. To ensure that knowledge of relevant incidents and accidents is disseminated so that other persons and organisations may learn from them. 3. The scheme is an essential part of the overall monitoring function; it is complementary to the normal day to day procedures and 'control' systems and is not intended to duplicate or supersede any of them. The scheme is a tool to identify those occasions where routine procedures have failed. (Occurrences that have to be reported and responsibilities for submitting reports are described in JAR-OPS 1.420.) 4. Occurrences should remain in the database when judged reportable by the person submitting the report as the significance of such reports may only become obvious at a later date.</p> <p>FLIGHT DATA MONITORING. Additional guidance material for the establishment of flight data monitoring can be found in UK Civil Aviation Authority CAP 739 (Flight Data Monitoring).</p>				
1.037 (a)(3) AMC1 ORO.GEN.	An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the				

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200(a)(3)	<p>quality system, including: Evaluation of relevant information relating to accidents and incidents and the promulgation of related information, but not the attribution of blame.</p> <p>COMPLEX OPERATORS - SAFETY RISK MANAGEMENT. (a) Hazard identification processes (1) Reactive and proactive schemes for hazard identification should be the formal means of collecting, recording, analysing, acting on and generating feedback about hazards and the associated risks that affect the safety of the operational activities of the operator. (2) All reporting systems, including confidential reporting schemes, should include an effective feedback process. (b) Risk assessment and mitigation processes (1) A formal risk management process should be developed and maintained that ensures analysis (in terms of likelihood and severity of occurrence), assessment (in terms of tolerability) and control (in terms of mitigation) of risks to an acceptable level. (2) The levels of management who have the authority to make decisions regarding the tolerability of safety risks, in accordance with (b)(1), should be specified. (c) Internal safety investigation (1) The scope of internal safety investigations should extend beyond the scope of occurrences required to be reported to the competent authority. (d) Safety performance monitoring and measurement (1) Safety performance monitoring and measurement should be the process by which the safety performance of the operator is verified in comparison to the safety policy and objectives. (2) This process should include:(i) safety reporting, addressing also the status of compliance with the applicable requirements; (ii) safety studies, that is, rather large analyses encompassing broad safety concerns; (iii) safety reviews including trends reviews, which would be conducted during introduction and deployment of new technologies, change or implementation of procedures, or in situations of structural change in operations; (iv) safety audits focussing on the integrity of the operator's management system, and periodically assessing the status of safety risk controls; and (v) safety surveys, examining particular elements or procedures of a specific operation, such as problem areas or bottlenecks in daily operations, perceptions and opinions of operational personnel and areas of dissent or confusion. (e) The management of change The operator should manage safety risks related to a change. The management of change should be a documented process to identify external and internal change that may have an adverse effect on safety. It should make use of the operator's existing hazard identification,</p>				

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	<p>risk assessment and mitigation processes. (f) Continuous improvement The operator should continuously seek to improve its safety performance. Continuous improvement should be achieved through: (1) proactive and reactive evaluations of facilities, equipment, documentation and procedures through safety audits and surveys; (2) proactive evaluation of individuals' performance to verify the fulfilment of their safety responsibilities; and (3) reactive evaluations in order to verify the effectiveness of the system for control and mitigation of risk. (g) The emergency response plan (ERP) (1) An ERP should be established that provides the actions to be taken by the operator or specified individuals in an emergency. The ERP should reflect the size, nature and complexity of the activities performed by the operator. (2) The ERP should ensure: (i) an orderly and safe transition from normal to emergency operations; (ii) safe continuation of operations or return to normal operations as soon as practicable; and (iii) coordination with the emergency response plans of other organisations, where appropriate.</p>				
1.037 (a)(4) and ACJ OPS 1.037(4) Annex 1 and GM2 ORO.AOC.130	<p>An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the quality system, including: A flight data monitoring programmes for those aeroplanes in excess of 27.000 kg MTOM. Flight Data Monitoring (FDM) is the pro-active use of digital flight data from routine operations to improve aviation safety. The flight data monitoring programme shall be non punitive and contain adequate safeguards to protect the source(s) of the data. Occurrence should remain in the database when judged reportable by the person submitting the report as a significance of such reports may only become obvious at a later date. REFERE TO RULE</p>				
1.037 (a)(5) AMC1 ORO.GEN.200(a)(1)	<p>An operator shall establish and maintain an accident prevention and flight safety programme, which may be integrated with the quality system, including: The appointment of a person accountable for managing the accident prevention and flight safety programme. COMPLEX OPERATORS - ORGANISATION AND ACCOUNTABILITIES. The management system of an operator should encompass safety by including a safety manager and a safety review board in the organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard</p>				

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	<p>identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes. (c) The safety review board should ensure that appropriate resources are allocated to achieve the established safety performance. (d) The safety manager or any other relevant person may attend, as appropriate, safety review board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.</p>				
<p>1.037 (b) AMC1 ORO.GEN.200(a)(1)</p>	<p>Proposals for corrective action resulting from the accident prevention and flight safety programme shall be the responsibility of the person accountable for managing the programme.</p> <p>COMPLEX OPERATORS - ORGANISATION AND ACCOUNTABILITIES The management system of an operator should encompass safety by including a safety manager and a safety review board in the organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review</p>				

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	board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.				
1.1045 Appendix 1 A 2.4 AMC3 ORO.MLR.100 1 A 2.3	Operational control. A description of the procedures and responsibilities necessary to exercise operational control with respect to flight safety. Operational control. A description of the procedures and responsibilities necessary to exercise operational control with respect to flight safety.				
1.1045 Appendix 1 A 2.5 AMC3 ORO.MLR.100 1 A 2.4	Powers of the Authority. A description of the powers of the Authority and guidance to staff on how to facilitate inspections by Authority personnel. Powers of the authority. A description of the powers of the competent authority and guidance to staff on how to facilitate inspections by authority personnel.				
1.145 ORO.GEN.140	An operator shall ensure that any person authorized by the Authority is permitted at any time to board and fly in any aeroplane operated in accordance with an AOC issued by that Authority and to enter and remain on the flight deck provided that the commander may refuse access to the flight deck if, in his/her opinion, the safety of the aeroplane would thereby be endangered. Access. (a) For the purpose of determining compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, the operator shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by one of the following authorities: (1) the competent authority defined in ORO.GEN.105; (2) the authority acting under the provisions of ARO.GEN.300(d), ARO.GEN.300(e) or ARO.RAMP. (b) Access to the aircraft mentioned under (a) shall include the possibility to enter and remain in the aircraft during flight operations unless otherwise decided by the commander for the flight crew compartment in accordance with CAT.GEN.MPA.135 in the interest of safety.				

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1.150 (a)(1) ORO.GEN.140	<p>An operator shall: Give any person authorised by the Authority access to any documents and records which are related to flight operations or maintenance.</p> <p>Access. (a) For the purpose of determining compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, the operator shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by one of the following authorities: (1) the competent authority defined in ORO.GEN.105; (2) the authority acting under the provisions of ARO.GEN.300(d), ARO.GEN.300(e) or ARO.RAMP. (b) Access to the aircraft mentioned under (a) shall include the possibility to enter and remain in the aircraft during flight operations unless otherwise decided by the commander for the flight crew compartment in accordance with CAT.GEN.MPA.135 in the interest of safety.</p>				
1.150 (a)(2) ORO.GEN.140	<p>An operator shall: Produce all such documents and records, when requested to do so by the Authority, within a reasonable period of time.</p> <p>Access. (a) For the purpose of determining compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, the operator shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by one of the following authorities: (1) the competent authority defined in ORO.GEN.105; (2) the authority acting under the provisions of ARO.GEN.300(d), ARO.GEN.300(e) or ARO.RAMP. (b) Access to the aircraft mentioned under (a) shall include the possibility to enter and remain in the aircraft during flight operations unless otherwise decided by the commander for the flight crew compartment in accordance with CAT.GEN.MPA.135 in the interest of safety.</p>				
1.150 (b) CAT.GEN.MPA.190	<p>The commander shall, within a reasonable time of being requested to do so by a person authorised by an Authority, produce to that person the documentation required to be carried on board.</p> <p>Provision of documentation and records. The commander shall, within a reasonable time of being requested to do so by a person authorised by an authority, provide to that person the documentation required to be carried on board.</p>				
1.175 (b) and (e) ORO.GEN.115(b) and ORO.GE	<p>General rules for air operator certification(b) An applicant for an AOC, or variation of an AOC, shall allow the Authority to examine all safety aspects of the pro- posed operation. (e) An operator shall</p>				

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N.140	<p>grant the Authority access to his organisation and aeroplanes and shall ensure that, with respect to maintenance, access is granted to any associated Part–145 maintenance organisation, to determine continued compliance with OPS 1.</p> <p>Application for an operator certificate. Applicants for an initial certificate shall provide the competent authority with documentation demonstrating how they will comply with the requirements established in Regulation (EC) No 216/2008 and its Implementing Rules. Such documentation shall include a procedure describing how changes not requiring prior approval will be managed and notified to the competent authority. Access. (a) For the purpose of determining compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, the operator shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by one of the following authorities: (1) the competent authority defined in ORO.GEN.105; (2) the authority acting under the provisions of ARO.GEN.300(d), ARO.GEN.300(e) or ARO.RAMP. (b) Access to the aircraft mentioned under (a) shall include the possibility to enter and remain in the aircraft during flight operations unless otherwise decided by the commander for the flight crew compartment in accordance with CAT.GEN.MPA.135 in the interest of safety.</p>				

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PART A 3 QUALITY SYSTEM					
1.1040 (l) ORO.MLR.100(k)	<p>An operator must ensure that the content of the Quality System in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.</p> <p>Operations manual — general. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				
1.1045 (b) ORO.MLR.101	<p>An operator shall ensure that the content of the Quality system is in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation.</p> <p>The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.</p>				
1.1045 Appendix 1 A3 (a) and 1.035 (a) AMC3 ORO.MLR.100 and ORO.GEN.200(a)(6)	<p>A description of the quality system adopted including at least: (a) Quality policy An operator shall establish one Quality System and designate one Quality Manager to monitor compliance with, and adequacy of, procedures required to ensure safe operational practices and airworthy aeroplanes. Compliance monitoring must include a feed-back system to the Accountable Manager (see also OPS 1.175 (h)) to ensure corrective action as necessary.</p> <p>A description of the management system, including at least the following: (a) safety policy;.(b) the process for identifying safety hazards and for evaluating and managing the associated risks;.(c) compliance monitoring system;.(d) allocation of duties and responsibilities;.(e) documentation of all key management system processes. The operator shall establish, implement and maintain a management system that includes a function to monitor compliance of the operator with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of</p>				

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	corrective actions as necessary.				
AMC OPS 1.035 2.3	The Quality System should enable the operator to monitor compliance with OPS1, the Operations Manual, the Operator's Continuing Airworthiness Management Exposition (CAME previous MME), and any other standards specified by that operator, or the Authority, to ensure safe operations and airworthy aircraft.				
AMC OPS 1.035 2.1	The terms used in the context of the requirement for an operator's Quality System have the following meanings: i. Accountable Manager. The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator. ii. Quality Assurance. All those planned and systematic actions necessary to provide adequate confidence that operational and maintenance practices satisfy given requirements. iii. Quality Manager. The manager, acceptable to the Authority, responsible for the management of the Quality System, monitoring function and requesting corrective actions.				
AMC OPS 1.035 2.1.a	The terms used in the context of the requirement for an operator's Quality System have the following meanings: i. Accountable Manager. The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator. ii. Quality Assurance. All those planned and systematic actions necessary to provide adequate confidence that operational and maintenance practices satisfy given requirements. iii. Quality Manager. The manager, acceptable to the Authority, responsible for the management of the Quality System, monitoring function and requesting corrective actions.		AC		
1.1045 Appendix 1 A 3 (b) and 1.035 (d) AMC3 ORO.MLR.100 and ORO.GEN.200(a)(5)	A description of the quality system adopted including at least: A description of the organisation of the quality system; The quality system must be described in relevant documentation. The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. (b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that				

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	are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. (g) For AOC holders: (1) for amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and (2) for amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. (h) Notwithstanding (g), when immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. (i) The operator shall incorporate all amendments and revisions required by the competent authority. (j) The operator shall ensure that information taken from approved documents, and any amendment thereof, is correctly reflected in the OM. This does not prevent the operator from publishing more conservative data and procedures in the OM. (k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles. The operator shall establish, implement and maintain a management system that includes: (5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this				
AMC OPS 1.035 3.3.2.h.iii AMC1 ORO.GEN.200(a)(6)	In addition, relevant documentation should also include the following: The Quality Assurance Programme, reflecting reporting procedures Compliance monitoring documentation. (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme;				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	(B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control				
AMC OPS 1.035 3.2	Scope. 3.2.1 As a minimum, the Quality System should address the following: a. The provisions of JAR-OPS; b. The operator's additional standards and operating procedures; c. The operator's Quality Policy; d. The operator's organisational structure; e. Responsibility for the development, establishment and management of the Quality System; f. Documentation, including manuals, reports and records; g. Quality Procedures; h. Quality Assurance Programme; i. The required financial, material, and human resources; j. Training requirements. 3.2.2 The quality system should include a feedback system to the Accountable Manager to ensure that corrective actions are both identified and promptly addressed. The feedback system should also specify who is required to rectify discrepancies and non-compliance in each particular case, and the procedure to be followed if corrective action is not completed within an appropriate timescale.				
1.1045 Appendix 1 A 3 (c) and 1.035 AMC3 ORO.MLR.100 and ORO.GEN.200	A description of the quality system adopted including at least: Allocation of duties and responsibilities. (a) An operator shall establish one quality system and designate one quality manager to monitor compliance with, and adequacy of, procedures required to ensure safe operational practices and airworthy aeroplanes. Compliance monitoring must include a feed-back system to the accountable manager (see also OPS 1.175 (h)) to ensure corrective action as necessary. (b) The quality system must include a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with all applicable requirements, standards and procedures. (c) The quality system and the quality manager must be acceptable to the Authority. (d) The quality system must be described in relevant documentation. (e) Notwithstanding subparagraph (a) above, the Authority may accept the nomination of two quality managers, one for operations and one for maintenance provided that the operator has designated one Quality Management Unit to ensure that the quality system is applied uniformly throughout the entire operation. A description of the quality system adopted including at least: Allocation of duties and responsibilities. Management system. (a) The operator shall establish, implement and maintain a management system that includes: (1) clearly defined lines of responsibility and accountability throughout the operator, including a direct safety accountability of the accountable manager; (2) a				

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	description of the overall philosophies and principles of the operator with regard to safety, referred to as the safety policy; (3) the identification of aviation safety hazards entailed by the activities of the operator, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness; (4) maintaining personnel trained and competent to perform their tasks; (5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation; (6) a function to monitor compliance of the operator with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and (7) any additional requirements that are prescribed in the relevant Subparts of this Annex or other applicable Annexes. (b) The management system shall correspond to the size of the operator and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.				
1.035 (a) ORO.GEN.200(a)(6)	An operator shall establish one Quality System and designate one Quality Manager to monitor compliance with, and adequacy of, procedures required to ensure safe operational practices and airworthy aeroplanes. Compliance monitoring must include a feedback system to the Accountable Manager (see also OPS 1.175 (h)) to ensure corrective action as necessary. Management system. The operator shall establish, implement and maintain a management system that includes a function to monitor compliance of the operator with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 3.1 Subject areas for Quality Inspections					
AMC OPS 1.035 4.2.2.a GM2 ORO.GEN.200(a)(6)	Typical subject areas for quality inspections are: Actual flight Operations Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: Actual flight Operations				
AMC OPS 1.035 4.2.2.b GM2 ORO.GEN.200(a)(6)	Typical subject areas for quality inspections are: Ground De-icing/Anti-icing. Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: Ground De-icing/Anti-icing.				
AMC OPS 1.035 4.2.2.c GM2 ORO.GEN.200(a)(6)	Typical subject areas for quality inspections are: Flight Support Services. Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: Flight Support Services.				
AMC OPS 1.035 4.2.2.d GM2 ORO.GEN.200(a)(6)	Typical subject areas for quality inspections are: Load Control. Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: Load Control.				
AMC OPS 1.035 4.2.2.e GM2 ORO.GEN.200(a)(6)	Typical subject areas for quality inspections are: Maintenance. Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: aircraft maintenance/operations interface;				
AMC OPS 1.035 4.2.2.f GM2 ORO.GEN.200(a)(6)	Typical subject areas for quality inspections are: Technical Standards. Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: Technical Standards.				
AMC OPS 1.035 4.2.2.g GM2 ORO.GEN.200(a)(6)	Typical subject areas for quality inspections are: Training standards. Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 3.2 Audit monitor					
AMC OPS 1.035 4.6.1.a GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: a. Organisation; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME. (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.b GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Plans and Company objectives; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME. (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.c GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Operational Procedures; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.d GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Flight Safety; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations,				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.e GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Operator certification (AOC/Operations specification); COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.f GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Supervision; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.g GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Aircraft Performance; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security..				
AMC OPS 1.035 4.6.1.h GM2 ORO.GEN.	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and				

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200(a)(6)	<p>safety equipment. In doing so they should as a minimum, and where appropriate, monitor: h. All Weather Operations;</p> <p>COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.</p>				
AMC OPS 1.035 4.6.1.i GM2 ORO.GEN.200(a)(6)	<p>Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Communications and Navigational Equipment and Practices;</p> <p>COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.j GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Mass, Balance and Aircraft Loading; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.k GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Instruments and Safety Equipment; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.l GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Manuals, Logs, and Records; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.m GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Flight and Duty Time Limitations, Rest Requirements, and Scheduling; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations,				

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	airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.n GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Aircraft Maintenance/Operations interface; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.o GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Use of the MEL; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring				

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	audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.p GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Maintenance Programmes and Continued Airworthiness; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.q	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations,				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
GM2 ORO.GEN.200(a)(6)	airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Airworthiness Directives management; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.r GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Maintenance Accomplishment; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.s GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Defect Deferral; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.t GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Flight Crew; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.u GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Cabin Crew; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.v GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Dangerous Goods; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.w GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Security; COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				
AMC OPS 1.035 4.6.1.x GM2 ORO.GEN.200(a)(6)	Operators are required to monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they should as a minimum, and where appropriate, monitor: Training. COMPLEX OPERATORS - COMPLIANCE MONITORING PROGRAMME (a) Typical subject areas for compliance monitoring audits and inspections for operators should be, as applicable: (1) actual flight operations; (2) ground de-icing/anti-icing; (3) flight				

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	support services; (4) load control; (5) technical standards. (b) Operators should monitor compliance with the operational procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so, they should, where appropriate, additionally monitor the following: (1) operational procedures; (2) flight safety procedures; (3) operational control and supervision; (4) aircraft performance; (5) all weather operations; (6) communications and navigational equipment and practices; (7) mass, balance and aircraft loading; (8) instruments and safety equipment; (9) ground operations; (10) flight and duty time limitations, rest requirements, and scheduling; (11) aircraft maintenance/operations interface; (12) use of the MEL; (13) flight crew; (14) cabin crew; (15) dangerous goods; (16) security.				

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PART A 3.3 The Quality procedures and processes included in Audits					
AMC OPS 1.035 4.3.2.a	A statement explaining the scope of the audit.				
AMC OPS 1.035 4.7.1 and 4.7.2 GM3 ORO.GEN.200(a)(6)	A Quality Assurance Program should include a defined audit schedule and a periodic review area by area (and unscheduled and follow-up audits). All aspects of the operation should be reviewed within every period of 12 months. The frequency of audits should not be decreased without the agreement of the Authority. REFERE TO RULE				
AMC OPS 1.035 3.3.2.h.i	The Quality Assurance Program, reflecting schedule of the monitoring process.				
AMC OPS 1.035 3.3.2.h.ii	Audit procedures description.				
AMC OPS 1.035 4.3.2.b	Planning and preparation.				
AMC OPS 1.035 4.3.2.c	Gathering and recording evidence.				
AMC OPS 1.035 4.3.2.d	Analysis of the evidence.				
AMC OPS 1.035 4.3.3.a	Techniques which contribute to an effective audit as interviews or discussions with personnel.				
AMC OPS 1.035 4.3.3.b	Techniques which contribute to an effective audit as a review of published documents.				
AMC OPS 1.035 4.3.3.c	Techniques which contribute to an effective audit as the examination of an adequate sample of records.				
AMC OPS 1.035 4.3.3.d	Techniques which contribute to an effective audit as the witnessing of the activities which make up the operation.				
AMC OPS 1.035 4.3.3.e	Techniques which contribute to an effective audit as the preservation of documents and the recording of observations.				

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PART A 3.4 Auditors					
AMC OPS 1.035 4.5.1 GM1 ORO.GEN.200(a)(6)	<p>Auditors should not have any day-to-day involvement in the area of the operation and/or maintenance activity which is to be audited.</p> <p>COMPLIANCE MONITORING - GENERAL. (a) The organisational set-up of the compliance monitoring function should reflect the size of the operator and the nature and complexity of its activities. The compliance monitoring manager may perform all audits and inspections himself/herself or appoint one or more auditors by choosing personnel having the related competence as defined in AMC1 ORO.GEN.200(a)(6) point (c)(3)(iii), either from within or outside the operator. (b) Regardless of the option chosen it must be ensured that the independence of the audit function is not affected, in particular in cases where those performing the audit or inspection are also responsible for other functions for the operator. (c) In case external personnel are used to perform compliance audits or inspections: (1) any such audits or inspections are performed under the responsibility of the compliance monitoring manager; and (2) the operator remains responsible to ensure that the external personnel has relevant knowledge, background and experience as appropriate to the activities being audited or inspected; including knowledge and experience in compliance monitoring. (d) The operator retains the ultimate responsibility for the effectiveness of the compliance monitoring function in particular for the effective implementation and follow-up of all corrective actions.</p>				
AMC OPS 1.035 4.5.2.a GM1 ORO.GEN.200(a)(6)	<p>The operator's Quality Assurance Program should identify the persons within the company who have the experience , responsibility and authority to perform quality inspections and audits as part of ongoing Quality Assurance.</p> <p>COMPLIANCE MONITORING - GENERAL. (a) The organisational set-up of the compliance monitoring function should reflect the size of the operator and the nature and complexity of its activities. The compliance monitoring manager may perform all audits and inspections himself/herself or appoint one or more auditors by choosing personnel having the related competence as defined in AMC1 ORO.GEN.200(a)(6) point (c)(3)(iii), either from within or outside the operator. (b) Regardless of the option chosen it must be ensured that the independence of the audit function is not affected, in particular in cases where those performing the audit or inspection are also responsible for other functions for the operator. (c) In case external personnel are used to perform compliance</p>				

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	audits or inspections: (1) any such audits or inspections are performed under the responsibility of the compliance monitoring manager; and (2) the operator remains responsible to ensure that the external personnel has relevant knowledge, background and experience as appropriate to the activities being audited or inspected; including knowledge and experience in compliance monitoring. (d) The operator retains the ultimate responsibility for the effectiveness of the compliance monitoring function in particular for the effective implementation and follow-up of all corrective actions.				
AMC OPS 1.035 4.5.2.b GM1 ORO.GEN.200(a)(6)	<p>The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibility and authority to identify and record any concerns or findings, and the evidence necessary to substantiate such concerns or findings.</p> <p>COMPLIANCE MONITORING - GENERAL. (a) The organisational set-up of the compliance monitoring function should reflect the size of the operator and the nature and complexity of its activities. The compliance monitoring manager may perform all audits and inspections himself/herself or appoint one or more auditors by choosing personnel having the related competence as defined in AMC1 ORO.GEN.200(a)(6) point (c)(3)(iii), either from within or outside the operator. (b) Regardless of the option chosen it must be ensured that the independence of the audit function is not affected, in particular in cases where those performing the audit or inspection are also responsible for other functions for the operator. (c) In case external personnel are used to perform compliance audits or inspections: (1) any such audits or inspections are performed under the responsibility of the compliance monitoring manager; and (2) the operator remains responsible to ensure that the external personnel has relevant knowledge, background and experience as appropriate to the activities being audited or inspected; including knowledge and experience in compliance monitoring. (d) The operator retains the ultimate responsibility for the effectiveness of the compliance monitoring function in particular for the effective implementation and follow-up of all corrective actions.</p>				
AMC OPS 1.035 4.5.2.c GM1 ORO.GEN.200(a)(6)	<p>The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibility and authority to initiate or recommend solutions to concerns or findings through designated reporting channels.</p> <p>COMPLIANCE MONITORING - GENERAL. (a) The organisational</p>				

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	<p>set-up of the compliance monitoring function should reflect the size of the operator and the nature and complexity of its activities. The compliance monitoring manager may perform all audits and inspections himself/herself or appoint one or more auditors by choosing personnel having the related competence as defined in AMC1 ORO.GEN.200(a)(6) point (c)(3)(iii), either from within or outside the operator. (b) Regardless of the option chosen it must be ensured that the independence of the audit function is not affected, in particular in cases where those performing the audit or inspection are also responsible for other functions for the operator. (c) In case external personnel are used to perform compliance audits or inspections: (1) any such audits or inspections are performed under the responsibility of the compliance monitoring manager; and (2) the operator remains responsible to ensure that the external personnel has relevant knowledge, background and experience as appropriate to the activities being audited or inspected; including knowledge and experience in compliance monitoring. (d) The operator retains the ultimate responsibility for the effectiveness of the compliance monitoring function in particular for the effective implementation and follow-up of all corrective actions.</p>				
<p>AMC OPS 1.035 4.5.2.d GM1 ORO.GEN.200(a)(6)</p>	<p>The operator's Quality Assurance Program should identify the persons within the company who have the experience , responsibility and authority to verify the implementation of solutions within specific timescales</p> <p>COMPLIANCE MONITORING - GENERAL. (a) The organisational set-up of the compliance monitoring function should reflect the size of the operator and the nature and complexity of its activities. The compliance monitoring manager may perform all audits and inspections himself/herself or appoint one or more auditors by choosing personnel having the related competence as defined in AMC1 ORO.GEN.200(a)(6) point (c)(3)(iii), either from within or outside the operator. (b) Regardless of the option chosen it must be ensured that the independence of the audit function is not affected, in particular in cases where those performing the audit or inspection are also responsible for other functions for the operator. (c) In case external personnel are used to perform compliance audits or inspections: (1) any such audits or inspections are performed under the responsibility of the compliance monitoring manager; and (2) the operator remains responsible to ensure that the external personnel has relevant knowledge, background and experience as appropriate to the activities being audited or</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	inspected; including knowledge and experience in compliance monitoring. (d) The operator retains the ultimate responsibility for the effectiveness of the compliance monitoring function in particular for the effective implementation and follow-up of all corrective actions.				
AMC OPS 1.035 4.5.2.e GM1 ORO.GEN.200(a)(6)	<p>The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibility and authority to report directly to the Quality Manager.</p> <p>COMPLIANCE MONITORING - GENERAL. (a) The organisational set-up of the compliance monitoring function should reflect the size of the operator and the nature and complexity of its activities. The compliance monitoring manager may perform all audits and inspections himself/herself or appoint one or more auditors by choosing personnel having the related competence as defined in AMC1 ORO.GEN.200(a)(6) point (c)(3)(iii), either from within or outside the operator. (b) Regardless of the option chosen it must be ensured that the independence of the audit function is not affected, in particular in cases where those performing the audit or inspection are also responsible for other functions for the operator. (c) In case external personnel are used to perform compliance audits or inspections: (1) any such audits or inspections are performed under the responsibility of the compliance monitoring manager; and (2) the operator remains responsible to ensure that the external personnel has relevant knowledge, background and experience as appropriate to the activities being audited or inspected; including knowledge and experience in compliance monitoring. (d) The operator retains the ultimate responsibility for the effectiveness of the compliance monitoring function in particular for the effective implementation and follow-up of all corrective actions.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 3.5 Monitoring and Corrective Action					
AMC OPS 1.035 3.3.2.h.iv AMC1 ORO.GEN.200(a)(6)	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include follow-up and corrective action procedures. Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.				
AMC OPS 1.035 4.8.2	Any non-compliance identified as a result of monitoring should be communicated to the manager responsible for taking corrective action or, if appropriate, the Accountable Manager.				
AMC OPS 1.035 4.8.3	The Quality Assurance Program should include procedures to ensure that corrective actions are taken in response to findings.				
AMC OPS 1.035 4.8.4.a.i	Subsequent to the quality inspection/audit, the operator should establish: i. The seriousness of any findings and any need for immediate corrective action;				
AMC OPS 1.035 4.8.4.a.i	Subsequent to the quality inspection/audit, the operator should establish: i. The seriousness of any findings and any need for immediate corrective action;				
AMC OPS 1.035 4.8.4.a.ii	Subsequent to the quality inspection/audit, the operator should establish: The origin of the finding;				
AMC OPS 1.035 4.8.4.a.iii	Subsequent to the quality inspection/audit, the operator should establish: What corrective actions are required to ensure that the non-compliance does not recur				
AMC OPS 1.035 4.8.4.a.iv	Subsequent to the quality inspection/audit, the operator should establish: A schedule for corrective action.				
AMC OPS 1.035 4.8.4.a.v	Subsequent to the quality inspection/audit, the operator should establish: The identification of individuals or departments responsible for implementing corrective action.				
AMC OPS 1.035 4.8.4.a.vi	Subsequent to the quality inspection/audit, the operator should establish: Allocation of resources by the Accountable Manager, when appropriate.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
AMC OPS 1.035 4.8.5.a	The Quality Manager should verify the corrective action is taken by the manager responsible in response to any finding of non-compliance.				
AMC OPS 1.035 4.8.5.b	The Quality Manager should Verify that corrective action includes the elements outlined in paragraph 4.8.4 above				
1.037 (c) and AMC OPS 1.035 4.8.5.c AMC1 ORO.GEN.200(a)(1)	<p>The effectiveness of changes resulting from proposals for corrective action identified by the accident and flight safety programme shall be monitored by the Quality Manager. The Quality Manager should monitor the implementation and completion of corrective action.</p> <p>The management system of an operator should encompass safety by including a safety manager and a safety review board in the organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.(c) The safety review board should ensure that appropriate resources are allocated to achieve the established safety performance. (d) The safety manager or any other relevant person may attend, as appropriate, safety review board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.</p>				
AMC OPS 1.035 4.8.5.d	The Quality Manager should provide management with an independent assessment of corrective action, implementation and completion.				

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AMC OPS 1.035 4.8.5.e	The Quality Manager should evaluate the effectiveness of corrective action through the follow-up process.				

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PART A 3.6 Management Evaluation					
AMC OPS 1.035 4.9.1 AMC1 ORO.GEN.200(a)(1)	<p>Description for the management evaluation: a comprehensive, systematic, documented review by the management of the quality system, operational policies and procedures</p> <p>The management system of an operator should encompass safety by including a safety manager and a safety review board in the organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.(c) The safety review board should ensure that appropriate resources are allocated to achieve the established safety performance. (d) The safety manager or any other relevant person may attend, as appropriate, safety review board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.</p>				
AMC OPS 1.035 4.9.2 AMC1 ORO.GEN.200(a)(1)	<p>A management evaluation should identify and correct trends, and prevent, where possible, future non-conformities. Conclusions and recommendations made as a result of an evaluation should be submitted in writing to the responsible manager for action. The responsible manager should be an individual who has the authority to resolve issues and take action.</p> <p>The management system of an operator should encompass safety by including a safety manager and a safety review board in the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.(c) The safety review board should ensure that appropriate resources are allocated to achieve the established safety performance. (d) The safety manager or any other relevant person may attend, as appropriate, safety review board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.</p>				
<p>AMC OPS 1.035 4.9.1.a AMC1 ORO.GEN.200(a)(1)</p>	<p>A management evaluation should consider the results of quality inspections, audits and any other indications.</p> <p>The management system of an operator should encompass safety by including a safety manager and a safety review board in the organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and</p>				

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	(vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.(c) The safety review board should ensure that appropriate resources are allocated to achieve the established safety performance. (d) The safety manager or any other relevant person may attend, as appropriate, safety review board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.				
AMC OPS 1.035 4.9.1.b AMC1 ORO.GEN.200(a)(1)	A management evaluation should consider the overall effectiveness of the management organisation in achieving stated objectives. The management system of an operator should encompass safety by including a safety manager and a safety review board in the organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.(c) The safety review board should				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	ensure that appropriate resources are allocated to achieve the established safety performance. (d) The safety manager or any other relevant person may attend, as appropriate, safety review board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.				
AMC OPS 1.035 4.9.3 AMC1 ORO.GEN.200(a)(1)	<p>The Accountable Manager should decide upon the frequency, format, and structure of internal management evaluation activities.</p> <p>The management system of an operator should encompass safety by including a safety manager and a safety review board in the organisational structure. (a) Safety manager (1) The safety manager should act as the focal point and be responsible for the development, administration and maintenance of an effective safety management system. (2) The functions of the safety manager should be to: (i) facilitate hazard identification, risk analysis and management; (ii) monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan; (iii) provide periodic reports on safety performance; (iv) ensure maintenance of safety management documentation; (v) ensure that there is safety management training available and that it meets acceptable standards; (vi) provide advice on safety matters; and (vii) ensure initiation and follow-up of internal occurrence / accident investigations. (b) Safety review board (1) The Safety review board should be a high level committee that considers matters of strategic safety in support of the accountable manager's safety accountability. (2) The board should be chaired by the accountable manager and be composed of heads of functional areas. (3) The safety review board should monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the operator's safety management processes.(c) The safety review board should ensure that appropriate resources are allocated to achieve the established safety performance. (d) The safety manager or any other relevant person may attend, as appropriate, safety review board meetings. He/she may communicate to the accountable manager all information, as necessary, to allow decision making based on safety data.</p>				

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PART A 3.7 The Quality Assurance Program Recording					
AMC OPS 1.035 3.3.2.h.v AMC1 ORO.GEN.200(a)(6)	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include recording system. Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.				
AMC OPS 1.035 3.3.2.j AMC1 ORO.GEN.200(a)(6)	Relevant Documentation for the Quality System in OM-A (Quality Manual) should document control. Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.				
AMC OPS 1.035 4.10.2.a AMC1 ORO.GEN.200(a)(6)	Audit Schedules should be retained for a period of 5 years. Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
AMC OPS 1.035 4.10.2.b AMC1 ORO.GEN.200(a)(6)	<p>Quality Inspection and Audit reports should be retained for a period of 5 years.</p> <p>Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.</p>				
AMC OPS 1.035 4.10.2.c AMC1 ORO.GEN.200(a)(6)	<p>Responses to findings should be retained for a period of 5 years.</p> <p>Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.</p>				
AMC OPS 1.035 4.10.2.d AMC1 ORO.GEN.200(a)(6)	<p>Corrective action reports should be retained for a period of 5 years.</p> <p>Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.</p>				
AMC OPS 1.035 4.10.2.e AMC1 ORO.GEN.200(a)(6)	<p>Follow-up and closure reports should be retained for a period of 5 years.</p> <p>Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.				
AMC OPS 1.035 4.10.2.f AMC1 ORO.GEN.200(a)(6)	Management evaluation reports should be retained for a period of 5 years. Compliance monitoring documentation (1) Relevant documentation should include the relevant part(s) of the operator's management system documentation. (2) In addition, relevant documentation should also include the following: (i) terminology; (ii) specified activity standards; (iii) a description of the operator; (iv) the allocation of duties and responsibilities; (v) procedures to ensure regulatory compliance; (vi) the compliance monitoring programme, reflecting: (A) schedule of the monitoring programme; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system. (vii) the training syllabus referred to in (e)(2); (viii) document control.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 3.8 Sub-Contractors and Quality					
AMC OPS 1.035 5.1.2 AMC1 ORO.GEN.205	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include statement that the ultimate responsibility for the product or service provided by the sub-contractor always remains with the operator. RESPONSIBILITY WHEN CONTRACTING ACTIVITIES. (a) The operator may decide to contract certain activities to external organisations. (b) A written agreement should exist between the operator and the contracted organisation clearly defining the contracted activities and the applicable requirements. (c) The contracted safety related activities relevant to the agreement should be included in the operator's safety management and compliance monitoring programmes.(d) The operator should ensure that the contracted organisation has the necessary authorisation or approval when required, and commands the resources and competence to undertake the task.				
AMC OPS 1.035 5.1.2 AMC1 ORO.GEN.205	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include description of a written agreement between operator and the sub-contractor clearly defining the safety related services and quality to be provided. The sub-contractor's safety related activities relevant to the agreement should be included in the operator's Quality Assurance Program. RESPONSIBILITY WHEN CONTRACTING ACTIVITIES. (a) The operator may decide to contract certain activities to external organisations. (b) A written agreement should exist between the operator and the contracted organisation clearly defining the contracted activities and the applicable requirements. (c) The contracted safety related activities relevant to the agreement should be included in the operator's safety management and compliance monitoring programmes.(d) The operator should ensure that the contracted organisation has the necessary authorisation or approval when required, and commands the resources and competence to undertake the task.				
AMC OPS 1.035 5.1.3 AMC1 ORO.GEN.205	If the operator requires the sub-contractor to conduct activity which exceeds the sub-contractor's authorization/approval, the operator is responsible for ensuring that the sub-contractor's quality assurance takes account of such additional requirements. RESPONSIBILITY WHEN CONTRACTING ACTIVITIES. (a) The operator may decide to contract certain activities to external organisations. (b) A written agreement should exist between the				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	operator and the contracted organisation clearly defining the contracted activities and the applicable requirements. (c) The contracted safety related activities relevant to the agreement should be included in the operator's safety management and compliance monitoring programmes.(d) The operator should ensure that the contracted organisation has the necessary authorisation or approval when required, and commands the resources and competence to undertake the task.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 4 CREW COMPOSITION					
1.1040 (l) ORO.MLR.100(k)	An operator must ensure that the content of the Crew Composition in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the content of the Crew Composition is in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 4.1 (a) AMC3 ORO.MLR.100	An explanation of the method for determining crew compositions taking account of the type of aeroplane being used. Crew composition. An explanation of the method for determining crew compositions, taking account of the following: (a) the type of aircraft being used				
1.1045 Appendix 1 A 4.1 (b) AMC3 ORO.MLR.100	An explanation of the method for determining crew compositions taking account of the area and type of operation being undertaken. Crew composition. An explanation of the method for determining crew compositions, taking account of the following: the area and type of operation being undertaken;				
1.1045 Appendix 1 A 4.1 (c) AMC3 ORO.MLR.100	An explanation of the method for determining crew compositions taking account of the phase of the flight. Crew composition. An explanation of the method for determining crew compositions, taking account of the following: the phase of the flight;				
1.1045 Appendix 1 A 4.1 (d) and 1.940 and	An explanation of the method for determining crew compositions taking account of the minimum crew requirement and flight duty				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.990 AMC3 ORO.MLR.100 and ORO.CC.100 ORO.CC.205 and ORO.FC.100 and ORO.FC.105 and ORO.FC.110 and ORO.FC.200 and AMC1 ORO.FC.200 and ORO.FC. 215	period planned. REFERE TO RULE				
1.1090, 1.1105 and 1.1115	REFERE TO RULE		AP		
1.1045 Appendix 1 A 4.1 (e) AMC3 ORO.MLR.100	An explanation of the method for determining crew compositions taking account of experience (total and on type), recency and qualification of the crew members. Crew composition. An explanation of the method for determining crew compositions, taking account of the following: experience (total and on type), recency and qualification of the crew members;				
1.1045 Appendix 1 A 4.1 (f) and 1.940 Appendix 1 AMC3 ORO.MLR.100	An explanation of the method for determining crew compositions taking account of the designation of the commander and, if necessitated by the duration of the flight, the procedures for the relief of the commander or other members of the flight crew (See Appendix 1 to OPS 1.940). Crew composition. An explanation of the method for determining crew compositions, taking account of the following: the designation of the pilot-in-command/commander and, if necessitated by the duration of the flight, the procedures for the relief of the pilot-in-command/commander or other members of the flight crew. (see ORO.FC.105); (a) A flight crew member may be relieved in flight of his/her duties at the controls by another suitably qualified flight crew member. (b) Relief of the commander (1) The commander may delegate conduct of the flight to: (i) another qualified commander; or (ii) for operations only above FL 200, a pilot qualified as detailed in subparagraph (c) below. (c) Minimum requirements for a pilot relieving the commander: (1) valid Airline Transport Pilot Licence; (2) conversion training and checking (including type rating training) as prescribed in OPS 1.945; (3) all recurrent training and checking as prescribed in OPS 1.965 and OPS 1.968; and (4) route competence qualification as prescribed in OPS 1.975. (d) Relief of the co-pilot (1) The co-pilot may be				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	relieved by: (i) another suitably qualified pilot; or (ii) a cruise relief co-pilot qualified as detailed in subparagraph (e) below. (e) Minimum requirements for cruise relief co-pilot: (1) valid Commercial Pilot Licence with instrument rating; (2) conversion training and checking, including type rating training, as prescribed in OPS 1.945 except the requirement for take-off and landing training; (3) all recurrent training and checking as prescribed in OPS 1.965 except the requirement for take-off and landing training; and (4) to operate in the role of co-pilot in the cruise only and not below FL 200. (5) recent experience as prescribed in OPS 1.970 is not required. The pilot shall, however, carry out flight simulator recency and refresher flying skill training at intervals not exceeding 90 days. This refresher training may be combined with the training prescribed in 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 Authority.				
1.1045 Appendix 1 A 4.1 (g) AMC3 ORO.MLR.100	An explanation of the method for determining crew compositions taking account of the designation of the senior cabin crew member and, if necessitated by the duration of the flight, the procedures for the relief of the senior cabin crew member and any other member of the cabin crew. Crew composition. An explanation of the method for determining crew compositions, taking account of the following: the designation of the senior cabin crew member and, if necessitated by the duration of the flight, the procedures for the relief of the senior cabin crew member and any other member of the cabin crew.				
1.1045 Appendix 1 A 4.2 AMC3 ORO.MLR.100	The rules applicable to the designation of the commander. Designation of the pilot-in-command/commander. The rules applicable to the designation of the pilot-in-command/commander.				
1.1045 Appendix 1 A 4.3 AMC3 ORO.MLR.100	Flight crew incapacitation. Instructions on the succession of command in the event of flight crew incapacitation. Flight crew incapacitation. Instructions on the succession of command in the event of flight crew incapacitation				
1.1045 Appendix 1 A 4.4 (a) AMC3 ORO.MLR.100	Operation of more than one type. A statement indicating which aeroplanes are considered as one type for the purpose of: Flight crew scheduling Operation on more than one type. A statement indicating which aircraft are considered as one type for the purpose of: (a) flight crew scheduling				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 4.4 (b) AMC3 ORO.MLR.100	Operation of more than one type. A statement indicating which aeroplanes are considered as one type for the purpose of: cabin crew scheduling Operation on more than one type. A statement indicating which aircraft are considered as one type for the purpose of: cabin crew scheduling.				
1.040 ORO.AOC.135(b)(2) and CAT.GEN.MPA.115	(a) An operator shall ensure that all operating flight and cabin crew members have been trained in, and are proficient to perform, their assigned duties. (b) Where there are crew members, other than cabin crew members, who carry out their duties in the passenger compartment of an aeroplane, an operator shall ensure that these: (1) are not confused by the passengers with the cabin crew members; (2) do not occupy required cabin crew assigned stations; (3) do not impede the cabin crew members in their duties. Adequacy and competency of personnel. All personnel assigned to, or directly involved in, ground and flight operations shall: (i) be properly trained; (ii) demonstrate their capabilities in the performance of their assigned duties; and (iii) be aware of their responsibilities and the relationship of their duties to the operation as a whole. The operator shall ensure that personnel or crew members, other than operating cabin crew members, carrying out their duties in the passenger compartment of an aircraft: (a) are not confused by the passengers with operating cabin crew members; (b) do not occupy required cabin crew assigned stations; (c) do not impede operating cabin crew members in their duties.				
1.940 (a)(4) ORO.FC.200(a)	An operator shall ensure that: procedures are established, acceptable to the Authority, to prevent the crewing together of inexperienced flight crew members. There shall not be more than one inexperienced flight crew member in any flight crew.		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 5 QUALIFICATION REQUIREMENTS					
1.1040 (l) ORO.MLR.100(k)	An operator must ensure that the content of the Qualification requirements in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Qualification requirements are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation				
1.940 (a)(3) ORO.FC.100(c)	All flight crew members hold an applicable and valid license acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them. All flight crew members shall hold a licence and ratings issued or accepted in accordance with Commission Regulation (EU) No 1178/2011 (1) and appropriate to the duties assigned to them.		AC		
1.1045 Appendix 1 5.1 and 5.2 (a) AMC3 ORO.MLR.100	A description of the required license, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Flight crew. - Commander (a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. (b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. (g) For AOC holders: (1) for amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and (2) for amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. (h) Notwithstanding (g), when immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. (i) The operator shall incorporate all amendments and revisions required by the competent authority. (j) The operator shall ensure that information taken from approved documents, and any amendment thereof, is correctly reflected in the OM. This does not prevent the operator from publishing more conservative data and procedures in the OM. (k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				
<p>1.1045 Appendix 1 A 5.1 and 5.2 (b) AMC3 ORO.MLR.100</p>	<p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Flight crew. Pilot relieving the commander.</p> <p>(a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. (b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. (g) For AOC holders: (1) for amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and (2) for amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. (h) Notwithstanding (g), when immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. (i) The operator shall incorporate all amendments and revisions required by the competent authority. (j) The operator shall ensure that information taken from approved documents, and any amendment thereof, is correctly reflected in the OM. This does not prevent the operator from publishing more conservative data and procedures in the OM. (k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				
1.955 (a)(1) ORO.FC.105(b)(1),(3)	<p>An operator shall ensure that for upgrade to commander from co-pilot and for those joining as commanders: (1) A minimum level of experience, acceptable to the Authority, is specified in the Operations Manual</p> <p>The operator shall only designate a flight crew member to act as pilot-in-command/commander if he/she has: (1) the minimum level of experience specified in the operations manual. (3) in the case of multi-crew operations, completed an operator's command course if upgrading from co-pilot to pilot-in-command/commander.</p>		AC		
1.1045 Appendix 1 A 5.1 and 5.2 (c) AMC3 ORO.MLR.100	<p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>Flight crew. Co-pilot.</p> <p>(a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.</p> <p>(b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. (g) For AOC holders: (1) for amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and (2) for amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. (h) Notwithstanding (g), when immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. (i) The operator shall incorporate all amendments and revisions required by the competent authority. (j) The operator shall ensure that information taken from approved documents, and any amendment thereof, is correctly reflected in the OM. This does not prevent the operator from publishing more conservative data and procedures in the OM. (k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				
1.1045 Appendix 1 A 5.1 and 5.2 (d) AMC3 ORO.MLR.100	<p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew.</p> <p>Flight crew.- Pilot under supervision.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>(a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.</p> <p>(b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. (g) For AOC holders: (1) for amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and (2) for amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. (h) Notwithstanding (g), when immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. (i) The operator shall incorporate all amendments and revisions required by the competent authority. (j) The operator shall ensure that information taken from approved documents, and any amendment thereof, is correctly reflected in the OM. This does not prevent the operator from publishing more conservative data and procedures in the OM. (k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				
1.1045 Appendix 1 A 5.1 and 5.2 (e) AMC3 ORO.MLR.100	<p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Flight crew System panel operator.</p> <p>(a) The operator shall establish an operations manual (OM) as</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>specified under 8.b of Annex IV to Regulation (EC) No 216/2008. (b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. (g) For AOC holders: (1) for amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and (2) for amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. (h) Notwithstanding (g), when immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. (i) The operator shall incorporate all amendments and revisions required by the competent authority. (j) The operator shall ensure that information taken from approved documents, and any amendment thereof, is correctly reflected in the OM. This does not prevent the operator from publishing more conservative data and procedures in the OM. (k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				
1.940 (a)(6) ORO.FC.100	<p>An operator shall ensure that: when a dedicated System Panel Operator is required by the AFM, the flight crew includes one crew member who holds a Flight Engineer's license or is a suitably qualified flight crew member and acceptable to the Authority. When a separate flight engineer station is incorporated in the design of an aeroplane, the flight crew shall include one crew member who is suitably qualified in accordance with applicable national rules.</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.940 Appendix 1 (f) ORO.FC.A.201	<p>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 Authority.</p> <p>(a) The commander may delegate the conduct of the flight to: (1) another qualified commander; or (2) for operations only above flight level (FL) 200, a pilot who complies with the following minimum qualifications: (i) ATPL; (ii) conversion training and checking, including type rating training, in accordance with ORO.FC.220; (iii) all recurrent training and checking in accordance with ORO.FC.230 and ORO.FC.240; (iv) route/area and aerodrome competence in accordance with ORO.FC.105. (b) The co-pilot may be relieved by: (1) another suitably qualified pilot; (2) for operations only above FL 200, a cruise relief co-pilot that complies with the following minimum qualifications: (i) valid commercial pilot licence (CPL) with an instrument rating; (ii) conversion training and checking, including type rating training, in accordance with ORO.FC.220 except the requirement for take-off and landing training; (iii) recurrent training and checking in accordance with ORO.FC.230 except the requirement for take-off and landing training. (c) A flight engineer may be relieved in flight by a crew member suitably qualified in accordance with applicable national rules.</p>		AC		
1.1045 Appendix 1 A 5.1 and 5.2 (f) AMC3 ORO.MLR.100	<p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Flight crew. - Operation on more than one type or variant.</p> <p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration should be given to the aircraft type, kind of operation and composition of the crew. Flight crew: (a) Pilot-in-command/commander, (b) Pilot relieving the pilot-in-command/commander, (c) Co-pilot, (d) Pilot relieving the co-pilot, (e) Pilot under supervision, (f) System panel operator, (g) Operation on more than one type or variant.</p>				
1.1045 Appendix 1 A 5.1 and 5.3 (a) and 1.1000 and 1.988 and 1.989 AMC3 ORO.MLR.	<p>REFERE TO RULE</p> <p>REFERE TO RULE</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100 and ORO.CC.110(c) and ORO.CC.210(d) and GM1 CAT.GEN.MPA.115 and AMC1 CAT.GEN.MPA.115(a) and ORO.CC.100(c) and ORO.CC.200 and AMC1 ORO.CC.200(c) (d)					
1.1000 (d) ORO.CC.200 (e)	<p>An operator shall establish procedures to select the next most suitably qualified cabin crew member to operate as senior cabin crew member in the event of the nominated senior cabin crew member becoming unable to operate. Such procedures must be acceptable to the Authority and take account of a cabin crew member's operational experience.</p> <p>The operator shall establish procedures to select the most appropriately qualified cabin crew member to act as senior cabin crew member if the nominated senior cabin crew member becomes unable to operate. Changes to these procedures shall be notified to the competent authority.</p>		AC		
1.1045 Appendix 1 A 5.1 and 5.3 (b)(i) and 1.988 and 1.989 AMC3 ORO.MLR.100 and ORO.CC.110(c) and ORO.CC.210(d) and GM1 CAT.GEN.MPA.115 and AMC1 CAT.GEN.MPA.115(a)	<p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Cabin crew. Cabin crew member. Required cabin crew member. An operator shall ensure that all cabin crew members comply with the requirements of this Subpart and any other safety requirements applicable to cabin crew. For the purpose of this Regulation, "cabin crew member" means any crew member, other than a flight crew member, who performs, in the interests of safety of passengers, duties assigned to him/ her by the operator or the commander in the cabin of an aeroplane. (a) An operator shall ensure that all cabin crew members wear the operator's cabin crew uniform and are clearly identifiable to the passengers as a cabin crew member. (b) Other personnel, such as medical staff, security staff, child minders, escorts, technical staff, entertainers, interpreters, who</p>				

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	<p>undertake tasks in the cabin, shall not wear a uniform which might identify them to passengers as a cabin crew member, unless they comply with the requirements of this Subpart and any other applicable requirements of this Regulation.</p> <p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration should be given to the aircraft type, kind of operation and composition of the crew Operating cabin crew members, as well as their role with regard to the safety of passengers and flight, shall be clearly identified to the passengers Cabin crew members shall only be assigned to duties, and operate, on a particular aircraft type or variant if they: wear the operator's cabin crew uniform. MEASURES TO PREVENT CONFUSION BY PASSENGERS. If personnel or crew members other than operating cabin crew members carry out duties in a passenger compartment, the operator should ensure that they do not perform tasks or wear a uniform in such a way that might lead passengers to identify them as members of the operating cabin crew. The operator shall ensure that personnel or crew members, other than operating cabin crew members, carrying out their duties in the passenger compartment of an aircraft: (a) are not confused by the passengers with operating cabin crew members; (b) do not occupy required cabin crew assigned stations; (c) do not impede operating cabin crew members in their duties.</p>				
1.1045 Appendix 1 A 5.1 and 5.3 (b)(ii) AMC3 ORO.MLR.100	<p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Cabin crew member. Additional cabin crew member and cabin crew member during familiarisation flights.</p> <p>A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration should be given to the aircraft type, kind of operation and composition of the crew Cabin crew: Cabin crew member: Additional cabin crew member and cabin crew member during familiarisation flights</p>				
1.1045 Appendix 1 A 5.1 and 5.3 (c) AMC3 ORO.MLR.	<p>A description of the required license, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100	personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Cabin crew. (c) Operation on more than one type or variant. A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration should be given to the aircraft type, kind of operation and composition of the crew. Cabin crew: Operation on more than one type or variant.				
1.1045 Appendix 1 A 5.4 (a) AMC3 ORO.MLR.100	Training, checking and supervision personnel. For flight crew. Training, checking and supervision personnel: (a) for flight crew;				
1.1045 Appendix 1 A 5.4 (b) AMC3 ORO.MLR.100	Training, checking and supervision personnel. For cabin crew. Training, checking and supervision personnel: for cabin crew.				
1.1045 Appendix 1 A 5.1 and 5.5 and 1.205 AMC3 ORO.MLR.100 and ORO.GEN.110 (e)	A description of the required license, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. Other operations personnel. An operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relation- ship of such duties to the operation as a whole. A description of the required licence, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration should be given to the aircraft type, kind of operation and composition of the crew. Other operations personnel (including technical crew and crew members other than flight, cabin and technical crew). The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.				
1.450(a)(1) SPA.LVO.120	An operator shall ensure that, prior to conducting Low Visibility Take-Off, Lower than Standard Category I, Other than Standard				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>Category II, Category II and III operations or approaches utilising EVS Each flight crew member completes the training and checking requirements prescribed in Appendix 1 to OPS 1.450 including Flight simulator training in operating to the limiting values of RVR/CMV and Decision Height appropriate to the operator's approval.</p> <p>The operator shall ensure that, prior to conducting an LVO: (a) each flight crew member: (1) complies with the training and checking requirements prescribed in the operations manual, including flight simulation training device (FSTD) training, in operating to the limiting values of RVR/VIS (visibility) and DH specific to the operation and the aircraft type; (2) is qualified in accordance with the standards prescribed in the operations manual; (b) the training and checking is conducted in accordance with a detailed syllabus.</p>				
1.980 (a) and (b) ORO.FC.140(a)	<p>(a) An operator shall ensure that a flight crew member does not operate on more than one type or variant unless the flight crew member is competent to do so. (b) When considering operations of more than one type or variant, an operator shall ensure that the differences and/or similarities of the aeroplanes concerned justify such operations, taking account of the following: (1) the level of technology; (2) operational procedures; (3) handling characteristics.</p> <p>Flight crew members operating more than one type or variant of aircraft shall comply with the requirements prescribed in this Subpart for each type or variant, unless credits related to the training, checking, and recent experience requirements are defined in the data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants.</p>		AP		
1.980 (c) ORO.FC.140(a)	<p>An operator shall ensure that a flight crew member operating more than one type or variant complies with all of the requirements prescribed in Subpart N for each type or variant unless the Authority has approved the use of credit(s) related to the training, checking and recent experience requirements.</p> <p>Flight crew members operating more than one type or variant of aircraft shall comply with the requirements prescribed in this Subpart for each type or variant, unless credits related to the training, checking, and recent experience requirements are defined in the data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants.</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.980 (d)(1) ORO.FC.240(a)	<p>An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering the flight crew members' minimum experience level.</p> <p>(a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and (4) all applicable recent experience requirements for each type or variant.</p>		AP		
1.980 (d)(2) ORO.FC.240(a)	<p>An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering the minimum experience level on one type or variant before beginning training for and operation of another type or variant.</p> <p>(a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and (4) all applicable recent experience requirements for each type or variant.</p>		AP		
1.980 (d)(3) ORO.FC.240(a)	<p>An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant.</p> <p>(a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	another type or variant; and (4) all applicable recent experience requirements for each type or variant.				
1.980 (d)(4) ORO.FC.240(a)	An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering All applicable recent experience requirements for each type or variant. (a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and (4) all applicable recent experience requirements for each type or variant.		AP		
1.980 Appendix 1 (e) AMC1 ORO.FC.240	When a flight crew member operates combinations of aeroplane types or variants as defined in Flight Crew Licensing and associated procedures for class – single pilot and type – multi pilot an operator must demonstrate that specific procedures and/or operational restrictions are approved in accordance with OPS 1.980(d). (a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and (4) all applicable recent experience requirements for each type or variant. (b) When a flight crew member operates both helicopters and aeroplanes, that flight crew member shall be limited to operations on only one type of aeroplane and one type of helicopter. (c) Point (a) shall not apply to operations of performance class B aeroplane if they are limited to single-pilot classes of reciprocating engine aeroplanes under VFR by day. Point (b) shall not apply to operations of performance class B aeroplane if they are limited to single-pilot classes of reciprocating engine aeroplanes.		AP		
AMC OPS 1.980	Description on Operations Manual what needed for operation on more than one type or variant (training , Operator Difference Requirement, ODR)				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.095 CAT.GEN.MPA.125	<p>Authority to taxi an aeroplane. 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 conform to the operational standards required for safe aeroplane movement at the aerodrome.</p> <p>The operator shall ensure that an aeroplane is only taxied on the movement area of an aerodrome if the person at the controls: (a) is an appropriately qualified pilot; or (b) has been designated by the operator and: (1) is trained to taxi the aircraft; (2) is trained to use the radio telephone; (3) has received instruction in respect of aerodrome layout, routes, signs, marking, lights, air traffic control (ATC) signals and instructions, phraseology and procedures; (4) is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 5.1 Operation of helicopter and aeroplanes					
1.981 (a)(1) ORO.FC.240(a), (b)	<p>When a flight crew member operates both helicopters and aeroplanes: An operator shall ensure that operations of helicopter and aeroplane are limited to one type of each.</p> <p>(a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and (4) all applicable recent experience requirements for each type or variant. (b) When a flight crew member operates both helicopters and aeroplanes, that flight crew member shall be limited to operations on only one type of aeroplane and one type of helicopter.</p>				
1.981 (a)(2) ORO.FC.240(a), (b)	<p>When a flight crew member operates both helicopters and aeroplanes: The operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual.</p> <p>(a) The procedures or operational restrictions for operation on more than one type or variant established in the operations manual and approved by the competent authority shall cover: (1) the flight crew members' minimum experience level; (2) the minimum experience level on one type or variant before beginning training for and operation of another type or variant; (3) the process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant; and (4) all applicable recent experience requirements for each type or variant. (b) When a flight crew member operates both helicopters and aeroplanes, that flight crew member shall be limited to operations on only one type of aeroplane and one type of helicopter.</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 5.2 Operation on more than one type or variant, -single pilot and/or type-single pilot, but not within a single license endorsement					
1.980 Appendix 1 (a)(1)(i) AMC1 ORO.FC.240	A flight crew member shall not operate more than: three piston-engined aeroplane types or variants When a flight crew member operates more than one aeroplane class, type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for class-single pilot and/or type-single pilot, but not within a single licence endorsement, the operator should ensure that the flight crew member does not operate more than: (i) three reciprocating engine aeroplane types or variants; (ii) three turbo-propeller aeroplane types or variants; (iii) one turbo-propeller aeroplane type or variant and one reciprocating engine aeroplane type or variant; or (iv) one turbo-propeller aeroplane type or variant and any aeroplane within a particular class.				
1.980 Appendix 1 (a)(1)(ii) AMC1 ORO.FC.240	A flight crew member shall not operate more than three turbo propeller aeroplane types or variants. When a flight crew member operates more than one aeroplane class, type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for class-single pilot and/or type-single pilot, but not within a single licence endorsement, the operator should ensure that the flight crew member does not operate more than: (i) three reciprocating engine aeroplane types or variants; (ii) three turbo-propeller aeroplane types or variants; (iii) one turbo-propeller aeroplane type or variant and one reciprocating engine aeroplane type or variant; or (iv) one turbo-propeller aeroplane type or variant and any aeroplane within a particular class.				
1.980 Appendix 1 (a)(1)(iii) AMC1 ORO.FC.240	A flight crew member shall not operate more than: one turbo-propeller aeroplane type or variant and one piston engined aeroplane type or variant When a flight crew member operates more than one aeroplane class, type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for class-single pilot and/or type-single pilot, but not within a single licence endorsement, the operator should ensure that the flight crew member does not operate more than: (i) three reciprocating engine aeroplane types or variants; (ii) three turbo-propeller aeroplane types or variants; (iii) one turbo-propeller aeroplane type or variant and one reciprocating engine aeroplane type or variant; or (iv) one turbo-propeller aeroplane type or variant and any aeroplane within a particular class.				
1.980 Appendix 1 (a)(1)(iv)	A flight crew member shall not operate more than: (iv) one turbo-propeller aeroplane type or variant and any aeroplane within a				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
AMC1 ORO.FC.240	<p>particular class.</p> <p>When a flight crew member operates more than one aeroplane class, type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for class-single pilot and/or type-single pilot, but not within a single licence endorsement, the operator should ensure that the flight crew member does not operate more than: (i) three reciprocating engine aeroplane types or variants; (ii) three turbo-propeller aeroplane types or variants; (iii) one turbo-propeller aeroplane type or variant and one reciprocating engine aeroplane type or variant; or (iv) one turbo-propeller aeroplane type or variant and any aeroplane within a particular class.</p>				
<p>1.980 Appendix 1</p> <p>(a)(2)</p> <p>AMC1 ORO.FC.240</p>	<p>(a) When a flight crew member operates more than one aeroplane class, type or variant listed according to applicable flight crew licensing requirements and associated procedures for class-single pilot and/or type-single pilot, but not within a single licence endorsement, an operator must comply with the following: OPS 1.965 for each type or variant operated unless the operator has demonstrated specific procedures and/or operational restrictions, which are acceptable to the Authority.</p> <p>When a flight crew member operates more than one aeroplane type or variant within one or more licence endorsement as defined by Regulation (EU) No 1178/2011 and associated procedures, the operator should ensure that: (i) the minimum flight crew complement specified in the operations manual is the same for each type or variant to be operated; (ii) the flight crew member does not operate more than two aeroplane types or variants for which a separate licence endorsement is required, unless credits related to the training, checking, and recent experience requirements are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants; and (iii) only aeroplanes within one licence endorsement are flown in any one flight duty period, unless the operator has established procedures to ensure adequate time for preparation.</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 5.3 Operation on more than one type or variant, - multi-pilot, within one or more license endorsement as defined by Flight Crew Licensing					
1.980 Appendix 1 (b)(1) AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant within one or more licence endorsement as defined by flight crew licensing and associated procedures for type — multi-pilot, an operator shall ensure that: (1) the minimum flight crew complement specified in the Operations Manual is the same for each type or variant to be operated</p> <p>When a flight crew member operates more than one aeroplane type or variant within one or more licence endorsement as defined by Regulation (EU) No 1178/2011 and associated procedures, the operator should ensure that: the minimum flight crew complement specified in the operations manual is the same for each type or variant to be operated;</p>				
1.980 Appendix 1 (b)(2) AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant within one or more licence endorsement as defined by flight crew licensing and associated procedures for type — multi-pilot, an operator shall ensure that: a flight crew member does not operate more than two aeroplane types or variants for which a separate licence endorsement is required;</p> <p>When a flight crew member operates more than one aeroplane type or variant within one or more licence endorsement as defined by Regulation (EU) No 1178/2011 and associated procedures, the operator should ensure that: the flight crew member does not operate more than two aeroplane types or variants for which a separate licence endorsement is required, unless credits related to the training, checking, and recent experience requirements are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants;</p>				
1.980 Appendix 1 (b)(3) AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant within one or more licence endorsement as defined by flight crew licensing and associated procedures for type — multi-pilot, an operator shall ensure that: Only aeroplanes within one licence endorsement are flown in any one flight duty period unless the operator has established procedures to ensure adequate time for preparation.</p> <p>When a flight crew member operates more than one aeroplane type or variant within one or more licence endorsement as defined by Regulation (EU) No 1178/2011 and associated procedures, the operator should ensure that: only aeroplanes within one licence endorsement are flown in any one flight duty period, unless the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	operator has established procedures to ensure adequate time for preparation.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 5.4 Operation on more than one type or variant, - single pilot and multi-pilot, but not within a single license endorsement					
1.980 Appendix 1 (c)(1) AMC1 ORO.FC.240	When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type single pilot and type multi pilot, but not within a single licence endorsement, an operator must comply with the following: subparagraphs (b)1, (b)2 and (b)3 above; When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type-single pilot and type-multi pilot, but not within a single licence endorsement, the operator should comply with points (a)(2) and (4).				
1.980 Appendix 1 (c)(2) AMC1 ORO.FC.240	When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type-single pilot and type-multi pilot, but not within a single licence endorsement, the operator should comply with points (a)(2) and (4). Combination of helicopter and aeroplane. (1) The flight crew member may fly one helicopter type or variant and one aeroplane type irrespective of their MCTOM or MOPSC. (2) If the helicopter type is covered by paragraph (b)(1)(iv) then (b)(1)(iv)(B), (C) and (D) should also apply in this case.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 5.5 Operation on more than one type or variant, multi-pilot, but not within a single license endorsement					
1.980 Appendix 1 (d)(1) AMC1 ORO.FC.240	When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: (1) subparagraphs (b)1, (b)2 and (b)3 above; When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: (i) point (a)(2);				
1.980 Appendix 1 (d)(2)(i) AMC1 ORO.FC.240	When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: Before exercising the privileges of 2 license endorsements: Flight crew members must have completed two consecutive operator proficiency checks and must have 500 hours in the relevant crew position in commercial air transport operations with the same operator When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: before exercising the privileges of more than one licence endorsement: (A) flight crew members should have completed two consecutive operator proficiency checks and should have: - 500 hours in the relevant crew position in CAT operations with the same operator; or - for IFR and VFR night operations with performance class B aeroplanes, 100 hours or flight sectors in the relevant crew position in CAT operations with the same operator, if at least one licence endorsement is related to a class. A check flight should be completed before the pilot is released for duties as commander; (B) in the case of a pilot having experience with an operator and exercising the privileges of more than one licence endorsement, and then being promoted to command with the same operator on one of those types, the				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	required minimum experience as commander is 6 months and 300 hours, and the pilot should have completed two consecutive operator proficiency checks before again being eligible to exercise more than one licence endorsement				
1.980 Appendix 1 (d)(2)(ii) AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: before exercising the privileges of two licence endorsements: In the case of a pilot having experience with an operator and exercising the privileges of 2 license endorsements, and then being promoted to command with the same operator on one of those types, the required minimum experience as commander is 6 months and 300 hours, and the pilot must have completed 2 consecutive operator proficiency checks before again being eligible to exercise 2 license endorsements.</p> <p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: before exercising the privileges of more than one licence endorsement: (A) flight crew members should have completed two consecutive operator proficiency checks and should have: - 500 hours in the relevant crew position in CAT operations with the same operator; or - for IFR and VFR night operations with performance class B aeroplanes, 100 hours or flight sectors in the relevant crew position in CAT operations with the same operator, if at least one licence endorsement is related to a class. A check flight should be completed before the pilot is released for duties as commander; (B) in the case of a pilot having experience with an operator and exercising the privileges of more than one licence endorsement, and then being promoted to command with the same operator on one of those types, the required minimum experience as commander is 6 months and 300 hours, and the pilot should have completed two consecutive operator proficiency checks before again being eligible to exercise more than one licence endorsement;</p>				
1.980 Appendix 1 (d)(3) AMC1 ORO.FC.	When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
240	<p>endorsement, an operator must comply with the following: Before commencing training for and operation of another type or variant, flight crew members must have completed 3 months and 150 hours flying on the base aeroplane, and this must include at least one proficiency check.</p> <p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: before commencing training for and operation of another type or variant, flight crew members should have completed 3 months and 150 hours flying on the base aeroplane, which should include at least one proficiency check, unless credits related to the training, checking and recent experience requirements are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants;</p>				
1.980 Appendix 1 (d)(4) AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: After completion of the initial line check on the new type, 50 hours flying or 20 sectors must be achieved solely on aeroplanes of the new type rating.</p> <p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: after completion of the initial line check on the new type, 50 hours flying or 20 sectors should be achieved solely on aeroplanes of the new type rating, unless credits related to the training, checking and recent experience requirements are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant types or variants;</p>				
1.980 Appendix 1 (d)(5) and 1.970 AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: Recent</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>experience must comply with OPS 1.970 for each type operated unless credits have been allowed by the Authority in accordance with subparagraph (7) below. (a) An operator shall ensure that: (1) a pilot is not assigned to operate an aeroplane as part of the minimum certificated crew, either as pilot flying or pilot non-flying unless he/she has carried out three takeoffs and three landings in the previous 90 days as pilot flying in an aeroplane, or in a flight simulator of the same type/class. (2) a pilot who does not hold a valid instrument rating is not assigned to operate an aeroplane at night as commander unless he/she has carried out at least one landing at night in the preceding 90 days as pilot flying in an aeroplane, or in a flight simulator, of the same type/class. (b) The 90-day period prescribed in subparagraphs (a)1 and 2 above may be extended up to a maximum of 120 days by line flying under the supervision of a type rating instructor or examiner. For periods beyond 120 days, the recency requirement is satisfied by a training flight or use of a flight simulator of the aeroplane type to be used. When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: recent experience requirements established in Regulation (EU) No 1178/2011 for each type operated;</p>				
1.980 Appendix 1 (d)(6) AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: The period within which line flying experience is required on each type must be specified in the Operations Manual.</p> <p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: the period within which line flying experience is required on each type should be specified in the operations manual;</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
<p>1.980 Appendix 1 (d)(7) AMC1 ORO.FC.240</p>	<p>An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering: where credits are sought to reduce the training and checking and recent experience requirements between aeroplane types, the operator must demonstrate to the Authority which items need not be repeated on each type or variant because of similarities (i) OPS 1.965(b) requires two operator proficiency checks every year. When credit is given in accordance with sub paragraph 7 above for operator proficiency checks to alternate between the two types, each operator proficiency check revalidates the operator proficiency check for the other type. Provided that the period between Licence proficiency checks does not exceed that prescribed in the applicable regulation in the field of Flight Crew Licensing for each type, the relevant requirements on Flight Crew Licensing will be satisfied. In addition relevant and approved recurrent training must be specified in the Operations Manual. (ii) OPS 1.965(c) requires one line check every year. When credit is given in accordance with subparagraph 7 above for line checks to alternate between types or variants, each line check revalidates the line check for the other type or variant. (iii) annual emergency and safety equipment training and checking must cover all requirements for each type;</p> <p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: when credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant type or variant, this should be reflected in the training required in ORO.FC.230 and: (A) ORO.FC.230 (b) requires two operator proficiency checks every year. When credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for operator proficiency checks to alternate between the types, each operator proficiency check should revalidate the operator proficiency check for the other type(s). The operator proficiency check may be combined with the proficiency checks for revalidation or renewal of the aeroplane type rating or the instrument rating in accordance with Regulation (EU) No 1178/2011. (B) ORO.FC.230 (c) requires one line check every year. When credits are defined in</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	data established in accordance for Regulation (EC) No 1702/2003 for line checks to alternate between types or variants, each line check should revalidate the line check for the other type or variant. (C) Annual emergency and safety equipment training and checking should cover all requirements for each type.				
1.980 Appendix 1 (d)(7)(i) 1.965 (b) AMC1 ORO.FC.240 and ORO.FC.230(b)(3), (g), (h), (b)(1), (2)	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: where credits are sought to reduce the training and checking and recent experience requirements between aeroplane types, the operator must demonstrate to the Authority which items need not be repeated on each type or variant because of similarities (i) OPS 1.965(b) requires two operator proficiency checks every year. When credit is given in accordance with sub paragraph 7 above for operator proficiency checks to alternate between the two types, each operator proficiency check revalidates the operator proficiency check for the other type. Provided that the period between Licence proficiency checks does not exceed that prescribed in the applicable regulation in the field of Flight Crew Licensing for each type, the relevant requirements on Flight Crew Licensing will be satisfied. In addition relevant and approved recurrent training must be specified in the Operations Manual.</p> <p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: when credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant type or variant, this should be reflected in the training required in ORO.FC.230 and: (A) ORO.FC.230 (b) requires two operator proficiency checks every year. When credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for operator proficiency checks to alternate between the types, each operator proficiency check should revalidate the operator proficiency check for the other type(s). The operator proficiency check may be combined with the proficiency checks for revalidation or renewal of the aeroplane type rating or the instrument rating in accordance with Regulation (EU) No 1178/2011. (B) ORO.FC.230 (c) requires one line check every year. When credits are defined in</p>				

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	<p>data established in accordance for Regulation (EC) No 1702/2003 for line checks to alternate between types or variants, each line check should revalidate the line check for the other type or variant. (C) Annual emergency and safety equipment training and checking should cover all requirements for each type. Operator proficiency check. (1) Each flight crew member shall complete operator proficiency checks as part of the normal crew complement to demonstrate competence in carrying out normal, abnormal and emergency procedures. (2) When the flight crew member will be required to operate under IFR, the operator proficiency check shall be conducted without external visual reference, as appropriate. The validity period of the operator proficiency check shall be six calendar months. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than eight consecutive months, one operator proficiency check shall be sufficient. The proficiency check shall be undertaken before commencing commercial air transport operations. The validity periods mentioned in (b)(3), (c) and (d) shall be counted from the end of the month when the check was taken. When the training or checks required above are undertaken within the last three months of the validity period, the new validity period shall be counted from the original expiry date.</p>				
<p>1.980 Appendix 1 (d)(7)(ii) 1.965 (c) AMC1 ORO.FC.240</p>	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: where credits are sought to reduce the training and checking and recent experience requirements between aeroplane types, the operator must demonstrate to the Authority which items need not be repeated on each type or variant because of similarities OPS 1.965(c) requires one line check every year. When credit is given in accordance with subparagraph 7 above for line checks to alternate between types or variants, each line check revalidates the line check for the other type or variant. Line Check. An operator shall ensure that each flight crew member undergoes a line check on the aeroplane to demonstrate his/her competence in carrying out normal line operations described in the Operations Manual. The period of validity of a line check shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final three calendar months of validity of a previous line check the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous line check.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: when credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant type or variant, this should be reflected in the training required in ORO.FC.230 and:(A) ORO.FC.230 (b) requires two operator proficiency checks every year. When credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for operator proficiency checks to alternate between the types, each operator proficiency check should revalidate the operator proficiency check for the other type(s). The operator proficiency check may be combined with the proficiency checks for revalidation or renewal of the aeroplane type rating or the instrument rating in accordance with Regulation (EU) No 1178/2011. (B) ORO.FC.230 (c) requires one line check every year. When credits are defined in data established in accordance for Regulation (EC) No 1702/2003 for line checks to alternate between types or variants, each line check should revalidate the line check for the other type or variant. (C) Annual emergency and safety equipment training and checking should cover all requirements for each type.</p>				
<p>1.980 Appendix 1 (d)(7)(iii) AMC1 ORO.FC.240</p>	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following: where credits are sought to reduce the training and checking and recent experience requirements between aeroplane types, the operator must demonstrate to the Authority which items need not be repeated on each type or variant because of similarities (iii) annual emergency and safety equipment training and checking must cover all requirements for each type;</p> <p>When a flight crew member operates more than one aeroplane type or variant listed in Regulation (EU) No 1178/2011 and associated procedures for type multi-pilot, but not within a single licence endorsement, or combinations of aeroplane types or variants listed in Regulation (EU) No 1178/2011 and associated procedures for class single-pilot and type multi-pilot, the operator should comply with the following: when credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	the relevant type or variant, this should be reflected in the training required in ORO.FC.230 and: (A) ORO.FC.230 (b) requires two operator proficiency checks every year. When credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for operator proficiency checks to alternate between the types, each operator proficiency check should revalidate the operator proficiency check for the other type(s). The operator proficiency check may be combined with the proficiency checks for revalidation or renewal of the aeroplane type rating or the instrument rating in accordance with Regulation (EU) No 1178/2011. (B) ORO.FC.230 (c) requires one line check every year. When credits are defined in data established in accordance for Regulation (EC) No 1702/2003 for line checks to alternate between types or variants, each line check should revalidate the line check for the other type or variant. (C) Annual emergency and safety equipment training and checking should cover all requirements for each type.				
1.980 Appendix 1 (d)(8) AMC1 ORO.FC.240	<p>When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type — multi-pilot, but not within a single licence endorsement, an operator must comply with the following OPS 1.965 for each type or variant operated unless credits have been allowed by the Authority in accordance with subparagraph 7. above.</p> <p>(vii) when credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for the relevant type or variant, this should be reflected in the training required in ORO.FC.230 and: EN 93 EN (A) ORO.FC.230 (b) requires two operator proficiency checks every year. When credits are defined in data established in accordance with Regulation (EC) No 1702/2003 for operator proficiency checks to alternate between the types, each operator proficiency check should revalidate the operator proficiency check for the other type(s). The operator proficiency check may be combined with the proficiency checks for revalidation or renewal of the aeroplane type rating or the instrument rating in accordance with Regulation (EU) No 1178/2011. (B) ORO.FC.230 (c) requires one line check every year. When credits are defined in data established in accordance for Regulation (EC) No 1702/2003 for line checks to alternate between types or variants, each line check should revalidate the line check for the other type or variant. (C) Annual emergency and safety equipment training and checking should cover all requirements for each type.</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 6 CREW HEALTH PRECAUTIONS					
1.1040 (l) AMC3 ORO.MLR.100	<p>(a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.</p> <p>(b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator.</p> <p>(a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.</p> <p>(b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator.</p>				
1.1045 (b) ORO.MLR.101	<p>An operator shall ensure that the content of the Crew Health Precautions is in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation.</p> <p>The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 6.1 (a) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: (a) Alcohol and other intoxicating liquor; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: (a) alcohol and other intoxicating liquids				
1.1045 Appendix 1 A 6.1 (b) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Narcotics; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following:narcotics				
1.1045 Appendix 1 A 6.1 (c) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Drugs; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: drugs,				
1.1045 Appendix 1 A6.1 (d) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Sleeping tablets; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: sleeping tablets,				
1.1045 Appendix 1 A 6.1 (e) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Pharmaceutical preparations; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: pharmaceutical preparations,				
1.1045 Appendix 1 A 6.1 (f) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including:-Immunisation; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following:immunisation,				
1.1045 Appendix 1 A 6.1 (g) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including:-Deep diving; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: deep-sea diving,				
1.1045 Appendix 1 A 6.1 (h) AMC3 ORO.MLR.	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Blood donation; Crew health precautions. The relevant regulations and guidance to				

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100	crew members concerning health, including the following: blood/bone marrow donation,				
1.1045 Appendix 1 A 6.1 (i) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Meal precautions prior to and during flight; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: meal precautions prior to and during flight,				
1.1045 Appendix 1 A 6.1 (j) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Sleep and rest; Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: sleep and rest,				
1.1045 Appendix 1 A 6.1 (k) AMC3 ORO.MLR.100	Crew health precautions. The relevant regulations and guidance to crew members concerning health including: -Surgical operations. Crew health precautions. The relevant regulations and guidance to crew members concerning health, including the following: surgical operations.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 7 FLIGHT TIME LIMITATIONS					
1.1040 (I) AMC3 ORO.MLR.100	<p>An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe human factors principles.</p> <p>(a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.</p> <p>(b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT) and Annex V (Part-SPA), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC). (c) The OM may be issued in separate parts. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. (e) The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. (g) For AOC holders: (1) for amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and (2) for amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. (h) Notwithstanding (g), when immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. (i) The operator shall incorporate all amendments and revisions required by the competent authority. (j) The operator shall ensure that information taken from approved documents, and any amendment thereof, is correctly reflected in the OM. This does not prevent the operator from publishing more conservative data and procedures in the OM. (k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Flight Time Limitations is in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 7.1 AMC3 ORO.MLR.100	Flight and duty time limitations and rest requirements. Exceedance of flight and duty time limitations and/or reductions of rest periods. Conditions under which flight and duty time may be exceeded or rest periods may be reduced, and the procedures used to report these modifications. Flight and duty time limitations and rest requirements. Exceedance of flight and duty time limitations and/or reductions of rest periods. Conditions under which flight and duty time may be exceeded or rest periods may be reduced, and the procedures used to report these modifications.				
1.1045 Appendix 1 A 7.2 AMC3 ORO.MLR.100	Exceedances of flight and duty time limitations and/or reductions of rest periods. Conditions under which flight and duty time may be exceeded or rest periods may be reduced and the procedures used to report these modifications. Flight and duty time limitations and rest requirements. 7.2 Exceedance of flight and duty time limitations and/or reductions of rest periods. Conditions under which flight and duty time may be exceeded or rest periods may be reduced, and the procedures used to report these modifications.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8 OPERATING PROCEDURES					
1.1040 (l) ORO.MLR.100(k)	<p>An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe human factors principles.</p> <p>The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.</p>				
1.1045 (b) ORO.MLR.101	<p>An operator shall ensure that the content of the Operating Procedures is in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation.</p> <p>The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.</p>				

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PART A 8.1 Flight Preparation Instructions					
1.290(a) CAT.OP.MPA.175	<p>An operator shall ensure that an operational flight plan is completed for each intended flight.</p> <p>An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/ operating sites concerned.</p> <p>(b) The flight shall not be commenced unless the commander is satisfied that: (1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; and (8) any additional operational limitation can be complied with. (c) Notwithstanding (a), an operational flight plan is not required for operations under VFR of: (1) other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site; or (2) helicopters with an MCTOM of 3 175 kg or less, by day and over over routes navigated by reference to visual landmarks in a local area as specified in the operations manual.</p>				
1.295(a) CAT.OP.MPA.180	<p>An operator shall establish procedures for the selection of destination and/or alternate aerodromes in accordance with OPS 1.220 when planning a flight. Note: OPS 1.005(a) Appendix 1 (b)(17) Operations of performance class B aeroplanes: Selection of aerodromes: Not applicable to VFR operations.</p> <p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off</p>				

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	<p>alternate aerodrome that is no further from the departure aerodrome than: (1) for two-engined aeroplanes: (i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; (2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass. If the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power. (b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or: (1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and (2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height + 500 ft, whichever is greater, and the ground visibility will be at least 5 km. (c) The operator shall select two destination alternate aerodromes when: (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or (2) no meteorological information is available (d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.</p>				
1.295(b)(1) and (e) CAT.OP.MPA.180	<p>An operator must select and specify in the operational flight plan a take-off alternate aerodrome if it would not be possible to return to the departure aerodrome of departure for meteorological or performance reasons. An operator shall specify any required alternate aerodrome(s) in the operational flight plan.</p> <p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off</p>				

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	<p>alternate aerodrome that is no further from the departure aerodrome than: (1) for two-engined aeroplanes: (i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; (2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass. If the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power. (b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or: (1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and (2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height + 500 ft, whichever is greater, and the ground visibility will be at least 5 km. (c) The operator shall select two destination alternate aerodromes when: (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or (2) no meteorological information is available (d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.</p>				
1.295(b)(1) and (b)(3) CAT.OP.MPA.180	<p>The take-off alternate aerodrome, in relation to the departure aerodrome, shall be located within for two-engined aeroplanes one hour flight time at a one-engine-inoperative cruising speed according to the AFM in still air standard conditions based on the actual take-off mass or the operator's approved ETOPS diversion time, subject to any MEL restriction, up to a maximum of two hours, at the one-engine-inoperative cruising speed according to the Aircraft Flight Manual (AFM) in still air standard conditions based</p>				

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	<p>on the actual take-off mass for aeroplanes and crews authorised for ETOPS.If the AFM does not contain a one-engine-inoperative cruising speed, the speed to be used for calculation must be that which is achieved with the remaining engine(s) set at maximum continuous power.</p> <p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than: (1) for two-engined aeroplanes: (i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; (2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass. If the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power. (b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or: (1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and (2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height + 500 ft, whichever is greater, and the ground visibility will be at least 5 km. (c) The operator shall select two destination alternate aerodromes when: (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or (2) no meteorological information is available (d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.</p>				

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1.295(b)(2) and (b)(3) CAT.OP.MPA.180	<p>Two hours flight time at a one-engine-inoperative cruising speed according to the AFM in still air standard conditions based on the actual take-off mass for three and four-engined aeroplanes If the AFM does not contain a one-engine-inoperative cruising speed, the speed to be used for calculation must be that which is achieved with the remaining engine(s) set at maximum continuous power.</p> <p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than: (1) for two-engined aeroplanes: (i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; (2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass. If the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power. (b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or: (1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and (2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height + 500 ft, whichever is greater, and the ground visibility will be at least 5 km. (c) The operator shall select two destination alternate aerodromes when: (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or (2) no meteorological information is available (d) The operator shall specify any required alternate aerodrome(s) in the</p>				

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	operational flight plan.				
1.295(c)(1) CAT.OP.MPA.180	<p>An operator must select at least one destination alternate for each IFR flight unless the requirements defined in this OPS 1.295 (c)(1)(i) and (ii) and (2).</p> <p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than: (1) for two-engined aeroplanes: (i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; (2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass. If the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power. (b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or: (1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and (2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height + 500 ft, whichever is greater, and the ground visibility will be at least 5 km. (c) The operator shall select two destination alternate aerodromes when: (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or (2) no meteorological information is available (d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.</p>				

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1.295(d)(1) and (d)(2) CAT.OP.MPA.180	<p>An operator must select two destination alternate aerodromes when: (1) the appropriate weather reports or forecasts for the destination aerodrome, or any combination thereof, indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima (see OPS 1.297(b)); or (2) no meteorological information is available.</p> <p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than: (1) for two-engined aeroplanes: (i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or (ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; (2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass. If the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power. (b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or: (1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and (2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height + 500 ft, whichever is greater, and the ground visibility will be at least 5 km. (c) The operator shall select two destination alternate aerodromes when: (1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or (2) no meteorological information is available (d) The</p>				

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	operator shall specify any required alternate aerodrome(s) in the operational flight plan.				

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PART A 8.1.1 Minimum Flight Altitudes					
1.365 CAT.OP.MPA.270	The commander or the pilot to whom conduct of the flight has been delegated shall not fly below specified minimum altitudes except when necessary for take-off or landing. OPS 1.book Page 72 Wednesday, August 19, 2009 4:35 PM The commander or the pilot to whom conduct of the flight has been delegated shall not fly below specified minimum altitudes except when: (a) necessary for take-off or landing; or (b) descending in accordance with procedures approved by the competent authority.				
1.430 Appendix 2(b)	Permanent change of category (maximum landing mass). 1. An operator may impose a permanent, lower, landing mass, and use this mass for determining the VAT if approved by the Authority. 2. The category defined for a given aeroplane shall be a permanent value and thus independent of the changing conditions of day-to-day operations		AP		
1.1045 Appendix 1 A 8.1.1 (a) and 1.250(a) AMC3 ORO.MLR.100 and CAT.OP.MPA.145	Flight preparation instructions. As applicable to the operation: Minimum flight altitudes. A description of the method of determination and application of minimum altitudes including: (a) A procedure to establish the minimum altitudes/flight levels for VFR flights; An operator shall establish minimum flight altitudes and the methods to determine those altitudes for all route segments to be flown which provide the required terrain clearance taking into account the requirements of Subparts F to I. Minimum flight altitudes. A description of the method of determination and application of minimum altitudes including: (a) a procedure to establish the minimum altitudes/flight levels for visual flight rules (VFR) flights; The operator shall establish for all route segments to be flown: (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (a) The operator shall establish for all route segments to be flown: (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (b) The method for establishing minimum flight altitudes shall be approved by the competent authority. (c) Where the minimum flight altitudes established by the operator and a State overflown differ, the higher values shall apply.				
1.1045 Appendix 1 A 8.1.1 (b) and 1.250(a)	Minimum flight altitudes. A description of the method of determination and application of minimum altitudes including: A				

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AMC3 ORO.MLR.100 and CAT.OP.MPA.145	<p>procedure to establish the minimum altitudes/flight levels for IFR flights. An operator shall establish minimum flight altitudes and the methods to determine those altitudes for all route segments to be flown which provide the required terrain clearance taking into account the requirements of Subparts F to I.</p> <p>Minimum flight altitudes. A description of the method of determination and application of minimum altitudes including: a procedure to establish the minimum altitudes/flight levels for instrument flight rules (IFR) flights The operator shall establish for all route segments to be flown: (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (a) The operator shall establish for all route segments to be flown: (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (b) The method for establishing minimum flight altitudes shall be approved by the competent authority. (c) Where the minimum flight altitudes established by the operator and a State overflown differ, the higher values shall apply.</p>				
1.250(b) CAT.OP.MPA.145	<p>Every method for establishing minimum flight altitudes must be approved by the Authority.</p> <p>The operator shall establish for all route segments to be flown: (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (a) The operator shall establish for all route segments to be flown: (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (b) The method for establishing minimum flight altitudes shall be approved by the competent authority. (c) Where the minimum flight altitudes established by the operator and a State overflown differ, the higher values shall apply.</p>				
1.250(c) CAT.OP.MPA.145	<p>Where minimum flight altitudes established by States over flown are higher than those established by the operator, the higher values shall apply.</p> <p>The operator shall establish for all route segments to be flown: (1) minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (a) The operator shall establish for all route segments to be flown: (1)</p>				

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	minimum flight altitudes that provide the required terrain clearance, taking into account the requirements of Subpart C; and (2) a method for the flight crew to determine those altitudes. (b) The method for establishing minimum flight altitudes shall be approved by the competent authority. (c) Where the minimum flight altitudes established by the operator and a State overflown differ, the higher values shall apply.				
1.250(d)(1) AMC1 CAT.OP.MPA.145(a)	An operator shall take into account the following factors when establishing minimum flight altitudes the accuracy with which the position of the aeroplane can be determined. (a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.				
1.250(d)(2) AMC1 CAT.OP.MPA.145(a)	An operator shall take into account the following factors when establishing minimum flight altitudes the probable inaccuracies in the indications of the altimeters used. (a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.				
1.250(d)(3) AMC1 CAT.OP.MPA.145(a)	An operator shall take into account the following factors when establishing minimum flight altitudes the characteristics of the terrain (e.g. sudden changes in the elevation) along the routes or in				

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	<p>the areas where operations are to be conducted.</p> <p>(a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.</p>				
1.250(d)(4) AMC1 CAT.OP.MPA.145(a)	<p>An operator shall take into account the following factors when establishing minimum flight altitudes the probability of encountering unfavourable meteorological conditions (e.g. severe turbulence and descending air currents).</p> <p>(a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.</p>				
1.250(d)(5) AMC1 CAT.OP.MPA.145(a)	<p>An operator shall take into account the following factors when establishing minimum flight altitudes possible inaccuracies in aeronautical charts.</p> <p>(a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and</p>				

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	descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.				
1.250(e)(1) AMC1 CAT.OP.MPA.145(a)	In fulfilling the requirements prescribed in subparagraph (d) above due consideration shall be given to corrections for temperature and pressure variations from standard values. (a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.				
1.250(e)(2) AMC1 CAT.OP.MPA.145(a)	In fulfilling the requirements prescribed in subparagraph (d) above due consideration shall be given to the ATC requirements. (a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.				
1.250(e)(3) AMC1 CAT.OP.MPA.145(a)	In fulfilling the requirements prescribed in subparagraph (d) above due consideration shall be given to any foreseeable contingencies along the planned route. (a) The operator should take into account the following factors when establishing minimum flight altitudes: (1) the accuracy with which the position of the aircraft can be determined; (2) the				

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	probable inaccuracies in the indications of the altimeters used; (3) the characteristics of the terrain, such as sudden changes in the elevation, along the routes or in the areas where operations are to be conducted; (4) the probability of encountering unfavourable meteorological conditions, such as severe turbulence and descending air currents; and (5) possible inaccuracies in aeronautical charts. (b) The operator should also consider: (1) corrections for temperature and pressure variations from standard values; (2) ATC requirements; and (3) any foreseeable contingencies along the planned route.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.1.2;8.1.3;8.1.4;8.1.5;8.1.6 Criteria and responsibilities for the authorisation of the use of aerodromes; Methods for establishing of aerodrome operating minima; En-route Operating Minima for VFR Flights or VFR portions of a flight; Presentation and Application of Aerodrome and En-route Operating Minima ; Interpretation of meteorological information					
1.220 CAT.OP.MPA.105	An operator shall only authorise use of aerodromes that are adequate for the type(s) of aeroplane and operation(s) concerned. (a) The operator shall ensure that: (1) air traffic services (ATS) appropriate to the airspace and the applicable rules of the air are used for all flights whenever available; (2) in-flight operational instructions involving a change to the ATS flight plan, when practicable, are coordinated with the appropriate ATS unit before transmission to an aircraft. (b) Notwithstanding (a), the use of ATS is not required unless mandated by air space requirements for: (1) operations under VFR by day of other-than-complex motor-powered aeroplanes; (2) helicopters with an MCTOM of 3 175 kg or less operated by day and over routes navigated by reference to visual landmarks; or (3) local helicopter operations, provided that search and rescue service arrangements can be maintained.				
AMC 1.975 2.2 AMC1 ORO.FC.105(b)(2);(c)	All aerodromes to which an operator operates should be categorised in one of three categories (A, B and C). The operator's categorisation should be acceptable to the Authority. All aerodromes to which an operator operates should be categorised in one of these three categories: (i) category A - an aerodrome that meets all of the following requirements: (A) an approved instrument approach procedure; EN 71 EN (B) at least one runway with no performance limited procedure for take-off and/or landing; (C) published circling minima not higher than 1 000 ft above aerodrome level; and (D) night operations capability. (ii) category B - an aerodrome that does not meet the category A requirements or which requires extra considerations such as: (A) non-standard approach aids and/or approach patterns; (B) unusual local weather conditions; (C) unusual characteristics or performance limitations; or (D) any other relevant considerations including obstructions, physical layout, lighting etc. (iii) category C - an aerodrome that requires additional considerations to a category B aerodrome; (iv) offshore installations may be categorised as category B or C aerodromes, taking into account the limitations determined in accordance with AMC2 CAT.OP.MPA.105 Use of aerodromes and operating sites.		AP		
1.1045 Appendix 1 A 8.1.2 AMC3 ORO.MLR.	Criteria and responsibilities for the authorisation of the use of aerodromes taking into account the applicable requirements of Subparts D, E, F, G, H, I and J.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100	Criteria and responsibilities for determining the adequacy of aerodromes to be used				
1.1045 Appendix 1 A 8.1.3 and 1.225(a) 1.430 (a)1. AMC3 ORO.MLR.100, CAT.OP.MPA.110, (a)	<p>Methods for establishing of aerodrome operating minima. The method for establishing aerodrome operating minima for IFR flights in accordance with OPS 1 Subpart E. Reference must be made to procedures for the determination of the visibility and/or runway visual range and for the applicability of the actual visibility observed by the pilots, the reported visibility and the reported runway visual range. An operator shall specify aerodrome operating minima, established in accordance with OPS 1.430 for each departure, destination or alternate aerodrome authorised to be used in accordance with OPS 1.220. An operator shall establish, for each aerodrome planned to be used, aerodrome operating minima that are not lower than the values given in Appendix 1(Old) or Appendix 1 (New) as applicable. The method of determination of such minima must be acceptable to the Authority. Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. The use of HUD, HUDLS or EVS may allow operations with lower visibilities than normally associated with the aerodrome operating minima. States which promulgate aerodrome operating minima may also promulgate regulations for reduced visibility minima associated with the use of HUD or EVS.</p> <p>Methods and responsibilities for establishing aerodrome operating minima. Reference should be made to procedures for the determination of the visibility and/or runway visual range (RVR) and for the applicability of the actual visibility observed by the pilots, the reported visibility and the reported RVR. An operator shall specify aerodrome operating minima, established in accordance with OPS 1.430 for each departure, destination or alternate aerodrome authorised to be used in accordance with OPS 1.220. The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima.</p>		AP		
1.297(a) CAT.OP.MPA.185	Planning minima for a take-off alternate aerodrome. An operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports or forecasts or any combination thereof indicate that, during a period commencing one				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with OPS 1.225. The ceiling must be taken into account when the only approaches available are non-precision and/or circling approaches. Any limitation related to one-engine-inoperative operations must be taken into account.</p> <p>(a) Planning minima for a take-off alternate aerodrome. The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account. (b) Planning minima for a destination aerodrome other than an isolated destination aerodrome The operator shall only select the destination aerodrome when: (1) the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and (ii) for an NPA or a circling operation, the ceiling at or above MDH; or (2) two destination alternate aerodromes are selected. (c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1. Table 1 Planning minima Destination alternate aerodrome, isolated destination aerodrome, fuel ERA and ERA aerodrome Type of approach Planning minima CAT II and III CAT I RVR CATI NPA RVR/VIS Ceiling shall be at or above MDH NPA NPA RVR/VIS + 1 000 m Ceiling shall be at or above MDH + 200 ft</p>				
1.297(b) CAT.OP.MPA.18	Planning minima for a destination aerodrome (except isolated destination aerodromes). An operator shall only select the				

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5	<p>destination aerodrome and when: (1) the appropriate weather reports or forecasts, or any combination thereof, indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility specified in accordance with OPS 1.225; and (ii) For a non-precision approach or a circling approach, the ceiling at or above MDH; or (2) two destination alternate aerodromes are selected under OPS 1.295(d).</p> <p>(a) Planning minima for a take-off alternate aerodrome. The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account. (b) Planning minima for a destination aerodrome other than an isolated destination aerodrome The operator shall only select the destination aerodrome when: (1) the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and (ii) for an NPA or a circling operation, the ceiling at or above MDH; or (2) two destination alternate aerodromes are selected. (c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1. Table 1 Planning minima Destination alternate aerodrome, isolated destination aerodrome, fuel ERA and ERA aerodrome Type of approach Planning minima CAT II and III CAT I RVR CATI NPA RVR/VIS Ceiling shall be at or above MDH NPA NPA RVR/VIS + 1 000 m Ceiling shall be at or above MDH + 200 ft</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.297(c) CAT.OP.MPA.185	<p>Planning minima for a: destination alternate aerodrome, or isolated aerodrome, or 3 % ERA aerodrome, or en-route alternate aerodrome required at the planning stage An operator shall only select an aerodrome for one of those purposes when the appropriate weather reports or fore- casts, or any combination thereof, indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1 below. Table 1 Planning minima — En-route and destination alternates — Isolated destination aerodromes Type of approach Planning Minima Cat II and III Cat I Cat I (Note 1) Cat I Non-precision (Notes 1 and 2) Non-precision Non-precision (Notes 1 and 2) plus 200 ft/1 000 m Circling Circling (Notes 2 and 3) Note 1 RVR. Note 2 The ceiling must be at or above the MDH.</p> <p>(a) Planning minima for a take-off alternate aerodrome. The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account. (b) Planning minima for a destination aerodrome other than an isolated destination aerodrome The operator shall only select the destination aerodrome when: (1) the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and (ii) for an NPA or a circling operation, the ceiling at or above MDH; or (2) two destination alternate aerodromes are selected. (c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning</p>				

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1.297(c) CAT.OP.MPA.185	<p>Planning minima for a: destination alternate aerodrome, or isolated aerodrome, or 3 % ERA aerodrome, or en-route alternate aerodrome required at the planning stage An operator shall only select an aerodrome for one of those purposes when the appropriate weather reports or fore- casts, or any combination thereof, indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1 below. Table 1 Planning minima — En-route and destination alternates — Isolated destination aerodromes Type of approach Planning Minima Cat II and III Cat I Cat I (Note 1) Cat I Non-precision (Notes 1 and 2) Non-precision Non-precision (Notes 1 and 2) plus 200 ft/1 000 m Circling Circling (Notes 2 and 3) Note 1 RVR. Note 2 The ceiling must be at or above the MDH.</p> <p>(a) Planning minima for a take-off alternate aerodrome. The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account. (b) Planning minima for a destination aerodrome other than an isolated destination aerodrome The operator shall only select the destination aerodrome when: (1) the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and (ii) for an NPA or a circling operation, the ceiling at or above MDH; or (2) two destination alternate aerodromes are selected. (c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA)</p>				

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	aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1. Table 1 Planning minima Destination alternate aerodrome, isolated destination aerodrome, fuel ERA and ERA aerodrome Type of approach Planning minima CAT II and III CAT I RVR CATI NPA RVR/VIS Ceiling shall be at or above MDH NPA NPA RVR/VIS + 1 000 m Ceiling shall be at or above MDH + 200 ft Circling Circling				
1.297(c) CAT.OP.MPA.185	<p>Planning minima for a: destination alternate aerodrome, or isolated aerodrome, or 3 % ERA aerodrome, or en-route alternate aerodrome required at the planning stage An operator shall only select an aerodrome for one of those purposes when the appropriate weather reports or fore- casts, or any combination thereof, indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1 below. Table 1 Planning minima — En-route and destination alternates — Isolated destination aerodromes Type of approach Planning Minima Cat II and III Cat I Cat I (Note 1) Cat I Non-precision (Notes 1 and 2) Non-precision Non-precision (Notes 1 and 2) plus 200 ft/1 000 m Circling Circling (Notes 2 and 3) Note 1 RVR. Note 2 The ceiling must be at or above the MDH.</p> <p>(a) Planning minima for a take-off alternate aerodrome. The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account. (b) Planning minima for a destination aerodrome other than an isolated destination aerodrome The operator shall only select the destination aerodrome when: (1) the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility (VIS)</p>				

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	and (ii) for an NPA or a circling operation, the ceiling at or above MDH; or (2) two destination alternate aerodromes are selected. (c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1. Table 1 Planning minima Destination alternate aerodrome, isolated destination aerodrome, fuel ERA and ERA aerodrome Type of approach Planning minima CAT II and III CAT I RVR CAT I NPA RVR/VIS Ceiling shall be at or above MDH NPA NPA RVR/VIS + 1 000 m Ceiling shall be at or above MDH + 200 ft Circling Circling				
1.297(c) CAT.OP.MPA.185	<p>Planning minima for a: destination alternate aerodrome, or isolated aerodrome, or 3 % ERA aerodrome, or en-route alternate aerodrome required at the planning stage An operator shall only select an aerodrome for one of those purposes when the appropriate weather reports or fore- casts, or any combination thereof, indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1 below. Table 1 Planning minima — En-route and destination alternates — Isolated destination aerodromes Type of approach Planning Minima Cat II and III Cat I Cat I (Note 1) Cat I Non-precision (Notes 1 and 2) Non-precision Non-precision (Notes 1 and 2) plus 200 ft/1 000 m Circling Circling (Notes 2 and 3) Note 1 RVR. Note 2 The ceiling must be at or above the MDH.</p> <p>(a) Planning minima for a take-off alternate aerodrome. The operator shall only select an aerodrome as a take-off alternate aerodrome when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima specified in accordance with CAT.OP.MPA.110. The ceiling shall be taken into account when the only approach operations available are non-precision approaches (NPA) and/or circling operations. Any limitation related to OEI operations shall be taken into account. (b) Planning minima for a destination aerodrome other than an isolated destination aerodrome The operator shall only select the destination</p>				

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	appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable planning minima as follows: (i) RVR/visibility (VIS) specified in accordance with CAT.OP.MPA.110; and (ii) for an NPA or a circling operation, the ceiling at or above MDH; or (2) two destination alternate aerodromes are selected. (c) Planning minima for a destination alternate aerodrome, isolated aerodrome, fuel en-route alternate (fuel ERA) aerodrome, en-route alternate (ERA) aerodrome The operator shall only select an aerodrome for one of these purposes when the appropriate weather reports and/or forecasts indicate that, during a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima in Table 1. Table 1 Planning minima Destination alternate aerodrome, isolated destination aerodrome, fuel ERA and ERA aerodrome Type of approach Planning minima CAT II and III CAT I RVR CATI NPA RVR/VIS Ceiling shall be at or above MDH NPA NPA RVR/VIS + 1 000 m Ceiling shall be at or above MDH + 200 ft Circling Circling				
1.297(d) SPA.ETOPS.115	<p>Planning minima for an ETOPS en-route alternate aerodrome. An operator shall only select an aerodrome as an ETOPS en-route alternate aerodrome when the appropriate weather reports or forecasts, or any combination thereof, indicate that, between the anticipated time of landing until one hour after the latest possible time of landing, conditions calculated by adding the additional limits of Table 2 will exist. An operator shall include in the Operations Manual the method for determining the operating minima at the planned ETOPS en-route alternate aerodrome. Planning minima — ETOPS Approach facility Alternate airfield Weather minima ceiling Visibility/RVR Precision approach Authorised DH/DA plus Authorised visibility procedure. increment of 200 ft increment of 800 metres Non-precision approach Authorised MDH/MDA Authorised visibility or circling approach increment of 400 ft plus an increment of 1500 metres</p> <p>The operator shall only select an aerodrome as an ETOPS en-route alternate aerodrome when the appropriate weather reports or forecasts, or any combination thereof, indicate that, between the anticipated time of landing until one hour after the latest possible time of landing, conditions will exist at or above the planning minima calculated by adding the additional limits of Table 1. (b) The operator shall include in the operations manual the method for</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	determining the operating minima at the planned ETOPS en-route alternate aerodrome. Table 1 Planning minima for the ETOPS en-route alternate aerodrome Type of approach Planning Planning minima Precision approach DA/H + 200 ft RVR/VIS + 800 m (*) Non-precision approach or MDA/H + 400 ft (*) Circling approach RVR/VIS + 1 500 m (*) VIS: visibility; MDA/H: minimum descent altitude/height.				
1.225(c)(1) CAT.OP.MPA.110, (e)	The minima for a specific type of approach and landing procedure are considered applicable if: (1) The ground equipment shown on the respective chart required for the intended procedure is operative; The minima for a specific approach and landing procedure shall only be used if all the following conditions are met: (1) the ground equipment shown on the chart required for the intended procedure is operative; (2) the aircraft systems required for the type of approach are operative; (3) the required aircraft performance criteria are met; and (4) the crew is appropriately qualified. CAT.OP.MPA.115 Approach flight technique				
1.225(c)(2) CAT.OP.MPA.110, (e)	The minima for a specific type of approach and landing procedure are considered applicable if: The aeroplane systems required for the type of approach are operative; The minima for a specific approach and landing procedure shall only be used if all the following conditions are met: (1) the ground equipment shown on the chart required for the intended procedure is operative; (2) the aircraft systems required for the type of approach are operative; (3) the required aircraft performance criteria are met; and (4) the crew is appropriately qualified. CAT.OP.MPA.115 Approach flight technique				
1.225(c)(3) CAT.OP.MPA.110, (e)	The minima for a specific type of approach and landing procedure are considered applicable if: The required aeroplane performance criteria are met The minima for a specific approach and landing procedure shall only be used if all the following conditions are met: (1) the ground equipment shown on the chart required for the intended procedure is operative; (2) the aircraft systems required for the type of approach are operative; (3) the required aircraft performance criteria are met; and (4) the crew is appropriately qualified. CAT.OP.MPA.115 Approach flight technique				
1.225(c)(4) CAT.OP.MPA.110, (e)	The minima for a specific type of approach and landing procedure are considered applicable if: Crew is qualified accordingly. The minima for a specific approach and landing procedure shall				

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	only be used if all the following conditions are met: (1) the ground equipment shown on the chart required for the intended procedure is operative; (2) the aircraft systems required for the type of approach are operative; (3) the required aircraft performance criteria are met; and (4) the crew is appropriately qualified. CAT.OP.MPA.115 Approach flight technique				
1.1045 Appendix 1 A 8.1.4 and 1.225(a) AMC3 ORO.MLR.100 and CAT.OP.MPA.110, (a)	En-route operating minima for VFR Flights or VFR portions of a flight and, where single engined aeroplanes are used, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing. An operator shall specify aerodrome operating minima, established in accordance with OPS 1.430 for each departure, destination or alternate aerodrome authorised to be used in accordance with OPS 1.220. En-route operating minima for VFR flights or VFR portions of a flight and, where single-engined aircraft are used, instructions for route selection with respect to the availability of surfaces that permit a safe forced landing. The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima.				
1.1045 Appendix 1 A 8.1.4 and 1.240(a)(6) AMC3 ORO.MLR.100 and CAT.OP.MPA.136	En-route operating minima for VFR Flights or VFR portions of a flight and, where single engined aeroplanes are used, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing. An operator shall ensure that operations are only conducted along such routes or within such areas, for which: If single-engine aeroplanes are used, surfaces are available which permit a safe forced landing to be executed. En-route operating minima for VFR flights or VFR portions of a flight and, where single-engined aircraft are used, instructions for route selection with respect to the availability of surfaces that permit a safe forced landing. The operator shall ensure that operations of single-engined aeroplanes are only conducted along routes, or within areas, where surfaces are available that permit a safe forced landing to be executed.				
1.1045 Appendix 1 A 8.1.5 AMC3 ORO.MLR.100	Flight preparation instructions. As applicable to the operation: Presentation and Application of Aerodrome and En-route Operating Minima. Presentation and application of aerodrome and en-route operating minima.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 8.1.6 AMC3 ORO.MLR.100	Flight preparation instructions. As applicable to the operation: Interpretation of meteorological information. Explanatory material on the decoding of MET forecasts and MET reports relevant to the area of operations, including the interpretation of conditional expressions. Interpretation of meteorological information. Explanatory material on the decoding of meteorological (MET) forecasts and MET reports relevant to the area of operations, including the interpretation of conditional expressions.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.1.7 Determination of the quantities of fuel, oil and water methanol carried. (Note: Information can also be in OM-B as applicable.)					
1.350 and 1.375(b) CAT.OP.MPA.260 and CAT.OP.MPA.280	<p>A commander shall only commence a flight or continue in the event of in-flight re-planning when he/she is satisfied that the aeroplane carries at least the planned amount of usable fuel and oil to complete the flight safely, taking into account the expected operating conditions. An operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria: in-flight fuel management. (1) the flight must be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel, or (ii) the final reserve fuel if no alternate aerodrome is required; (2) however, if, as a result of an in-flight fuel check, the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander must take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome, in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel, or (ii) the final reserve fuel if no alternate aerodrome is required, the commander must take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel;</p> <p>The commander shall only commence a flight or continue in the event of in-flight replanning when satisfied that the aircraft carries at least the planned amount of usable fuel and oil to complete the flight safely, taking into account the expected operating conditions. The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve</p>				

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	<p>fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.</p>				
<p>1.1045 Appendix 1 A 8.1.7 AMC3 ORO.MLR.100</p>	<p>Determination of the quantities of fuel, oil and water methanol carried. The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in flight. This section must also include instructions on the measurement and distribution of the fluid carried on board. Such instructions must take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight replanning and of failure of one or more of the aeroplane's power plants. The system for maintaining fuel and oil records must also be described.</p> <p>Determination of the quantities of fuel, oil and water methanol carried. The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in-flight. This section should also include instructions on the measurement and distribution of the fluid carried on board. Such instructions should</p>				

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	take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight re-planning and of failure of one or more of the aircraft's power plants. The system for maintaining fuel and oil records should also be described.				
1.255(a) CAT.OP.MPA.150	<p>An operator must establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255(b)(1) CAT.OP.MPA.150	<p>An operator shall ensure that the planning of flights is at least based upon 1. and 2. below: Procedures contained in the Operations Manual and data derived from: (i)Data provided by the aeroplane manufacturer; or (ii)Current aeroplane specific data derived from a fuel consumption monitoring system.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries</p>				

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	<p>sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
<p>1.255(b)(2)(i) CAT.OP.MPA.150</p>	<p>An operator shall ensure that the planning of flights is at least based upon 1. and 2. below: The operating conditions under which the flight is to be conducted including: realistic aeroplane fuel consumption data;</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions.</p>				

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	(c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(b)(2)(ii) CAT.OP.MPA.150	<p>An operator shall ensure that the planning of flights is at least based upon 1. and 2. below: The operating conditions under which the flight is to be conducted including anticipated masses.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv)</p>				

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	additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(b)(2)(iii) CAT.OP.MPA.150	<p>An operator shall ensure that the planning of flights is at least based upon 1. and 2. below: The operating conditions under which the flight is to be conducted including expected meteorological conditions</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b)</p> <p>The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255(b)(2)(iv) CAT.OP.MPA.150	<p>An operator shall ensure that the planning of flights is at least based upon 1. and 2. below: The operating conditions under which the flight is to be conducted including Navigation Services Provider(s) procedures and restrictions.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b)</p>				

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	<p>The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255(c)(1) and 1.255 Appendix 1 1.1.1 CAT.OP.MPA.150	<p>An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Taxi fuel. Taxi fuel, which shall not be less than the amount, expected to be used prior to take-off. Local conditions at the departure aerodrome and APU consumption shall be taken into account;</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel;</p>				

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	(3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(c)(2) and 1.255 Appendix 1 1.1.2 CAT.OP.MPA.150	<p>An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Trip fuel. Trip fuel, which shall include: (a) fuel for take-off and climb from aerodrome elevation to initial cruising level/altitude, taking into account the expected departure routing; and (b) fuel from top of climb to top of descent, including any step climb/descent; and (c) fuel from top of descent to the point where the approach is initiated, taking into account the expected arrival procedure; and (d) fuel for approach and landing at the destination aerodrome;</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or</p>				

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	to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(c)(4) and 1.255 Appendix 1 1.1.7 CAT.OP.MPA.150	<p>An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Extra fuel if required by the commander. The usable fuel to be on board for departure must be the amount of: Extra fuel, which shall be at the discretion of the commander.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255(c)(3)(i) and 1.255 Appendix 1 1.1.3 CAT.OP.MPA.15	An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of Contingency fuel (see OPS 1.192). Contingency fuel, except as provided for in Paragraph 2 “Reduced Contingency Fuel”, which				

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0	<p>shall be the higher of a. or b. below: (a) Either: (i) 5 % of the planned trip fuel or, in the event of in-flight re-planning, 5 % of the trip fuel for the remainder of the flight; or (ii) Not less than 3 % of the planned trip fuel or, in the event of in-flight re-planning, 3 % of the trip fuel for the remainder of the flight, provided that an en-route alternate aerodrome is available in accordance with Appendix 2 to OPS 1.255; or (iii) An amount of fuel sufficient for 20 minutes flying time based upon the planned trip fuel consumption provided that the operator has established a fuel consumption monitoring programme for individual aeroplanes and uses valid data determined by means of such a programme for fuel calculation; or (iv) An amount of fuel based on a statistical method approved by the Authority which ensures an appropriate statistical coverage of the deviation from the planned to the actual trip fuel. This method is used to monitor the fuel consumption on each city pair/aeroplane combination and the operator uses this data for a statistical analysis to calculate contingency fuel for that city pair/aeroplane combination. (b) An amount to fly for five minutes at holding speed at 1 500 ft (450 m), above the destination aerodrome in standard conditions.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes:</p>				

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	(1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(c)(3)(ii) and 1.255 Appendix 1 1.1.4 CAT.OP.MPA.150	<p>An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of: alternate fuel, if a destination alternate aerodrome is required. (This does not preclude selection of the departure aerodrome as the destination alternate aerodrome); Alternate fuel which shall: (a) include: (i) fuel for a missed approach from the applicable MDA/DH at the destination aerodrome to missed approach altitude, taking into account the complete missed approach procedure; and (ii) fuel for climb from missed approach altitude to cruising level/altitude, taking into account the expected departure routing; and (iii) fuel for cruise from top of climb to top of descent, taking into account the expected routing; and (iv) fuel for descent from top of descent to the point where the approach is initiated, taking into account the expected arrival procedure; and (v) fuel for executing an approach and landing at the destination alternate aerodrome selected in accordance with OPS 1.295. (b) where two destination alternate aerodromes are required in accordance with OPS 1.295(d), be sufficient to proceed to the alternate aerodrome which requires the greater amount of alternate fuel.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation;</p>				

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	and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(c)(3)(iii) and 1.255 Appendix 1 1.1.5 CAT.OP.MPA.150	<p>An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of final reserve fuel. Final reserve fuel, which shall be: (a) for aeroplanes with reciprocating engines, fuel to fly for 45 minutes; or (b) for aeroplanes with turbine engines, fuel to fly for 30 minutes at holding speed at 1 500 ft (450 m) above aerodrome elevation in standard conditions, calculated with the estimated mass on arrival at the destination alternate aerodrome or the destination aerodrome, when no destination alternate aerodrome is required.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination</p>				

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	alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(c)(3)(iv) and 1.255 Appendix 1 1.1.6 CAT.OP.MPA.150	<p>An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of Additional fuel, if required by the type of operation (e.g. ETOPS). The minimum additional fuel, which shall permit: (a) the aeroplane to descend as necessary and proceed to an adequate alternate aerodrome in the event of engine failure or loss of pressurisation, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route, and (i) hold there for 15 minutes at 1 500 ft (450 m) above aerodrome elevation in standard conditions; and (ii) make an approach and landing, except that additional fuel is only required, if the minimum amount of fuel calculated in accordance with subparagraphs 1.2. to 1.5. above is not sufficient for such an event, and (b) Holding for 15 minutes at 1 500 ft (450 m) above destination aerodrome elevation in standard conditions, when a flight is operated without a destination alternate aerodrome;</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel</p>				

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	consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(d)(1) CAT.OP.MPA.150	<p>An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes trip fuel for the remainder of the flight.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255(d)(3) CAT.OP.MPA.150	<p>An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes extra fuel if required by the commander.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover</p>				

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	<p>deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255(d)(2)(i) CAT.OP.MPA.150	<p>An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of Contingency fuel;.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of</p>				

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	usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(d)(2)(ii) CAT.OP.MPA.150	An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of Alternate fuel, if a destination alternate aerodrome is required (this does not preclude selection of the departure aerodrome as the destination alternate aerodrome); The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel				

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	consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.				
1.255(d)(2)(iii) CAT.OP.MPA.150	<p>An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of Final reserve fuel.</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255(d)(2)(iv) CAT.OP.MPA.150	<p>An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of Additional fuel, if required by the type of operation (e.g. ETOPS).</p> <p>The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries</p>				

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	<p>sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
<p>1.255 Appendix 1 2. AMC1 CAT.OP.MPA.150(b)</p>	<p>Reduced Contingency Fuel (RCF) Procedure: If an operator's fuel policy includes pre-flight planning to a Destination 1 aerodrome (commercial destination) with a reduced contingency fuel procedure using a decision point along the route and a Destination 2 aerodrome (optional refuel destination), the amount of usable fuel, on board for departure, shall be the greater of 2.1. or 2.2. below: 2.1 the sum of: (a) taxi fuel; and (b) trip fuel to the Destination 1 aerodrome, via the decision point; and (c) contingency fuel equal to not less than 5 % of the estimated fuel consumption from the decision point to the Destination 1 aerodrome; and (d) alternate fuel or no alternate fuel if the decision point is at less than six hours from the Destination 1 aerodrome and the requirements of OPS 1.295(c)(1)(ii) are fulfilled; and (e) final reserve fuel; and (f) additional fuel; and (g) extra fuel if required by the commander. 2.2 The sum of: (a) taxi fuel; and (b) trip fuel to the Destination 2 aerodrome, via the decision point; and (c) contingency fuel equal to not less than the amount calculated in</p>				

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	<p>accordance with subparagraph 1.3 above from departure aerodrome to the Destination 2 aerodrome; and (d) alternate fuel, if a Destination 2 alternate aerodrome is required; and (e) final reserve fuel; and (f) additional fuel; and (g) extra fuel if required by the commander.</p> <p>(a) The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
<p>1.255 Appendix 1 1.3 (a)(iv) AMC OPS 1.255 1.3 a AMC1 CAT.OP.MPA.150(b)</p>	<p>Contingency fuel, except as provided for in Paragraph 2 “Reduced Contingency Fuel”, which shall be the higher of a. or b. below: (a) Either: An amount of fuel based on a statistical method approved by the Authority which ensures an appropriate statistical coverage of the deviation from the planned to the actual trip fuel. This method is used to monitor the fuel consumption on each city pair/aeroplane combination and the operator uses this data for a statistical analysis to calculate contingency fuel for that city pair/aeroplane combination.</p> <p>(a) The operator shall establish a fuel policy for the purpose of flight</p>				

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	<p>planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255 Appendix 1 3. AMC1 CAT.OP.MPA.150(b)	<p>pre-determined point (PDP) procedure: If an operator's fuel policy includes planning to a destination alternate aerodrome where the distance between the destination aerodrome and the destination alternate aerodrome is such that a flight can only be routed via a predetermined point to one of these aerodromes, the amount of usable fuel, on board for departure, shall be the greater of 3.1 or 3.2 below: 3.1 the sum of: (a) taxi fuel; and (b) trip fuel from the departure aerodrome to the destination aerodrome, via the predetermined point; and (c) contingency fuel calculated in accordance with subparagraph 1.3. above; and (d) additional fuel if required, but not less than: (i) for aeroplanes with reciprocating engines, fuel to fly for 45 minutes plus 15 % of the flight time planned to be spent at cruising level or two hours, whichever is less; or (ii) for aeroplanes with turbine engines, fuel to fly for two hours at normal cruise consumption above the destination aerodrome. This shall not be less than final reserve fuel; and (e)</p>				

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	<p>extra fuel if required by the commander; or 3.2 the sum of: (a) taxi fuel; and (b) trip fuel from the departure aerodrome to the destination alternate aerodrome, via the predetermined point; and (c) contingency fuel calculated in accordance with subparagraph 1.3 above; and (d) additional fuel if required, but not less than: (i) For aeroplanes with reciprocating engines: fuel to fly for 45 minutes; or (ii) For aeroplanes with turbine engines: fuel to fly for 30 minutes at holding speed at 1 500 ft (450 m) above the destination alternate aerodrome elevation in standard conditions. This shall not be less than final reserve fuel; and (e) Extra fuel if required by the commander.</p> <p>(a) The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.255 Appendix 1 4. AMC1 CAT.OP.MPA.150(b)	Isolated aerodrome procedure: If an operator's fuel policy includes planning to an isolated aerodrome, the last possible point of diversion to any available en-route alternate aerodrome shall be used as the predetermined point. See paragraph 3 above.				

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	<p>(a) The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including: (i) aircraft fuel consumption data; (ii) anticipated masses; (iii) expected meteorological conditions; and (iv) air navigation services provider(s) procedures and restrictions. (c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes: (1) taxi fuel; (2) trip fuel; (3) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (4) extra fuel if required by the commander. (d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes: (1) trip fuel for the remainder of the flight; and (2) reserve fuel consisting of: (i) contingency fuel; (ii) alternate fuel, if a destination alternate aerodrome is required; (iii) final reserve fuel; and (iv) additional fuel, if required by the type of operation; and (3) extra fuel if required by the commander.</p>				
1.375 (a)(1) CAT.OP.MPA.280	<p>An operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. In-flight fuel checks. (1) a commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with paragraph (b) "In- flight fuel management" below; and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome;</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i)</p>				

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	<p>compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.</p>				
1.375 (a)(1)(i) CAT.OP.MPA.280	<p>A commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorded and evaluated to compare actual consumption with planned consumption.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the</p>				

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	<p>following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.</p>				
1.375 (a)(1)(ii) CAT.OP.MPA.280	A commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorded and evaluated to check that the usable remaining fuel is sufficient				

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	<p>to complete the flight, in accordance with paragraph OPS 1.375 (b) 'In-flight fuel management'.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	from the PDP to the destination aerodrome; and (C) additional fuel.				
1.375 (a)(1)(iii) CAT.OP.MPA.280	<p>A commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorded and evaluated to determine the expected usable fuel remaining on arrival at the destination aerodrome.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.				
1.375 (a)(2) CAT.OP.MPA.280	<p>The relevant fuel data must be recorded.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the</p>				

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	destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.				
1.375 (b)(1) CAT.OP.MPA.280	<p>The expected usable fuel remaining on arrival at the destination aerodrome.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve</p>				

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	fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.				
1.375 (b)(2) CAT.OP.MPA.280	<p>An in-flight fuel check, the expected usable fuel remaining on arrival at the destination aerodrome is less than the required alternate fuel plus final reserve fuel or the final reserve fuel if no alternate aerodrome is required.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to</p>				

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	5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.				
1.375 (b)(3) CAT.OP.MPA.280	<p>The commander shall declare an emergency when calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the</p>				

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	<p>decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.</p>				
<p>1.375 (b)(4)(i) CAT.OP.MPA.280</p>	<p>On a flight using the RCF procedure, in order to proceed to the Destination 1 aerodrome, the commander must ensure that the usable fuel remaining at the decision point is at least the total of: Trip fuel from the decision point to the Destination 1 aerodrome; and -Contingency fuel equal to 5% of trip fuel from the decision point to the Destination 1 aerodrome; and-Destination 1 aerodrome alternate fuel, if a Destination 1 alternate aerodrome is required; and-Final reserve fuel.</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so</p>				

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	<p>as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.</p>				
1.375 (b)(4)(ii) CAT.OP.MPA.280	<p>On a flight using the PDP procedure in order to proceed to the destination aerodrome, the commander must ensure that the usable fuel remaining at the PDP is at least the total of:-Trip fuel from the PDP to the destination aerodrome; and-Contingency fuel from the PDP to the destination aerodrome calculated in accordance with Appendix 1 to OPS 1.255 Paragraph 1.3; and - Fuel required according to Appendix 1 to OPS 1.255 Paragraph 3.1.d</p> <p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account</p>				

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	<p>the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.</p>				
<p>1.375 and 1.1045 Appendix 1 A 8.1.7 AMC3 ORO.MLR.100 and CAT.OP.MPA.280</p>	<p>An operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria: (a) in-flight fuel checks. (1) a commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with paragraph (b) "In- flight fuel management" below; and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome; (2) the relevant fuel data must be recorded. (b) in-flight fuel management. (1) the flight must be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel, or (ii) the final reserve fuel if no alternate aerodrome is required; (2) however, if, as a result of an in-flight fuel check, the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander must take into account the</p>				

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	<p>traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome, in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel, or (ii) the final reserve fuel if no alternate aerodrome is required, the commander must take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel; (3) the commander shall declare an emergency when calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) additional conditions for specific procedures. (i) On a flight using the RCF procedure, in order to proceed to the Destination 1 aerodrome, the commander must ensure that the usable fuel remaining at the decision point is at least the total of: trip fuel from the decision point to the Destination 1 aerodrome; and contingency fuel equal to 5 % of trip fuel from the decision point to the Destination 1 aerodrome; and destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and Final reserve fuel (ii) On a flight using the PDP procedure in order to proceed to the destination aerodrome, the commander must ensure that the usable fuel remaining at the PDP is at least the total of: Trip fuel from the PDP to the destination aerodrome; and contingency fuel from the PDP to the destination aerodrome calculated in accordance with Appendix 1 to OPS 1.255 Paragraph 1.3; and fuel required according to Appendix 1 to OPS 1.255 Paragraph 3.1.d. Determination of the quantities of fuel, oil and water methanol carried. The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in flight. This section must also include instructions on the measurement and distribution of the fluid carried on board. Such instructions must take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight replanning and of failure of one or more of the aeroplane's power plants. The system for maintaining fuel and oil records must also be described.</p> <p>Determination of the quantities of fuel, oil and water methanol carried. The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in-flight. This section should also include instructions on the measurement and distribution of the fluid carried on board. Such instructions should take account of all circumstances likely to be encountered on the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>flight, including the possibility of in-flight re-planning and of failure of one or more of the aircraft's power plants. The system for maintaining fuel and oil records should also be described. The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. (a) In-flight fuel checks (1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to: (i) compare actual consumption with planned consumption; (ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and (iii) determine the expected usable fuel remaining on arrival at the destination aerodrome. (2) The relevant fuel data shall be recorded. (b) In-flight fuel management (1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than: (i) the required alternate fuel plus final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required. (2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than: (i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or (ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel. (3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel. (4) Additional conditions for specific procedures (i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of: (A) trip fuel from the decision point to the destination 1 aerodrome; (B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome; (C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and (D) final reserve fuel (ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of: (A) trip fuel</p>				

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	from the PDP to the destination aerodrome; (B) contingency fuel from the PDP to the destination aerodrome; and (C) additional fuel.				
1.1045 Appendix 1 A 8.1.7 AMC3 ORO.MLR.100	<p>Determination of the quantities of fuel, oil and water methanol carried. The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in flight. This section must also include instructions on the measurement and distribution of the fluid carried on board. Such instructions must take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight replanning and of failure of one or more of the aeroplane's power plants. The system for maintaining fuel and oil records must also be described.</p> <p>Determination of the quantities of fuel, oil and water methanol carried. The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in-flight. This section should also include instructions on the measurement and distribution of the fluid carried on board. Such instructions should take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight re-planning and of failure of one or more of the aircraft's power plants. The system for maintaining fuel and oil records should also be described.</p>				

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PART A 8.1.8 Mass and Centre of Gravity.					
1.1045 Appendix 1 A 8.1.8 (a) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including Definitions. Mass and centre of gravity. The general principles of mass and centre of gravity including: (a) Definitions; Mass and centre of gravity. The general principles of mass and centre of gravity including the following: definitions;				
1.1045 Appendix 1 A 8.1.8 (b) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including: Methods, procedures and responsibilities for preparation and acceptance of mass and centre of gravity calculations; Mass and centre of gravity. The general principles of mass and centre of gravity including the following: methods, procedures and responsibilities for preparation and acceptance of mass and centre of gravity calculations;				
1.1045 Appendix 1 A 8.1.8 (c) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including The policy for using either standard and/or actual masses. Mass and centre of gravity. The general principles of mass and centre of gravity including the following: the policy for using standard and/or actual masses;				
1.1045 Appendix 1 A 8.1.8 (d) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including The method for determining the applicable passenger, baggage and cargo mass. Mass and centre of gravity. The general principles of mass and centre of gravity including the following: the method for determining the applicable passenger, baggage and cargo mass;				
1.1045 Appendix 1 A 8.1.8 (e) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including The applicable passenger and baggage masses for various types of operations and aeroplane type. Mass and centre of gravity. The general principles of mass and centre of gravity including the following: the applicable passenger and baggage masses for various types of operations and aircraft type;				
1.1045 Appendix 1 A 8.1.8 (f) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including General instruction and information necessary for verification of the various types of mass and balance documentation in use. Mass and centre of gravity. The general principles of mass and				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	centre of gravity including the following: general instructions and information necessary for verification of the various types of mass and balance documentation in use;				
1.1045 Appendix 1 A 8.1.8 (g) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including Last Minute Changes procedures. Mass and centre of gravity. The general principles of mass and centre of gravity including the following: last-minute changes procedures;				
1.1045 Appendix 1 A 8.1.8 (h) AMC3 ORO.MLR.100	Mass and centre of gravity. The general principles of mass and centre of gravity including Specific gravity of fuel, oil and water methanol. Mass and centre of gravity. The general principles of mass and centre of gravity including the following: specific gravity of fuel, oil and water methanol				
1.1045 Appendix 1 A 8.1.8 (i) and 1.605 Appendix 1 (d)(1) AMC3 ORO.MLR.100 and AMC3 CAT.POL.MAB.100(b)	Mass and centre of gravity. The general principles of mass and centre of gravity including Seating policy/procedures. The CG margins and associated operational procedures, including assumptions with regard to passenger seating, must be acceptable to the Authority. Centre of gravity limits. Operational CG envelope. Unless seat allocation is applied and the effects of the number of passengers per seat row, of cargo in individual cargo compartments and of fuel in individual tanks is accounted for accurately in the balance calculation, operational margins must be applied to the certificated centre of gravity envelope. In determining the CG margins, possible deviations from the assumed load distribution must be considered. If free seating is applied, the operator must introduce procedures to ensure corrective action by flight or cabin crew if extreme longitudinal seat selection occurs. The CG margins and associated operational procedures, including assumptions with regard to passenger seating, must be acceptable to the Authority. Mass and centre of gravity. The general principles of mass and centre of gravity including the following: specific gravity of fuel, oil and water methanol In the Certificate Limitations section of the AFM, forward and aft CG limits are specified. These limits ensure that the certification stability and control criteria are met throughout the whole flight and allow the proper trim setting for take-off. The operator should ensure that these limits are respected by: (a) Defining and applying operational margins to the certified CG envelope in order to compensate for the following deviations and errors: (1) Deviations of actual CG at empty or operating mass from published values due, for example, to weighing errors,				

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	<p>unaccounted modifications and/or equipment variations. (2) Deviations in fuel distribution in tanks from the applicable schedule. (3) Deviations in the distribution of baggage and cargo in the various compartments as compared with the assumed load distribution as well as inaccuracies in the actual mass of baggage and cargo. (4) Deviations in actual passenger seating from the seating distribution assumed when preparing the mass and balance documentation. Large CG errors may occur when 'free seating', i.e. freedom of passengers to select any seat when entering the aircraft, is permitted. Although in most cases reasonably even longitudinal passenger seating can be expected, there is a risk of an extreme forward or aft seat selection causing very large and unacceptable CG errors, assuming that the balance calculation is done on the basis of an assumed even distribution. The largest errors may occur at a load factor of approximately 50% if all passengers are seated in either the forward or aft half of the cabin. Statistical analysis indicates that the risk of such extreme seating adversely affecting the CG is greatest on small aircraft. (5) Deviations of the actual CG of cargo and passenger load within individual cargo compartments or cabin sections from the normally assumed mid position. (6) Deviations of the CG caused by gear and flap positions and by application of the prescribed fuel usage procedure, unless already covered by the certified limits. (7) Deviations caused by in-flight movement of cabin crew, galley equipment and passengers. (8) On small aeroplanes, deviations caused by the difference between actual passenger masses and standard passenger masses when such masses are used. (b) Defining and applying operational procedures in order to: (1) ensure an even distribution of passengers in the cabin; (2) take into account any significant CG travel during flight caused by passenger/crew movement; and (3) take into account any significant CG travel during flight caused by fuel consumption/transfer.</p>				
<p>1.607 Annex 1 and AMC1 CAT.POL.MAB.100(b)</p>	<p>(a) Dry operating mass. The total mass of the aeroplane ready for a specific type of operation excluding all usable fuel and traffic load. This mass includes items such as: (1) crew and crew baggage; (2) catering and removable passenger service equipment; and (3) potable water and lavatory chemicals. (b) Maximum zero fuel mass. The maximum permissible mass of an aeroplane with no usable fuel. The mass of the fuel contained in particular tanks must be included in the zero fuel mass when it is explicitly mentioned in the Aeroplane Flight Manual limitations. (c) Maximum structural</p>				

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	<p>landing mass. The maximum permissible total aeroplane mass upon landing under normal circumstances. (d) Maximum structural take off mass. The maximum permissible total aeroplane mass at the start of the take-off run. (e) Passenger classification. (1) Adults, male and female, are defined as persons of an age of 12 years and above. (2) Children are defined as persons who are of an age of two years and above but who are less than 12 years of age. (3) Infants are defined as persons who are less than two years of age. (f) Traffic load. The total mass of passengers, baggage and cargo, including any non-revenue load.</p> <p>REFERE TO RULE</p>				
1.620 (a) AMC1 CAT.POL.MAB.100(d), (a)	<p>An operator shall compute the mass of passengers and checked baggage using either the actual weighted mass of each person and the actual weighed mass of baggage or the standard mass values specified in Tables 1 to 3 below except where the number of passenger seats available is less than 10. In such cases passenger mass may be established by use of a verbal statement by, or on behalf of, each passenger and adding to it a predetermined constant to account for hand baggage and clothing. The procedure specifying when to select actual or standard masses and the procedure to be followed when using verbal statements must be included in the Operations Manual.</p> <p>The dry operating mass includes crew and crew baggage.</p>				
1.620 (d) CAT.POL.MAB.100(e)	<p>Mass values for passengers — 20 seats or more. (1) Where the total number of passenger seats available on an aeroplane is 20 or more, the standard masses of male and female in Table 1 are applicable. As an alternative, in cases where the total number of passenger seats available is 30 or more, the “all adult” mass values in Table 1 are applicable. (2) For the purpose of Table 1, holiday charter means a charter flight solely intended as an element of a holiday travel package. The holiday charter mass values apply provided that not more than 5 % of passenger seats installed in the aeroplane are used for the non-revenue carriage of certain categories of passengers. Table 1 Passenger seats: 20 and more 30 and more Male - Female All adult All flights except 88 kg - 70 kg 84 kg holiday charters Holiday charters 83 kg - 69 kg 76 kg Children 35 kg - 35 kg 35 kg</p> <p>The operator shall establish the mass of the traffic load, including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses.</p>				

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1.620 (e) CAT.POL.MAB.100(e)	<p>Mass values for passengers — 19 seats or less. Where the total number of passenger seats available on an aeroplane is 19 or less, the standard masses in Table 2 (OPS 1.620) are applicable. Table 2 Passengerseats 1-5 6-9 10-19 Male 104 kg 96 kg 92 kg Female 86 kg 78 kg 74 kg Children 35 kg 35 kg 35 kg 2. On flights where no hand baggage is carried in the cabin or where hand baggage is accounted for separately, 6 kg may be deducted from the below male and female masses. Articles such as an overcoat, an umbrella, a small hand- bag or purse, reading material or a small camera are not considered as hand baggage for the purpose of this subparagraph.</p> <p>The operator shall establish the mass of the traffic load, including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses.</p>				
1.620 (f) CAT.POL.MAB.100(e)	<p>Mass values for baggage. 1. Where the total number of passenger seats available on the aeroplane is 20 or more the standard mass values given in Table 3 are applicable for each piece of checked baggage. For aeroplanes with 19 passenger seats or less, the actual mass of checked baggage, determined by weighing, must be used. 2. For the purpose of Table 3: (i) Domestic flight means a flight with origin and destination within the borders of one State; (ii) Flights within the European region means flights, other than Domestic flights, whose origin and destination are within the area specified in Appendix 1 to OPS 1.620(f); and (iii) Intercontinental flight, other than flights within the European region, means a flight with origin and destination in different continents. Table 3 20 or more seats Type of flight Baggage standard mass Domestic 11 kg Within the European region 13 kg Intercontinental 15 kg All other 13 kg</p> <p>The operator shall establish the mass of the traffic load, including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses.</p>				
1.605 Appendix 1(b) CAT.POL.MAB.100, (f)	<p>Special standard masses for the traffic load. In addition to standard masses for passengers and checked baggage, an operator can submit for approval to the Authority standard masses for other load items.</p> <p>In addition to standard masses for passengers and checked baggage, the operator can use standard masses for other load items, if it demonstrates to the competent authority that these items have the same mass or that their masses are within specified</p>		AP		

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	tolerances.				
1.620 (g) GM2 CAT.POL.MAB.100(e)	<p>If an operator wishes to use standard mass values other than those contained in Tables 1 to 3 above, he must advise the Authority of his reasons and gain its approval in advance. He must also submit for approval a detailed weighing survey plan and apply the statistical analysis method given in Appendix 1 to OPS 1.620 (g). After verification and approval by the Authority of the results of the weighing survey, the revised standard mass values are only applicable to that operator. The revised standard mass values can only be used in circumstances consistent with those under which the survey was conducted. Where revised standard masses exceed those in Tables 1 to 3, then such higher values must be used.</p> <p>For calculating the required sample size it is necessary to make an estimate of the standard deviation on the basis of standard deviations calculated for similar populations or for preliminary surveys. The precision of a sample estimate is calculated for 95 % reliability or ‘significance’, i.e. there is a 95 % probability that the true value falls within the specified confidence interval around the estimated value. This standard deviation value is also used for calculating the standard passenger mass.</p>		AP		
1.620 (g) Appendix 1(c)(4) GM3 CAT.POL.MAB.100(e)	<p>Operators have the option to submit a detailed survey plan to the Authority for approval and subsequently a deviation from the revised standard mass value provided this deviating value is determined by use of the procedure explained in this Appendix. Such deviations must be reviewed at intervals not exceeding five years.</p> <p>The operator should establish and submit to the competent authority a detailed weighing survey plan that is fully representative of the operation, i.e. the network or route under consideration and the survey should involve the weighing of an adequate number of passengers.</p>		AP		
1.620 (g) Appendix 1(c)(5) CAT.POL.MAB.100(e)	<p>All adult revised standard mass values must be based on a male/female ratio of 80/20 in respect of all flights except holiday charters which are 50/50. If an operator wishes to obtain approval for use of a different ratio on specific routes or flights then data must be submitted to the Authority showing that the alternative male/female ratio is conservative and covers at least 84 % of the actual male/female ratios on a sample of at least 100 representative flights.</p> <p>The operator shall establish the mass of the traffic load, including</p>		AP		

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	any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses.				
1.620 (h) and (i) CAT.POL.MAB.100(e)	On any flight identified as carrying a significant number of passengers whose masses, including hand baggage, are expected to exceed the standard passenger mass, an operator must determine the actual mass of such passengers by weighing or by adding an adequate mass increment.If standard mass values for checked baggage are used and a significant number of passengers check in baggage that is expected to exceed the standard baggage mass, an operator must determine the actual mass of such baggage by weighing or by adding an adequate mass increment. The operator shall establish the mass of the traffic load, including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses.				
1.620 (j) AMC1 CAT.POL.MAB.105(a)	An operator shall ensure that a commander is advised when a non-standard method has been used for determining the mass of the load and that this method is stated in the mass and balance documentation. The mass and balance documentation should include advice to the commander whenever a non-standard method has been used for determining the mass of the load.				
1.625 (a) CAT.POL.MAB.105, (a)	An operator shall establish mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation must enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aeroplane are not exceeded. The person preparing the mass and balance documentation must be named on the document. The person supervising the loading of the aeroplane must confirm by signature that the load and its distribution are in accordance with the mass and balance documentation. This document must be acceptable to the commander, his/her acceptance being indicated by countersignature or equivalent. (See also OPS 1.1055 (a)12). The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall				

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	<p>contain the following information: (1) Aircraft registration and type; (2) Flight identification, number and date; (3) Name of the commander; (4) Name of the person who prepared the document;EN 25.10.2012 Official Journal of the European Union L 296/107 (5) Dry operating mass and the corresponding CG of the aircraft: (i) for performance class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is; (6) Mass of the fuel at take-off and the mass of trip fuel; (7) Mass of consumables other than fuel, if applicable; (8) Load components including passengers, baggage, freight and ballast; (9) Take-off mass, landing mass and zero fuel mass; (10) Applicable aircraft CG positions; and (11) The limiting mass and CG values. The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.</p>				
<p>1.625 Appendix 1 (a)(1) CAT.POL.MAB.105, (a)</p>	<p>Mass and balance documentation (contents). The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information: (1) Aircraft registration and type; (2) Flight identification, number and date; (3) Name of the commander; (4) Name of the person who prepared the document;EN 25.10.2012 Official Journal of the European Union L 296/107 (5) Dry operating mass and the corresponding CG of the aircraft: (i) for performance class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is; (6) Mass of the fuel at take-off and the mass of trip fuel; (7) Mass of consumables other than fuel, if applicable; (8) Load components including passengers, baggage, freight and ballast; (9) Take-off mass, landing mass and zero fuel mass; (10) Applicable aircraft CG positions; and (11) The limiting mass and CG values. The information above shall be available in flight</p>				

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	planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.				
1.625 Appendix 1 (a)(1)(ii) CAT.POL.MAB.105, (a)	<p>Mass and balance documentation. Contents. Subject to the approval of the Authority, an operator may omit some of this Data from the mass and balance documentation.</p> <p>The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information: (1) Aircraft registration and type; (2) Flight identification, number and date; (3) Name of the commander; (4) Name of the person who prepared the document;EN 25.10.2012 Official Journal of the European Union L 296/107 (5) Dry operating mass and the corresponding CG of the aircraft: (i) for performance class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is; (6) Mass of the fuel at take-off and the mass of trip fuel; (7) Mass of consumables other than fuel, if applicable; (8) Load components including passengers, baggage, freight and ballast; (9) Take-off mass, landing mass and zero fuel mass; (10) Applicable aircraft CG positions; and (11) The limiting mass and CG values. The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.</p>		AP		
1.625 Appendix 1 (c) CAT.POL.MAB.105, (e)	<p>Onboard mass and balance systems. An operator must obtain the approval of the Authority if he wishes to use an onboard mass and balance computer system as a primary source for despatch.</p> <p>The operator shall obtain approval by the competent authority if he/she wishes to use an onboard integrated mass and balance computer system or a stand-alone computerised mass and balance system as a primary source for dispatch. The operator shall demonstrate the accuracy and reliability of that system.</p>		AP		
1.625 (b) CAT.POL.MAB.105, (d)	<p>An operator must specify procedures for Last Minute Changes to the load.</p> <p>The operator shall specify procedures for last minute changes to</p>				

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	the load to ensure that: (1) any last minute change after the completion of the mass and balance documentation is brought to the attention of the commander and entered in the flight planning documents containing the mass and balance documentation; (2) the maximum last minute change allowed in passenger numbers or hold load is specified; and (3) new mass and balance documentation is prepared if this maximum number is exceeded.				
1.625 Appendix 1 (a)(2) CAT.POL.MAB.105, (d)	<p>The last minute change must be entered on the mass and balance documentation. The maximum allowed change in the number of passengers or hold load acceptable as a last minute change must be specified in the Operations Manual.</p> <p>Last minute change. If any last minute change occurs after the completion of the mass and balance documentation, this must be brought to the attention of the commander and the last minute change must be entered on the mass and balance documentation. The maximum allowed change in the number of passengers or hold load acceptable as a last minute change must be specified in the Operations Manual. If this number is exceeded, new mass and balance documentation must be prepared.</p>		AC		
1.625 (c)	Subject to the approval of the Authority, an operator may use an alternative to the procedures required by paragraphs (a) and (b) above.		AC		

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PART A 8.1.8; PART A 8.8.10; PART A 8.8.11 ATS Flight Plan; Operational Flight Plan; Operator's Aeroplane Technical Log					
1.1045 Appendix 1 A 8.1.9 and 1.216 AMC3 ORO.MLR.100 and CAT.OP.MPA.100, (a)(2)	<p>ATS flight plan. Procedures and responsibilities for the preparation and submission of the air traffic services flight plan. Factors to be considered include the means of submission for both individual and repetitive flight plans. An operator shall ensure that his in-flight operational instructions involving a change to the air traffic flight plan shall, when practicable, be coordinated with the appropriate air traffic service unit before transmission to an aeroplane.</p> <p>Air traffic services (ATS) flight plan. Procedures and responsibilities for the preparation and submission of the ATS flight plan. Factors to be considered include the means of submission for both individual and repetitive flight plans. The operator shall ensure that in-flight operational instructions involving a change to the ATS flight plan, when practicable, are coordinated with the appropriate ATS unit before transmission to an aircraft.</p>				
1.300 CAT.OP.MPA.190	<p>An operator shall ensure that a flight is not commenced unless an ATS flight plan has been submitted, or adequate information has been deposited in order to permit alerting services to be activated if required.</p> <p>(a) If an ATS flight plan is not submitted because it is not required by the rules of the air, adequate information shall be deposited in order to permit alerting services to be activated if required. (b) When operating from a site where it is impossible to submit an ATS flight plan, the ATS flight plan shall be transmitted as soon as possible after take-off by the commander or the operator.</p>				
1.215 CAT.OP.MPA.100, (a)(1)	<p>An operator shall ensure that air traffic services are used for all flights whenever available</p> <p>The operator shall ensure that: air traffic services (ATS) appropriate to the airspace and the applicable rules of the air are used for all flights whenever available;</p>				
1.1045 Appendix 1 A 8.1.10 AMC3 ORO.MLR.100	<p>Operational Flight Plan. Procedures and responsibilities for the preparation and acceptance of the operational flight plan. The use of the operational flight plan must be described including samples of the operational flight plan formats in use.</p> <p>Operational flight plan. Procedures and responsibilities for the preparation and acceptance of the operational flight plan. The use of the operational flight plan should be described including samples of the operational flight plan formats in use.</p>				

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1.1045 Appendix 1 A 8.1.11 AMC3 ORO.MLR.100	Operator's aeroplane technical log. The responsibilities and the use of the operator's aeroplane technical log must be described, including samples of the format used. Operator's aircraft technical log. The responsibilities and the use of the operator's aircraft technical log should be described, including samples of the format used.				

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PART A 8.1.12 List of documents, forms and additional information to be carried					
1.1045 Appendix 1 A 8.1.12 AMC3 ORO.MLR.100	List of documents, forms and additional information to be carried. List of documents, forms and additional information to be carried.				
1.125 Appendix 1 CAT.GEN.MPA.180, (c)	In case of loss or theft of documents specified in OPS 1.125, the operation is allowed to continue until the flight reaches the base or a place where a replacement document can be provided. Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided.				
1.125(a)(1) CAT.GEN.MPA.180	An operator shall ensure that the following documents or copies thereof are carried on each flight: the Certificate of Registration; (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests,				

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	<p>if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.125(a)(2) CAT.GEN.MPA.180	<p>An operator shall ensure that the following documents or copies thereof are carried on each flight: The Certificate of Airworthiness (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual</p>				

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	that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.125(a)(3) CAT.GEN.MPA.180	The original or a copy of the Noise Certificate (if applicable), including an English translation, where one has been provided by the Authority responsible for issuing the noise certificate; (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the				

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	<p>proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.125(a)(4) CAT.GEN.MPA.180	<p>An operator shall ensure that the following documents or copies thereof are carried on each flight: The original or a copy of the Air Operator Certificate;</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with</p>				

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	<p>the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.125(a)(5) CAT.GEN.MPA.180	<p>An operator shall ensure that the following documents or copies thereof are carried on each flight: The Aircraft Radio License; (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the</p>				

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	<p>original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				

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1.125(a)(6) CAT.GEN.MPA.180	<p>An operator shall ensure that the following documents or copies thereof are carried on each flight: The original or a copy of the third party liability Insurance Certificate(s).</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6)</p>				

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	meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.125(b) CAT.GEN.MPA.180	<p>Each flight crew member shall, on each flight, carry a valid flight crew license with appropriate rating(s) for the purpose of the flight.</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24</p>				

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	hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.130 (1) CAT.GEN.MPA.180	<p>An operator shall ensure that: The current parts of the Operations Manual relevant to the duties of the crew are carried on each flight.</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable;</p>				

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	and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.130 (2) CAT.GEN.MPA.180	<p>An operator shall ensure that: Those parts of the Operations Manual which are required for the conduct of a flight are easily accessible to the crew on board the aeroplane.</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17)</p>				

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	<p>appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.130 (3) CAT.GEN.MPA.180	<p>An operator shall ensure that: The current Aeroplane Flight Manual is carried in the aeroplane unless the Authority has accepted that the Operations Manual prescribed in OPS 1.1045, Appendix 1, Part B contains relevant information for that aeroplane.</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect</p>				

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	that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.135(a)(1) CAT.GEN.MPA.180	An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: (1) Operational Flight Plan containing at least the information required in OPS 1.1060; (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the				

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	<p>operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.135(a)(2) CAT.GEN.MPA.180	An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: Aeroplane Technical Log containing at least the information required in Part M, paragraph M. A. 306				

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	<p>Operator's technical log system;</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c)</p>				

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	Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.135(a)(3) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: details of the filed ATS flight plan;</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24</p>				

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	hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.135(a)(4) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: appropriate NOTAM/AIS briefing documentation;</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests,</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.135(a)(5) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: appropriate meteorological information; (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.135(a)(6) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: mass and balance documentation as specified in Subpart J;</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.135(a)(7) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: notification of special categories of passenger such as security personnel, if not considered as crew, handicapped persons, inadmissible passengers, deportees and persons in custody;</p> <p>(a) The following documents, manuals and information shall be</p>				

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	<p>carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight</p>				

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	reaches its destination or a place where replacement documents can be provided				
1.135(a)(8) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: notification of special loads including dangerous goods including written information to the commander as pre- scribed in OPS 1.1215 (c);</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				
1.135(a)(9) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: current maps and charts and associated documents as prescribed in OPS 1.290 (b)(7);</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests,</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.135(a)(10) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: any other documentation which may be required by the States concerned with this flight, such as cargo manifest, passenger manifest etc;</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals</p>				

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	<p>information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.135(a)(11) CAT.GEN.MPA.180	<p>An operator shall ensure that, in addition to the documents and manuals prescribed in OPS 1.125 and OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight: forms to comply with the reporting requirements of the Authority and the operator.</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with</p>				

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	<p>the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided</p>				
1.135(b) AMC1 CAT.GEN.MPA.180	<p>The Authority may permit the information detailed in subparagraph (a) above, or parts thereof, to be presented in a form other than on printed paper. An acceptable standard of accessibility, usability and reliability must be assured.</p> <p>The documents, manuals and information may be available in a form other than on printed paper. An electronic storage medium is</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	acceptable if accessibility, usability and reliability can be assured.				
1.050 CAT.GEN.MPA.180	<p>An operator shall ensure that essential information pertinent to the intended flight concerning search and rescue services is easily accessible on the flight deck</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided				

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PART A 8.1.13 Information retained on the ground					
1.1065 Appendix 1 ORO.MLR.115(a)	An operator shall ensure that the following information/documentation is stored in an acceptable form, accessible to the Authority, for the periods shown in the Tables below. Note: Additional information relating to maintenance records is prescribed in Part-M, paragraph M.A.306(c) operator's technical log system. The records of the activities referred to in ORO.GEN.200 shall be stored for at least five years.				
1.140(a)(1)(i) and (b)(1) CAT.GEN.MPA.185(b)(1)	An operator shall ensure that at least for the duration of each flight or series of flights; (i) information relevant to the flight and appropriate for the type of operation is preserved on the ground; The information referred to in subparagraph (a) above includes: a copy of the operational flight plan where appropriate; The information referred to in (a) includes a copy of the operational flight plan, where appropriate				
1.140(a)(1)(i) and (b)(2) CAT.GEN.MPA.185	An operator shall ensure that: At least for the duration of each flight or series of flights; (i) information relevant to the flight and appropriate for the type of operation is preserved on the ground; The information referred to in subparagraph (a) above includes: copies of the relevant part(s) of the aeroplane technical log; (a) The operator shall ensure that at least for the duration of each flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate; (2) copies of the relevant part(s) of the aircraft technical log; (3) route-specific NOTAM documentation if specifically edited by the operator; (4) mass and balance documentation if required; and (5) special loads notification. EN 25.10.2012 Official Journal of the European Union L 296/67				
1.140(a)(1)(i) and (b)(3) CAT.GEN.MPA.185	An operator shall ensure that: At least for the duration of each flight or series of flights; (i) information relevant to the flight and appropriate for the type of operation is preserved on the ground The information referred to in subparagraph (a) above includes: route specific NOTAM documentation if specifically edited by the operator; (a) The operator shall ensure that at least for the duration of each				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate; (2) copies of the relevant part(s) of the aircraft technical log; (3) route-specific NOTAM documentation if specifically edited by the operator; (4) mass and balance documentation if required; and (5) special loads notification.EN 25.10.2012 Official Journal of the European Union L 296/67				
1.140(a)(1)(i) and (b)(4) CAT.GEN.MPA.185	An operator shall ensure that: At least for the duration of each flight or series of flights; (i) information relevant to the flight and appropriate for the type of operation is preserved on the ground; The information referred to in subparagraph (a) above includes: mass and balance documentation if required (OPS 1.625 refers) (a) The operator shall ensure that at least for the duration of each flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate; (2) copies of the relevant part(s) of the aircraft technical log; (3) route-specific NOTAM documentation if specifically edited by the operator; (4) mass and balance documentation if required; and (5) special loads notification.EN 25.10.2012 Official Journal of the European Union L 296/67				
1.140(a)(1)(i) and (b)(5) CAT.GEN.MPA.185	An operator shall ensure that: At least for the duration of each flight or series of flights; (i) information relevant to the flight and appropriate for the type of operation is preserved on the ground; The information referred to in subparagraph (a) above includes:special loads notification. (a) The operator shall ensure that at least for the duration of each flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate; (2) copies of the relevant part(s) of the aircraft technical log; (3) route-specific NOTAM documentation				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	if specifically edited by the operator; (4) mass and balance documentation if required; and (5) special loads notification.EN 25.10.2012 Official Journal of the European Union L 296/67				
1.140(a)(1)(ii) CAT.GEN.MPA.185	An operator shall ensure that: At least for the duration of each flight or series of flights; the information is retained until it has been duplicated at the place at which it will be stored in accordance with OPS 1.1065; or, if this is impracticable (a) The operator shall ensure that at least for the duration of each flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate; (2) copies of the relevant part(s) of the aircraft technical log; (3) route-specific NOTAM documentation if specifically edited by the operator; (4) mass and balance documentation if required; and (5) special loads notification.EN 25.10.2012 Official Journal of the European Union L 296/67				
1.140(a)(1)(iii) CAT.GEN.MPA.185	If this is impracticable to follow OPS 1.140 (a)(ii) above, the same information is carried in a fireproof container in the aeroplane (a) The operator shall ensure that at least for the duration of each flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate; (2) copies of the relevant part(s) of the aircraft technical log; (3) route-specific NOTAM documentation if specifically edited by the operator; (4) mass and balance documentation if required; and (5) special loads notification.EN 25.10.2012 Official Journal of the European Union L 296/67				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.2 PART A 8.2.1 Ground Handling Instructions- Fuelling procedures					
1.1045 Appendix 1 A 8.2.1 AMC3 ORO.MLR.100	Fuelling procedures. A description of fuelling procedures, including: (a) safety precautions during refuelling and defuelling including when an APU is in operation or when a turbine engine is running and the prop-brakes are on; (b) refuelling and defuelling when passengers are embarking, on board or disembarking; and (c) precautions to be taken to avoid mixing fuels. Fuelling procedures. A description of fuelling procedures, including: (a) safety precautions during refuelling and defuelling including when an auxiliary power unit is in operation or when rotors are running or when an engine is or engines are running and the prop-brakes are on;(b) refuelling and defuelling when passengers are embarking, on board or disembarking; and (c) precautions to be taken to avoid mixing fuels.				
1.1045 Appendix 1 A 8.2.1 (a) AMC3 ORO.MLR.100	Fuelling procedures. A description of fuelling procedures, including: (a) safety precautions during refuelling and defuelling including when an APU is in operation or when a turbine engine is running and the prop-brakes are on; A description of fuelling procedures, including safety precautions during refuelling and defuelling including when an auxiliary power unit is in operation or when rotors are running or when an engine is or engines are running and the prop-brakes are on.				
1.1045 Appendix 1 A 8.2.1 (b) and 1.305 Appendix 1 and 1.311; 1.311 Appendix 1 AMC3 ORO.MLR.100 and AMC1 CAT.OP.MPA.195 and AMC1 ORO.CC.205(c)(1), (a)(1) - (a)(4) and ORO.CC.205 and	REFERE TO RULE REFERE TO RULE				
1.305 Appendix 1 AMC1 CAT.OP.MPA.195	An operator must establish operational procedures for re/defuelling with passengers embarking, on board or disembarking to ensure the following precautions are taken: 1 one qualified person must remain at a specified location during fuelling operations with passengers on board. This qualified person must be capable of handling emergency procedures concerning fire protection and fire-				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>fighting, handling communications and initiating and directing an evacuation; 2 a two-way communication shall be established and shall remain available by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane; 3 crew, staff and passengers must be warned that re/defuelling will take place; 4 "Fasten Seat Belts" signs must be off; 5 "NO SMOKING" signs must be on, together with interior lighting to enable emergency exits to be identified; 6 passengers must be instructed to unfasten their seat belts and refrain from smoking; 7 the minimum required number of cabin crew specified by OPS 1.990 must be on board and be prepared for an immediate emergency evacuation; 8 if the presence of fuel vapour is detected inside the aeroplane, or any other hazard arises during re/defuelling, fuelling must be stopped immediately; 9 the ground area beneath the exits intended for emergency evacuation and slide deployment areas must be kept clear; and 10 provision is made for a safe and rapid evacuation.</p> <p>(a) When refuelling/defuelling with passengers on board, ground servicing activities and work inside the aircraft, such as catering and cleaning, should be conducted in such a manner that they do not create a hazard and allow emergency evacuation to take place through those aisles and exits intended for emergency evacuation.</p> <p>(b) The deployment of integral aircraft stairs or the opening of emergency exits as a prerequisite to refuelling is not necessarily required.(c) Operational procedures should specify that at least the following precautions are taken: (1) one qualified person should remain at a specified location during fuelling operations with passengers on board. This qualified person should be capable of handling emergency procedures concerning fire protection and fire-fighting, handling communications and initiating and directing an evacuation; (2) two-way communication should be established and should remain available by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane; the involved personnel should remain within easy reach of the system of communication; (3) crew, personnel and passengers should be warned that re/defuelling will take place; (4) 'Fasten Seat Belts' signs should be off; (5) 'NO SMOKING' signs should be on, together with interior lighting to enable emergency exits to be identified; (6) passengers should be instructed to unfasten their seat belts and refrain from smoking; (7) the minimum</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	required number of cabin crew should be on board and be prepared for an immediate emergency evacuation; (8) if the presence of fuel vapour is detected inside the aeroplane, or any other hazard arises during re/defuelling, fuelling should be stopped immediately; (9) the ground area beneath the exits intended for emergency evacuation and slide deployment areas should be kept clear at doors where stairs are not in position for use in the event of evacuation; and (10) provision is made for a safe and rapid evacuation. OPERATIONAL PROCEDURES - HELICOPTERS (d) Operational procedures should specify that at least the following precautions are taken: (1) door(s) on the refuelling side of the helicopter remain closed; (2) door(s) on the non-refuelling side of the helicopter remain open, weather permitting; (3) fire-fighting facilities of the appropriate scale be positioned so as to be immediately available in the event of a fire; (4) sufficient personnel be immediately available to move passengers clear of the helicopter in the event of a fire; (5) sufficient qualified personnel be on board and be prepared for an immediate emergency evacuation; (6) if the presence of fuel vapour is detected inside the helicopter, or any other hazard arises during refuelling/defuelling, fuelling be stopped immediately; (7) the ground area beneath the exits intended for emergency evacuation be kept clear; and (8) provision is made for a safe and rapid evacuation.				
1.305 CAT.OP.MPA.195	An operator shall ensure that no aeroplane is refueled/defueled with Avgas or wide cut type fuel (e.g. Jet-B or equivalent) or when a mixture of these types of fuel might occur, when passengers are embarking, on board or disembarking. In all other cases necessary precautions must be taken and the aeroplane must be properly manned by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available. (a) An aircraft shall not be refuelled/defuelled with Avgas (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are embarking, on board or disembarking. (b) For all other types of fuel, necessary precautions shall be taken and the aircraft shall be properly manned by qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.				
1.307 and IEM OPS 1.307 CAT.OP.MPA.200 and GM1 CAT.	An operator shall establish procedures for refueling/defueling with wide-cut fuel (e.g. Jet B or equivalent) if this is required. 1 'Wide cut fuel' (designated JET B, JP-4 or AVTAG) is an aviation turbine fuel that falls between gasoline and kerosene in the distillation range				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
OP.MPA.200	<p>and consequently, compared to kerosene (JET A or JET A1), it has the properties of higher volatility (vapour pressure), lower flash point and lower freezing point. 2 Wherever possible, an operator should avoid the use of wide-cut fuel types. If a situation arises such that only wide-cut fuels are available for refuelling/defuelling, operators should be aware that mixtures of wide-cut fuels and kerosene turbine fuels can result in the air/fuel mixture in the tank being in the combustible range at ambient temperatures. The extra precautions set out below are advisable to avoid arcing in the tank due to electrostatic discharge. The risk of this type of arcing can be minimised by the use of a static dissipation additive in the fuel. When this additive is present in the proportions stated in the fuel specification, the normal fuelling precautions set out below are considered adequate. 3 Wide-cut fuel is considered to be “involved” when it is being supplied or when it is already present in aircraft fuel tanks. 4 When wide-cut fuel has been used, this should be recorded in the Technical Log. The next two uplifts of fuel should be treated as though they too involved the use of wide-cut fuel. 5. When refuelling/defuelling with turbine fuels not containing a static dissipator, and where wide -cut fuels are involved, a substantial reduction on fuelling flow rate is advisable. Reduced flow rate, as recommended by fuel suppliers and/or aeroplane manufacturers, has the following benefits: a. It allows more time for any static charge build-up in the fuelling equipment to dissipate before the fuel enters the tank; b. It reduces any charge which may build up due to splashing; and c. Until the fuel inlet point is immersed, it reduces misting in the tank and consequently the extension of the flammable range of the fuel. 6 The flow rate reduction necessary is dependent upon the fuelling equipment in use and the type of filtration employed on the aeroplane fuelling distribution system. It is difficult, therefore, to quote precise flow rates. Reduction in flow rate is advisable whether pressure fuelling or over-wing fuelling is employed. 7 With over-wing fuelling, splashing should be avoided by making sure that the delivery nozzle extends as far as practicable into the tank. Caution should be exercised to avoid damaging bag tanks with the nozzle.</p> <p>Refuelling/defuelling with wide-cut fuel shall only be conducted if the operator has established appropriate procedures taking into account the high risk of using wide-cut fuel types. (a) ‘Wide cut fuel’ (designated JET B, JP-4 or AVTAG) is an aviation turbine fuel that falls between gasoline and kerosene in the distillation range and consequently, compared to kerosene (JET A or JET A1), it has the</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>properties of higher volatility (vapour pressure), lower flash point and lower freezing point. (b) Wherever possible, the operator should avoid the use of wide-cut fuel types. If a situation arises such that only wide-cut fuels are available for refuelling/defuelling, operators should be aware that mixtures of wide-cut fuels and kerosene turbine fuels can result in the air/fuel mixture in the tank being in the combustible range at ambient temperatures. The extra precautions set out below are advisable to avoid arcing in the tank due to electrostatic discharge. The risk of this type of arcing can be minimised by the use of a static dissipation additive in the fuel. When this additive is present in the proportions stated in the fuel specification, the normal fuelling precautions set out below are considered adequate. (c) Wide-cut fuel is considered to be 'involved' when it is being supplied or when it is already present in aircraft fuel tanks. (d) When wide-cut fuel has been used, this should be recorded in the technical log. The next two uplifts of fuel should be treated as though they too involved the use of wide-cut fuel. (e) When refuelling/defuelling with turbine fuels not containing a static dissipator, and where wide-cut fuels are involved, a substantial reduction on fuelling flow rate is advisable. Reduced flow rate, as recommended by fuel suppliers and/or aeroplane manufacturers, has the following benefits: (1) it allows more time for any static charge build-up in the fuelling equipment to dissipate before the fuel enters the tank; (2) it reduces any charge which may build up due to splashing; and (3) until the fuel inlet point is immersed, it reduces misting in the tank and consequently the extension of the flammable range of the fuel. (f) The flow rate reduction necessary is dependent upon the fuelling equipment in use and the type of filtration employed on the aeroplane fuelling distribution system. It is difficult, therefore, to quote precise flow rates. Reduction in flow rate is advisable whether pressure fuelling or over-wing fuelling is employed. (g) With over-wing fuelling, splashing should be avoided by making sure that the delivery nozzle extends as far as practicable into the tank. Caution should be exercised to avoid damaging bag tanks with the nozzle.</p>				
1.1045 Appendix 1 A 8.2.1 (c) AMC3 ORO.MLR.100	<p>Fuelling procedures. A description of fuelling procedures, including: Precautions to be taken to avoid mixing fuels</p> <p>A description of fuelling procedures, including precautions to be taken to avoid mixing fuels.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.2.2 Aeroplane, passengers and cargo handling procedures related to safety					
1.1045 Appendix 1 A 8.2.2 AMC3 ORO.MLR.100	<p>Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: (a) children/infants, sick passengers and persons with reduced mobility; (b) transportation of inadmissible passengers, deportees or persons in custody; (c) permissible size and weight of hand baggage; (d) loading and securing of items in the aeroplane; (e) special loads and classification of load compartments; (f) positioning of ground equipment; (g) operation of aeroplane doors; (h) safety on the ramp, including fire prevention, blast and suction areas; (i) start-up, ramp departure and arrival procedures including push-back and towing operations; (j) servicing of aeroplanes; (k) documents and forms for aeroplane handling; and (l) multiple occupancy of aeroplane seats.</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (a) special categories of passengers, including children/infants, persons with reduced mobility, inadmissible passengers, deportees and persons in custody; (b) permissible size and weight of hand baggage; (c) loading and securing of items in the aircraft; (d) positioning of ground equipment; (e) operation of aircraft doors; (f) safety on the aerodrome/operating site, including fire prevention and safety in blast and suction areas; (g) start-up, ramp departure and arrival procedures including, for aeroplanes, push-back and towing operations; (h) servicing of aircraft; (i) documents and forms for aircraft handling; (j) special loads and classification of load compartments; and (k) multiple occupancy of aircraft seats.</p>				
1.605 Appendix 1 (c)(1) and 1.311 CAT.POL.MAB.100	Aeroplane loading. An operator must ensure that the loading of its aeroplanes is performed under the supervision of qualified personnel. An operator shall ensure that, whenever any passengers are on board an aeroplane, the minimum number of cabin crew required in accordance with OPS 1.990(a), (b), (c) and (d) are present in the passenger cabin, except: (a) When the				

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	<p>aeroplane is on the ground at a parking place, the number of cabin crew present in the passenger cabin may be reduced below the number determined by OPS 1.990(a), (b) and (c). The minimum number of cabin crew required in these circumstances shall be one per pair of floor-level emergency exits on each passenger deck, or one for every 50, or fraction of 50, passengers present on board, whichever is greater, provided that: (1) the operator has established a procedure for the evacuation of passengers with this reduced number of cabin crew that has been accepted by the Authority as providing equivalent safety; and (2) no refuelling/defuelling is taking place; and (3) the senior cabin crew member has performed the pre-boarding safety briefing to the Cabin Crew; and (4) the senior cabin crew member is present in the passenger cabin; and (5) the pre-boarding cabin checks have been completed. This reduction is not permitted when the number of cabin crew is determined by using OPS 1.990(d). (b) During disembarkation when the number of passengers remaining on board is less than 20, the minimum number of cabin crew present in the passenger cabin may be reduced below the minimum number of cabin crew required in accordance with OPS 1.990(a), (b), (c) and (d), provided that: (1) the operator has established a procedure for the evacuation of passengers with this reduced number of cabin crew that has been accepted by the Authority as providing equivalent safety; and (2) the senior cabin crew member is present in the passenger cabin.</p> <p>(a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.</p> <p>(b) The operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service and thereafter at intervals of four years if individual aircraft masses are used, or nine years if fleet masses are used. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known. (c) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation. (d) The operator shall determine the mass of all operating items and crew members included in the aircraft dry operating mass by weighing or by using standard masses. The influence of their position on the aircraft's CG shall be determined. (e) The operator shall establish the mass of the traffic load,</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses. (f) In addition to standard masses for passengers and checked baggage, the operator can use standard masses for other load items, if it demonstrates to the competent authority that these items have the same mass or that their masses are within specified tolerances. (g) The operator shall determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the operations manual. (h) The operator shall ensure that the loading of: (1) its aircraft is performed under the supervision of qualified personnel; and (2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance. (i) The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading. (j) The operator shall specify, in the operations manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements contained in (a) to (i). This system shall cover all types of intended operations.				
1.605 Appendix 1 (c)(2) CAT.POL.MAB.100	<p>Aeroplane loading. An operator must ensure that the loading of the freight is consistent with the data used for the calculation of the aeroplane mass and balance.</p> <p>(a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.</p> <p>(b) The operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service and thereafter at intervals of four years if individual aircraft masses are used, or nine years if fleet masses are used. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known. (c) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation. (d) The operator shall determine the mass of all operating items and crew members included in the aircraft dry operating mass by weighing or by using standard masses. The influence of their position on the aircraft's CG shall be determined. (e) The operator shall establish the mass of the traffic load,</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses. (f) In addition to standard masses for passengers and checked baggage, the operator can use standard masses for other load items, if it demonstrates to the competent authority that these items have the same mass or that their masses are within specified tolerances. (g) The operator shall determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the operations manual. (h) The operator shall ensure that the loading of: (1) its aircraft is performed under the supervision of qualified personnel; and (2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance. (i) The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading. (j) The operator shall specify, in the operations manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements contained in (a) to (i). This system shall cover all types of intended operations.				
1.605 Appendix 1 (c)(3) CAT.POL.MAB.100	Aeroplane loading. An operator must comply with additional structural limits such as the floor strength limitations, the maximum load per running meter, the maximum mass per cargo compartment, and/or the maximum seating limits. (a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive. (b) The operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service and thereafter at intervals of four years if individual aircraft masses are used, or nine years if fleet masses are used. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known. (c) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation. (d) The operator shall determine the mass of all operating items and crew members included in the aircraft dry operating mass by weighing or by using standard masses. The influence of their position on the aircraft's CG shall be determined.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	(e) The operator shall establish the mass of the traffic load, including any ballast, by actual weighing or by determining the mass of the traffic load in accordance with standard passenger and baggage masses. (f) In addition to standard masses for passengers and checked baggage, the operator can use standard masses for other load items, if it demonstrates to the competent authority that these items have the same mass or that their masses are within specified tolerances. (g) The operator shall determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the operations manual. (h) The operator shall ensure that the loading of: (1) its aircraft is performed under the supervision of qualified personnel; and (2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance. (i) The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading. (j) The operator shall specify, in the operations manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements contained in (a) to (i). This system shall cover all types of intended operations.				
1.280 IEM OPS 1.280 AMC1 CAT.OP.MPA.165	An operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aeroplane. The operator should make provision so that: (a) those passengers who are allocated seats that permit direct access to emergency exits appear to be reasonably fit, strong and able to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew;(b) in all cases, passengers who, because of their condition, might hinder other passengers during an evacuation or who might impede the crew in carrying out their duties, should not be allocated seats that permit direct access to emergency exits. If procedures cannot be reasonably implemented at the time of passenger 'check-in', the operator should establish an alternative procedure which ensures that the correct seat allocations will, in due course, be made.				
1.1045 Appendix 1 A 8.2.2 (a) and 1.260(a) AMC3 ORO.MLR.	Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100 and CAT.OP.MPA.165	<p>when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: (a) children/infants, sick passengers and persons with reduced mobility. An operator shall establish procedures for the carriage of persons with reduced mobility (PRMs).</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (a) special categories of passengers, including children/infants, persons with reduced mobility, inadmissible passengers, deportees and persons in custody The operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft.</p>				
ACJ OPS 1.260 2 AMC1 CAT.OP.MPA.155(b)	<p>In normal circumstances a person with reduced mobility (PRM) should not be seated adjacent to an emergency exit. (See also IEM OPS 1.280).</p> <p>When establishing the procedures for the carriage of special categories of passengers, the operator should take into account the following factors: (a) the aircraft type and cabin configuration; (b) the total number of passengers carried on board; (c) the number and categories of SCPs, which should not exceed the number of passengers capable of assisting them in case of an emergency evacuation; and (d) any other factor(s) or circumstances possibly impacting on the application of emergency procedures by the operating crew members.</p>				
ACJ OPS 1.260 para 3 AMC1 CAT.OP.MPA.155(b)	<p>In circumstances in which the number of PRMs forms a significant proportion of the total number of passengers carried on board: a. The number of PRMs should not exceed the number of able-bodied persons capable of assisting with an emergency evacuation; and b. The guidance given in paragraph 2 above should be followed to the maximum extent possible.</p> <p>When establishing the procedures for the carriage of special categories of passengers, the operator should take into account the following factors: (a) the aircraft type and cabin configuration; (b) the total number of passengers carried on board; (c) the number and categories of SCPs, which should not exceed the number of passengers capable of assisting them in case of an emergency</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	evacuation; and (d) any other factor(s) or circumstances possibly impacting on the application of emergency procedures by the operating crew members.				
1.260(b)(1) CAT.OP.MPA.155	An operator shall ensure that PRMs are not allocated, nor occupy, seats where their presence could impede the crew in their duties; (a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least: (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age; (2) infants and unaccompanied children; and (3) deportees, inadmissible passengers or prisoners in custody. (b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator. (c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could: (1) impede crew members in their duties; (2) obstruct access to emergency equipment; or (3) impede the emergency evacuation of the aircraft. (d) The commander shall be notified in advance when SCPs are to be carried on board.				
1.260(b)(2) CAT.OP.MPA.155	An operator shall ensure that PRMs are not allocated, nor occupy, seats where their presence could obstruct access to emergency equipment; (a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least: (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age; (2) infants and unaccompanied children; and (3) deportees, inadmissible passengers or prisoners in custody. (b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator. (c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could: (1) impede crew members in their duties; (2) obstruct access to emergency equipment; or (3) impede the emergency evacuation of the aircraft. (d) The commander shall be notified in advance when SCPs are to be carried on board.				

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1.260(b)(3) CAT.OP.MPA.155	<p>An operator shall ensure that PRMs are not allocated, nor occupy, seats where their presence could impede the emergency evacuation of the aeroplane.</p> <p>(a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least: (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age; (2) infants and unaccompanied children; and (3) deportees, inadmissible passengers or prisoners in custody. (b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator. (c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could: (1) impede crew members in their duties; (2) obstruct access to emergency equipment; or (3) impede the emergency evacuation of the aircraft. (d) The commander shall be notified in advance when SCPs are to be carried on board.</p>				
1.260(c) CAT.OP.MPA.155	<p>The commander must be notified when PRMs are to be carried on board.</p> <p>(a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least: (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age; (2) infants and unaccompanied children; and (3) deportees, inadmissible passengers or prisoners in custody. (b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator. (c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could: (1) impede crew members in their duties; (2) obstruct access to emergency equipment; or (3) impede the emergency evacuation of the aircraft. (d) The commander shall be notified in advance when SCPs are to be carried on board.</p>				
1.1045 Appendix 1 A 8.2.2 (b) and 1.265 AMC3 ORO.MLR.	Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and				

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100 and CAT.OP.MPA.155	<p>when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: transportation of inadmissible passengers, deportees or persons in custody. An operator shall establish procedures for the transportation of inadmissible passengers, deportees or persons in custody to ensure the safety of the aeroplane and its occupants. The commander must be notified when the above-mentioned persons are to be carried on board.</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include:(b) permissible size and weight of hand baggage; (a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least: (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age; (2) infants and unaccompanied children; and (3) deportees, inadmissible passengers or prisoners in custody. (b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator. (c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could: (1) impede crew members in their duties; (2) obstruct access to emergency equipment; or (3) impede the emergency evacuation of the aircraft. (d) The commander shall be notified in advance when SCPs are to be carried on board.</p>				
1.265 CAT.OP.MPA.155	<p>An operator shall establish procedures for the transportation of inadmissible passengers, deportees or persons in custody to ensure the safety of the aeroplane and its occupants. The commander must be notified when the above-mentioned persons are to be carried on board.</p> <p>(a) Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least: (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age; (2) infants and unaccompanied children; and (3) deportees, inadmissible passengers or prisoners in custody. (b) SCPs shall be carried under conditions that ensure the safety of the aircraft and its occupants according to procedures established by the operator. (c) SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency exits or where their presence could: (1) impede crew members in their duties; (2) obstruct access to emergency equipment; or (3) impede the emergency evacuation of the aircraft. (d) The commander shall be notified in advance when SCPs are to be carried on board.				
1.1045 Appendix 1 A 8.2.2 (c) AMC3 ORO.MLR.100	Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: permissible size and weight of hand baggage Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (a) special categories of passengers, including children/infants, persons with reduced mobility, inadmissible passengers, deportees and persons in custody; (b) permissible size and weight of hand baggage; (c) loading and securing of items in the aircraft; (d) positioning of ground equipment; (e) operation of aircraft doors; (f) safety on the aerodrome/operating site, including fire prevention and safety in blast and suction areas; (g) start-up, ramp departure and arrival procedures including, for aeroplanes, push-back and towing operations; (h) servicing of aircraft; (i) documents and forms for aircraft handling; (j) special loads and classification of load compartments; and (k) multiple occupancy of aircraft seats.				
1.1045 Appendix 1 A 8.2.2 (d) AMC3 ORO.MLR.100	Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: loading and				

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	securing of items in the aeroplane Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: positioning of ground equipment				
1.1045 Appendix 1 A 8.2.2 (d) AMC3 ORO.MLR.100	Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: loading and securing of items in the aeroplane Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: positioning of ground equipment				
1.325(a) CAT.OP.MPA.230	An operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured				
1.325(b) CAT.OP.MPA.230	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage is properly secured. (a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured				
1.1045 Appendix 1 A 8.2.2 (e) AMC3 ORO.MLR.	Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100	<p>when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: special loads and classification of load compartments;</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: operation of aircraft doors;</p>				
1.1045 Appendix 1 A 8.2.2 (f) and (h) AMC3 ORO.MLR.100	<p>Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: positioning of ground equipment; safety on the ramp, including fire prevention, blast and suction areas.</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (f) safety on the aerodrome/operating site, including fire prevention and safety in blast and suction areas; (h) servicing of aircraft;</p>				
1.1045 Appendix 1 A 8.2.2 (g) AMC3 ORO.MLR.100	<p>Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: operation of aeroplane doors;</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (g) start-up, ramp departure and arrival procedures including, for aeroplanes, push-back and towing operations;</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 8.2.2 (i) and 1.308 AMC3 ORO.MLR.100 and AMC1 CAT.OP.MPA.205	<p>Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: start-up, ramp departure and arrival procedures including push-back and towing operations. (a) The operator shall ensure that all push back and towing procedures comply with appropriate aviation standards and procedures. (b) The operator shall ensure that pre- or post-taxi positioning of the aeroplanes is not executed by towbarless towing unless: (1) an aeroplane is protected by its own design from damage to the nose wheel steering system due to towbarless towing operation, or (2) a system/procedure is provided to alert the flight crew that such damage may have or has occurred, or (3) the towbarless towing vehicle is designed to prevent damage to the aeroplane type.</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (i) documents and forms for aircraft handling; (a) Barless towing should be based on the applicable SAE ARP (Aerospace Recommended Practices), i.e. 4852B/4853B/5283/5284/5285 (as amended). (b) Pre- or post-taxi positioning of the aeroplanes should only be executed by barless towing if one of the following conditions are met: (1) an aeroplane is protected by its own design from damage to the nose wheel steering system; (2) a system/procedure is provided to alert the flight crew that damage referred to in (b)(1) may have or has occurred; (3) the towing vehicle is designed to prevent damage to the aeroplane type; or (4) the aeroplane manufacturer has published procedures and these are included in the operations manual.</p>				
1.1045 Appendix 1 A 8.2.2 (j) AMC3 ORO.MLR.100	<p>Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: servicing of aeroplanes</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (j) special loads and classification of load compartments;				
1.1045 Appendix 1 A 8.2.2 (k) AMC3 ORO.MLR.100	<p>Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: documents and forms for aeroplane handling.</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (k) multiple occupancy of aircraft seats.</p>				
1.1045 Appendix 1 A 8.2.2 (l) AMC3 ORO.MLR.100	<p>Aeroplane, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given. Handling procedures must include: multiple occupancy of aeroplane seats.</p> <p>Aircraft, passengers and cargo handling procedures related to safety. A description of the handling procedures to be used when allocating seats, embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, should also be given. Handling procedures should include: (a) special categories of passengers, including children/infants, persons with reduced mobility, inadmissible passengers, deportees and persons in custody; (b) permissible size and weight of hand baggage; (c) loading and securing of items in the aircraft; (d) positioning of ground equipment; (e) operation of aircraft doors; (f) safety on the aerodrome/operating site, including fire prevention and safety in blast and suction areas; (g) start-up, ramp departure and arrival procedures including, for aeroplanes, push-back and towing</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	operations; (h) servicing of aircraft; (i) documents and forms for aircraft handling; (j) special loads and classification of load compartments; and (k) multiple occupancy of aircraft seats.				
1.320(b)(2) CAT.OP.MPA.225	<p>Passengers. An operator shall make provision for, and the commander shall ensure that multiple occupancy of aeroplane seats may only be allowed on specified seats and does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other restraint device.</p> <p>(a) Crew members (1) During take-off and landing, and whenever decided by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and restraint systems provided. (2) During other phases of the flight, each flight crew member in the flight crew compartment shall keep the assigned station safety belt fastened while at his/her station. (b) Passengers (1) Before take-off and landing, and during taxiing, and whenever deemed necessary in the interest of safety, the commander shall be satisfied that each passenger on board occupies a seat or berth with his/her safety belt or restraint system properly secured. (2) The operator shall make provisions for multiple occupancy of aircraft seats that is only allowed on specified seats. The commander shall be satisfied that multiple occupancy does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other restraint device.</p>				
1.075 CAT.GEN.MPA.165	<p>An operator shall take all 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 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.</p> <p>the accommodation of persons unless temporary access has been granted by the commander: (a) for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods therein; or (b) to a part of the aircraft in which cargo or supplies are carried, being a part that is designed to enable a person to have access thereto while the aircraft is in flight.</p>				
1.110 CAT.GEN.MPA.140	<p>An operator shall not permit any person to use, and take all reasonable measures to ensure that no person does use, on board an aeroplane a portable electronic device that can adversely affect the performance of the aeroplane's systems and equipment.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	The operator shall not permit any person to use a portable electronic device (PED) on board an aircraft that could adversely affect the performance of the aircraft's systems and equipment, and shall take all reasonable measures to prevent such use.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.2.3 Procedures for the refusal of embarkation					
1.115 and 1.1045 Appendix 1 A 8.2.3 CAT.GEN.MPA.105(a) (4)(5)	<p>An operator shall not permit any person to enter or be in, and take all reasonable measures to ensure that no person enters or is in, an aeroplane when under the influence of alcohol or drugs to the extent that the safety of the aeroplane or its occupants is likely to be endangered. Procedures for the refusal of embarkation.</p> <p>Procedures to ensure that persons who appear to be intoxicated or who demonstrate by manner or physical indications that they are under the influence of drugs, except medical patients under proper care, are refused embarkation. This does not apply to medical patients under proper care.</p> <p>The commander, in addition to complying with CAT.GEN.MPA.100, shall: (4) have authority to disembark any person, or any part of the cargo, that may represent a potential hazard to the safety of the aircraft or its occupants; (5) not allow a person to be carried in the aircraft who appears to be under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered;</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.2.4 De-icing and Anti-icing on the ground					
1.1045 Appendix 1 A 8.2.4 AMC3 ORO.MLR.100	<p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: (a) proprietary or commercial names; (b) characteristics; (c) effects on aeroplane performance; (d) hold-over times; and (e) precautions during usage.</p> <p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aircraft on the ground. These should include descriptions of the types and effects of icing and other contaminants on aircraft whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used should be given, including the following: (a) proprietary or commercial names, (b) characteristics, (c) effects on aircraft performance, (d) hold-over times, (e) precautions during usage.</p>				
1.345(a) CAT.OP.MPA.250	<p>An operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aeroplane(s) are necessary.</p> <p>(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft. (b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM.</p>				
1.345(b) CAT.OP.MPA.250	<p>A commander shall not commence take-off unless the external surfaces are clear of any deposit which might adversely affect the performance and/or controllability of the aeroplane except as permitted in the Aeroplane Flight Manual.</p> <p>(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft. (b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 8.2.4 AMC3 ORO.MLR.100	<p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: (a) proprietary or commercial names; (b) characteristics; (c) effects on aeroplane performance; (d) hold-over times; and (e) precautions during usage.</p> <p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aircraft on the ground. These should include descriptions of the types and effects of icing and other contaminants on aircraft whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used should be given, including the following: (a) proprietary or commercial names, (b) characteristics, (c) effects on aircraft performance, (d) hold-over times, (e) precautions during usage.</p>				
1.1045 Appendix 1 A 8.2.4 (a) AMC3 ORO.MLR.100	<p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: (a) proprietary or commercial names;</p> <p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aircraft on the ground. These should include descriptions of the types and effects of icing and other contaminants on aircraft whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used should be given, including the following: (a) proprietary or commercial names,</p>				
1.1045 Appendix 1 A 8.2.4 (b) AMC3 ORO.MLR.100	<p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: characteristics.</p> <p>De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aircraft on the ground. These should include descriptions of the types and effects of icing and other contaminants on aircraft whilst stationary, during ground</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	movements and during take-off. In addition, a description of the fluid types used should be given, including the following:(b) characteristics				
1.1045 Appendix 1 A 8.2.4 (c) AMC3 ORO.MLR.100	De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including:(c) effects on aeroplane performance; De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aircraft on the ground. These should include descriptions of the types and effects of icing and other contaminants on aircraft whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used should be given, including the following:effects on aircraft performance,				
1.1045 Appendix 1 A 8.2.4 (d) AMC3 ORO.MLR.100	De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: (d) hold-over times; De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aircraft on the ground. These should include descriptions of the types and effects of icing and other contaminants on aircraft whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used should be given, including the following: (d) hold-over times,				
1.1045 Appendix 1 A 8.2.4 (e) AMC3 ORO.MLR.100	De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aeroplanes on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off. In addition, a description of the fluid types used must be given including: (e) precautions during usage. De-icing and anti-icing on the ground. A description of the de-icing and anti-icing policy and procedures for aircraft on the ground. These should include descriptions of the types and effects of icing and other contaminants on aircraft whilst stationary, during ground movements and during take-off. In addition, a description of the				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	fluid types used should be given, including the following: (e) precautions during usage.				

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PART A 8.3 PART A 8.3.1; PART A 8.3.2					
1.370 CAT.OP.MPA.275	An operator shall establish procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures and simulation of IMC by artificial means are not simulated during commercial air transportation flights. The operator shall ensure that when carrying passengers or cargo the following are not simulated: (a) abnormal or emergency situations that require the application of abnormal or emergency procedures; or (b) flight in IMC by artificial means.				
1.1045 Appendix 1 A 8.3.1 AMC3 ORO.MLR.100	VFR/IFR policy. A description of the policy for allowing flights to be made under VFR, or of requiring flights to be made under IFR, or of changing from one to the other. VFR/IFR Policy. A description of the policy for allowing flights to be made under VFR, or for requiring flights to be made under IFR, or for changing from one to the other.				
1.465	An operator shall ensure that: (1) VFR flights are conducted in accordance with the Visual Flight Rules and in accordance with the Table in Appendix 1 to OPS 1.465. (2) Special VFR flights are not commenced when the visibility is less than 3 km and not otherwise conducted when the visibility is less than 1,5 km.				
1.1045 Appendix 1 A 8.3.2 (a) AMC3 ORO.MLR.100	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: (a) standard navigational procedures including policy for carrying out independent crosschecks of keyboard entries where these affect the flight path to be followed by the aeroplane; Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: (a) standard navigational procedures, including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the aircraft;				
1.230 (a) CAT.OP.MPA.125	An operator shall ensure that instrument departure and approach procedures established by the State in which the aerodrome is located are used. The operator shall ensure that instrument departure and approach procedures established by the State of the aerodrome are used.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.230 (b) CAT.OP.MPA.125	<p>Notwithstanding subparagraph (a) above, a commander may accept an ATC clearance to deviate from a published departure or arrival route, provided obstacle clearance criteria are observed and full account is taken of the operating conditions. The final approach must be flown visually or in accordance with the established instrument approach procedure.</p> <p>Notwithstanding (a), the commander may accept an ATC clearance to deviate from a published departure or arrival route, provided obstacle clearance criteria are observed and full account is taken of the operating conditions. In any case, the final approach shall be flown visually or in accordance with the established instrument approach procedures.</p>				
1.230 (c) CAT.OP.MPA.125	<p>Different procedures to those required to be used in accordance with subparagraph (a) above may only be implemented by an operator provided they have been approved by the State in which the aerodrome is located, if required, and accepted by the Authority.</p> <p>(c) Notwithstanding (a), the operator may use procedures other than those referred to in (a) provided they have been approved by the State in which the aerodrome is located and are specified in the operations manual.</p>		AP		
1.873 (a) CAT.IDE.A.355 (a)	<p>An operator shall not use a navigation database which supports an airborne navigation application as a primary means of navigation unless the navigation database supplier holds a Type 2 Letter of Acceptance (LoA) or equivalent.</p> <p>(a) The operator shall only use electronic navigation data products that support a navigation application meeting standards of integrity that are adequate for the intended use of the data.</p>		AP		
1.240(a)(1) CAT.OP.MPA.135, (a), (b)	<p>An operator shall ensure that operations are only conducted along such routes or within such areas, for which: Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation;</p> <p>(a) The operator shall ensure that operations are only conducted along routes, or within areas, for which: (1) ground facilities and services, including meteorological services, adequate for the planned operation are provided; (2) the performance of the aircraft is adequate to comply with minimum flight altitude requirements; (3) the equipment of the aircraft meets the minimum requirements for the planned operation; and (4) appropriate maps and charts are available. (b) The operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the competent authority.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.240(a)(2) CAT.OP.MPA.135, (a), (b)	An operator shall ensure that operations are only conducted along such routes or within such areas, for which: The performance of the aeroplane intended to be used is adequate to comply with minimum flight altitude requirements; (a) The operator shall ensure that operations are only conducted along routes, or within areas, for which: (1) ground facilities and services, including meteorological services, adequate for the planned operation are provided; (2) the performance of the aircraft is adequate to comply with minimum flight altitude requirements; (3) the equipment of the aircraft meets the minimum requirements for the planned operation; and (4) appropriate maps and charts are available. (b) The operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the competent authority.				
1.240(a)(3) CAT.OP.MPA.135, (a), (b)	An operator shall ensure that operations are only conducted along such routes or within such areas, for which: The equipment of the aeroplane intended to be used meets the minimum requirements for the planned operation; (a) The operator shall ensure that operations are only conducted along routes, or within areas, for which: (1) ground facilities and services, including meteorological services, adequate for the planned operation are provided; (2) the performance of the aircraft is adequate to comply with minimum flight altitude requirements; (3) the equipment of the aircraft meets the minimum requirements for the planned operation; and (4) appropriate maps and charts are available. (b) The operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the competent authority.				
1.240(a)(4) CAT.OP.MPA.135, (a), (b)	An operator shall ensure that operations are only conducted along such routes or within such areas, for which: Appropriate maps and charts are available (OPS 1.135 (a)(9) refers). (a) The operator shall ensure that operations are only conducted along routes, or within areas, for which: (1) ground facilities and services, including meteorological services, adequate for the planned operation are provided; (2) the performance of the aircraft is adequate to comply with minimum flight altitude requirements; (3) the equipment of the aircraft meets the minimum requirements for the planned operation; and (4) appropriate maps and charts are available. (b) The operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the competent authority.				

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1.240(a)(5) and (6) CAT.OP.MPA.135, (a), (b)	An operator shall ensure that operations are only conducted along such routes or within such areas, for which: If two-engined aeroplanes are used, adequate aerodromes are available within the time/distance limitations of OPS 1.245; (6) If single-engine aeroplanes are used, surfaces are available which permit a safe forced landing to be executed.				
1.241 SPA.RVSM.100	An operator shall not operate an aeroplane in defined portions of airspace where, based on regional air navigation agreement, a vertical separation minimum of 300 m (1 000 ft) applies unless approved to do so by the Authority (RVSM Approval). (See also OPS 1.872). Aircraft shall only be operated in designated airspace where a reduced vertical separation minimum of 300 m (1 000 ft) applies between flight level (FL) 290 and FL 410, inclusive, if the operator has been granted an approval by the competent authority to conduct such operations.		AP		
1.243 (a) SPA.PBN.100	An operator shall ensure that an aeroplane operated in areas or through portions of airspace, or on routes where navigation performance requirements have been specified, is certified according to these requirements, and, if required, that the Authority has granted the relevant operational approval. (See also OPS 1.865 (c)(2), OPS 1.870 and OPS 1.872). Aircraft shall only be operated in designated airspace, on routes or in accordance with procedures where performance- based navigation (PBN) specifications are established if the operator has been granted an approval by the competent authority to conduct such operations. No specific approval is required for operations in area navigation 5 (RNAV5 (basic area navigation, B-RNAV)) designated airspace.		AP		
1.243 (b) SPA.MNPS.105, (d)(4)	An operator of an aeroplane operating in areas referred to in (a) shall ensure that all contingency procedures, specified by the authority responsible for the airspace concerned, have been included in the Operations Manual. To obtain an MNPS operational approval from the competent authority, the operator shall provide evidence that operating procedures have been established specifying: contingency procedures including those specified by the authority responsible for the airspace concerned;				
1.245(a)(1) CAT.OP.MPA.140	(a) Unless specifically approved by the Authority in accordance with OPS 1.246 (a) (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>point further from an adequate aerodrome (under standard conditions in still air) than, in the case of: (1) Performance Class A aeroplanes with either: (i) a maximum approved passenger seating configuration of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below;</p> <p>(a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b); (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less. (b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V MO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative. (c) The operator shall include the following data, specific to each type or variant, in the operations manual: (1) the determined OEI cruising speed; and (2) the determined maximum distance from an adequate aerodrome. (d) To obtain the approval referred to in (a)(2), the operator shall provide evidence that: (1) the aeroplane/engine combination holds an extended range operations with two-engined aeroplanes (ETOPS) type design and reliability approval for the intended operation; (2) a set of conditions has been implemented to ensure that the aeroplane and its engines are maintained to meet the necessary reliability criteria; and (3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.245(a)(2) CAT.OP.MPA.140	<p>Unless specifically approved by the Authority in accordance with OPS 1.246 (a) (ETOPSapproval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome (under standard conditions in still air) than, in the case of: Performance Class A aeroplanes with: (i) a maximum approved passenger seating configuration of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, if approved by the Authority, up to 180 minutes for turbo-jet aeroplanes, at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below;</p> <p>(a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b); (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less. (b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V MO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative. (c) The operator shall include the following data, specific to each type or variant, in the operations manual: (1) the determined OEI cruising speed; and (2) the determined maximum distance from an adequate aerodrome. (d) To obtain the approval referred to in (a)(2), the operator shall provide evidence that: (1) the aeroplane/engine combination holds an extended range operations with two-engined aeroplanes (ETOPS) type design and reliability approval for the intended operation; (2) a set of conditions has been implemented to ensure that the aeroplane and its engines are maintained to meet the necessary reliability</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	criteria; and (3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.				
1.245(a)(3) CAT.OP.MPA.140	<p>Unless specifically approved by the Authority in accordance with OPS 1.246 (a) (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome (under standard conditions in still air) than, in the case of: Performance Class B or C aeroplanes: (i) The distance flown in 120 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; or (ii) 300 nautical miles, whichever is less.</p> <p>(a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b); (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less. (b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V MO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative. (c) The operator shall include the following data, specific to each type or variant, in the operations manual: (1) the determined OEI cruising speed; and (2) the determined maximum distance from an adequate aerodrome. (d) To obtain the approval referred to in (a)(2), the operator shall provide evidence that: (1) the aeroplane/engine combination holds an extended range operations with two-engined aeroplanes (ETOPS) type design and reliability approval for the intended operation; (2) a set of conditions has been implemented to ensure that the aeroplane and its engines are maintained to meet the necessary reliability</p>		AP		

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	criteria; and (3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.				
1.245(b) CAT.OP.MPA.140	<p>An operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding VMO, based upon the true airspeed that the aeroplane can maintain with one engine inoperative.</p> <p>(a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b); (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less. (b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V MO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative. (c) The operator shall include the following data, specific to each type or variant, in the operations manual: (1) the determined OEI cruising speed; and (2) the determined maximum distance from an adequate aerodrome. (d) To obtain the approval referred to in (a)(2), the operator shall provide evidence that: (1) the aeroplane/engine combination holds an extended range operations with two-engined aeroplanes (ETOPS) type design and reliability approval for the intended operation; (2) a set of conditions has been implemented to ensure that the aeroplane and its engines are maintained to meet the necessary reliability criteria; and (3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.</p>				

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1.245(c)(1) CAT.OP.MPA.140	<p>An operator must ensure that the following data, specific to each type or variant, is included in the Operations Manual :The one-engine-inoperative cruise speed determined in accordance with 1.245 (b) above</p> <p>(a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b); (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less. (b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V MO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative. (c) The operator shall include the following data, specific to each type or variant, in the operations manual: (1) the determined OEI cruising speed; and (2) the determined maximum distance from an adequate aerodrome. (d) To obtain the approval referred to in (a)(2), the operator shall provide evidence that: (1) the aeroplane/engine combination holds an extended range operations with two-engined aeroplanes (ETOPS) type design and reliability approval for the intended operation; (2) a set of conditions has been implemented to ensure that the aeroplane and its engines are maintained to meet the necessary reliability criteria; and (3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.</p>				
1.245(c)(2) CAT.OP.MPA.140	<p>An operator must ensure that the following data, specific to each type or variant, is included in the Operations Manual :The maximum distance from an adequate aerodrome determined in accordance with 1.245 (a) and (b) above. Note: The speeds</p>				

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	<p>specified above are only intended to be used for establishing the maximum distance from an adequate aerodrome.</p> <p>(a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b); (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less. (b) The operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding V MO (maximum operating speed) based upon the true airspeed that the aeroplane can maintain with one engine inoperative. (c) The operator shall include the following data, specific to each type or variant, in the operations manual: (1) the determined OEI cruising speed; and (2) the determined maximum distance from an adequate aerodrome. (d) To obtain the approval referred to in (a)(2), the operator shall provide evidence that: (1) the aeroplane/engine combination holds an extended range operations with two-engined aeroplanes (ETOPS) type design and reliability approval for the intended operation; (2) a set of conditions has been implemented to ensure that the aeroplane and its engines are maintained to meet the necessary reliability criteria; and (3) the flight crew and all other operations personnel involved are trained and suitably qualified to conduct the intended operation.</p>				
1.246(a) 1.192(b) SPA.ETOPS.100 and SPA.ETOPS.110, (a)	<p>An operator shall not conduct operations beyond the threshold distance determined in accordance with OPS 1.245 unless approved to do so by the Authority (ETOPS approval). ETOPS (Extended range operations for two engine aeroplanes). ETOPS operations are those with two engine aeroplanes approved by the Authority (ETOPS approval), to operate beyond the threshold</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	distance determined in accordance with OPS 1.245 (a) from an Adequate Aerodrome. In commercial air transport operations, two-engined aeroplanes shall only be operated beyond the threshold distance determined in accordance with CAT.OP.MPA.140 if the operator has been granted an ETOPS operational approval by the competent authority. An ETOPS en-route alternate aerodrome shall be considered adequate, if, at the expected time of use, the aerodrome is available and equipped with necessary ancillary services such as air traffic services (ATS), sufficient lighting, communications, weather reporting, navigation aids and emergency services and has at least one instrument approach procedure available.				
1.246(b) SPA.ETOPS.110 (b)	Prior to conducting an ETOPS flight, an operator shall ensure that an adequate ETOPS enroute alternate is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter. (See also OPS 1.297 (d)). Prior to conducting an ETOPS flight, the operator shall ensure that an ETOPS en-route alternate aerodrome is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter				
1.1045 Appendix 1 A 8.3.2 (b) AMC3 ORO.MLR.100	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: MNPS and POLAR navigation and navigation in other designated areas Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: (b) required navigation performance (RNP), minimum navigation performance specification (MNPS) and polar navigation and navigation in other designated areas;				
1.1045 Appendix 1 A 8.3.2 (c) AMC3 ORO.MLR.100	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: RNAV Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: (c) in-flight re-planning;				
1.1045 Appendix 1 A 8.3.2 (d)	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must				

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AMC3 ORO.MLR.100	be given to: In-flight re-planning. Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: (d) procedures in the event of system degradation;				
1.1045 Appendix 1 A 8.3.2 (e) AMC3 ORO.MLR.100	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: Procedures in the event of system degradation. Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: (e) reduced vertical separation minima (RVSM), for aeroplanes.				
1.1045 Appendix 1 A 8.3.2 (f) AMC3 ORO.MLR.100	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: RVSM. Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: (a) standard navigational procedures, including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the aircraft; and (b) required navigation performance (RNP), minimum navigation performance specification (MNPS) and polar navigation and navigation in other designated areas; (c) in-flight re-planning; (d) procedures in the event of system degradation; and (e) reduced vertical separation minima (RVSM), for aeroplanes.				
1.060 CAT.GEN.MPA.150	An operator shall not operate an aeroplane with an approved passenger seating configuration of more than 30 passengers on overwater flights at a distance from land suitable for making an emergency landing, greater than 120 minutes at cruising speed, or 400 nautical miles, whichever is the lesser, unless the aeroplane complies with the ditching requirements pre- scribed in the applicable airworthiness code. The operator shall only operate an aeroplane with a passenger seating configuration of more than 30 on overwater flights at a distance from land suitable for making an emergency landing, greater than 120 minutes at cruising speed, or 400 NM, whichever is less, if the aeroplane complies with the ditching provisions prescribed in the applicable airworthiness code.				
1.873 (b) CAT.IDE.A.355	If the operator's supplier does not hold a Type 2 LoA or equivalent, the operator shall not use the electronic navigation data products				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
(b)	<p>unless the Authority has approved the operator's procedures for ensuring that the process applied and the delivered products have met equivalent standards of integrity.</p> <p>When the electronic navigation data products support a navigation application needed for an operation for which Annex V (Part-SPA) requires an approval, the operator shall demonstrate to the competent authority that the process applied and the delivered products meet standards of integrity that are adequate for the intended use of the data.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.3.3; PART A 8.3.4; PART A 8.3.5; PART A 8.3.6; PART A 8.3.7 Altimeter setting procedures; Altitude alerting system procedures; Ground Proximity Warning System /Terrain Avoidance Warning ; Policy and procedures for the use of TCAS/ACAS; Policy and procedures for in-flight fuel management					
1.1045 Appendix 1 A 8.3.3 AMC3 ORO.MLR.100	Altimeter setting procedures including use, where appropriate, of • metric altimetry and conversion tables, and • QFE operating procedures. Altimeter setting procedures, including, where appropriate, use of: (a) metric altimetry and conversion tables; and (b) QFE operating procedures.				
1.1045 Appendix 1 A 8.3.4 AMC3 ORO.MLR.100	Altitude alerting system procedures Altitude alerting system procedures for aeroplanes or audio voice alerting devices for helicopters.				
1.1045 Appendix 1 A 8.3.5 AMC3 ORO.MLR.100	Ground proximity warning system/terrain avoidance warning system. Procedures and instructions required for the avoidance of controlled flight into terrain, including limitations on high rate of descent near the surface (the related training requirements are covered in D.2.1). Ground proximity warning system (GPWS)/terrain avoidance warning system (TAWS), for aeroplanes. Procedures and instructions required for the avoidance of controlled flight into terrain, including limitations on high rate of descent near the surface (the related training requirements are covered in OM-D 2.1).				
1.395 CAT.OP.MPA.290	When undue proximity to the ground is detected by any flight crew member or by a ground proximity warning system, the commander or the pilot to whom the conduct of the flight has been delegated shall ensure that corrective action is initiated immediately to establish safe flight conditions. When undue proximity to the ground is detected by a flight crew member or by a ground proximity warning system, the pilot flying shall take corrective action immediately to establish safe flight conditions.				
1.1045 Appendix 1 A 8.3.6 AMC3 ORO.MLR.100	Policy and procedures for the use of TCAS/ACAS Policy and procedures for the use of traffic collision avoidance system (TCAS)/airborne collision avoidance system (ACAS) for aeroplanes and, when applicable, for helicopters.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.398(a) CAT.OP.MPA.295	An operator shall establish procedures to ensure that:when ACAS is installed and serviceable, it shall be used in flight in a mode that enables resolution advisories (RA) to be produced unless to do so would not be appropriate for conditions existing at the time. The operator shall establish operational procedures and training programmes when ACAS is installed and serviceable. When ACAS II is used, such procedures and training shall be in accordance with Commission Regulation (EU) No 1332/2011 (1).				
1.398(b) CAT.OP.MPA.295	when undue proximity to another aircraft (RA) is detected by ACAS, the commander or the pilot to whom conduct of the flight has been delegated must ensure that any corrective action indicated by the RA is initiated immediately, unless doing so would jeopardise the safety of the aeroplane. The corrective action must: (i) never be in a sense opposite to that indicated by the RA; (ii) be in the correct sense indicated by the RA even if this is in conflict with the vertical element of an ATC instruction; (iii) be the minimum possible to comply with the RA indication. The operator shall establish operational procedures and training programmes when ACAS is installed and serviceable. When ACAS II is used, such procedures and training shall be in accordance with Commission Regulation (EU) No 1332/2011 (1).				
1.1045 Appendix 1 A 8.3.7 AMC3 ORO.MLR.100	Policy and procedures for in-flight fuel management. Policy and procedures for in-flight fuel management.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.3.8; Adverse and potentially hazardous atmospheric conditions; Wake Turbulence PART A 8.3.9					
1.1045 Appendix 1 A 8.3.8 (a) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: (a) thunderstorms; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: (a) thunderstorms,				
1.1045 Appendix 1 A 8.3.8 (b) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: icing conditions; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: icing conditions.				
1.1045 Appendix 1 A 8.3.8 (c) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: turbulence; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: turbulence.				
1.1045 Appendix 1 A 8.3.8 (d) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: wind shear; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: windshear.				
1.1045 Appendix 1 A 8.3.8 (e) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: jet stream; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: jet stream.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 8.3.8 (f) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: volcanic ash clouds; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: volcanic ash clouds.				
1.1045 Appendix 1 A 8.3.8 (g) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: heavy precipitation; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: heavy precipitation.				
1.1045 Appendix 1 A 8.3.8 (h) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: sand storms; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: sand storms.				
1.1045 Appendix 1 A 8.3.8 (i) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: mountain waves; Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: mountain waves.				
1.1045 Appendix 1 A 8.3.8 (j) AMC3 ORO.MLR.100	Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including: significant temperature inversions. Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, adverse and potentially hazardous atmospheric conditions, including the following: significant temperature inversions.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 8.3.9 AMC3 ORO.MLR.100	Wake turbulence. Wake turbulence separation criteria, taking into account aeroplane types, wind conditions and runway location. Wake turbulence. Wake turbulence separation criteria, taking into account aircraft types, wind conditions and runway/final approach and take-off area (FATO) location. For helicopters, consideration should also be given to rotor downwash.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.3.10; PART A 8.3.11 Crew members at their stations ; Use of safety belts for crew and passengers					
1.1045 Appendix 1 A 8.3.10 AMC3 ORO.MLR.100	Crew members at their stations. The requirements for crew members to occupy their assigned stations or seats during the different phases of flight or whenever deemed necessary in the interest of safety and also include procedures for controlled rest on the flight deck. Wake turbulence. Wake turbulence separation criteria, taking into account aircraft types, wind conditions and runway/final approach and take-off area (FATO) location. For helicopters, consideration should also be given to rotor downwash.				
1.310(a)(1) CAT.OP.MPA.210	Flight crew members (1) During take-off and landing each flight crew member required to be on flight deck duty shall be at his/her station. (a) Flight crew members (1) During take-off and landing each flight crew member required to be on duty in the flight crew compartment shall be at the assigned station. (2) During all other phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain at the assigned station, unless absence is necessary for the performance of duties in connection with the operation or for physiological needs, provided at least one suitably qualified pilot remains at the controls of the aircraft at all times. (3) During all phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain alert. If a lack of alertness is encountered, appropriate countermeasures shall be used. If unexpected fatigue is experienced, a controlled rest procedure, organised by the commander, may be used if workload permits. Controlled rest taken in this way shall not be considered to be part of a rest period for purposes of calculating flight time limitations nor used to justify any extension of the duty period. (b) Cabin crew members During critical phases of flight, each cabin crew member shall be seated at the assigned station and shall not perform any activities other than those required for the safe operation of the aircraft.				
1.310(a)(2) CAT.OP.MPA.210	Flight crew members. During all other phases of flight each flight crew member required to be on flight deck duty shall remain at his/her station unless his/her absence is necessary for the performance of his/her duties in connection with the operation, or for physiological needs provided at least one suitably qualified pilot remains at the controls of the aeroplane at all times. (a) Flight crew members (1) During take-off and landing each flight				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	crew member required to be on duty in the flight crew compartment shall be at the assigned station. (2) During all other phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain at the assigned station, unless absence is necessary for the performance of duties in connection with the operation or for physiological needs, provided at least one suitably qualified pilot remains at the controls of the aircraft at all times. (3) During all phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain alert. If a lack of alertness is encountered, appropriate countermeasures shall be used. If unexpected fatigue is experienced, a controlled rest procedure, organised by the commander, may be used if workload permits. Controlled rest taken in this way shall not be considered to be part of a rest period for purposes of calculating flight time limitations nor used to justify any extension of the duty period. (b) Cabin crew members During critical phases of flight, each cabin crew member shall be seated at the assigned station and shall not perform any activities other than those required for the safe operation of the aircraft.				
1.313 CAT.OP.MPA.215	<p>(a) Each flight crew member required to be on flight deck duty shall wear the headset with boom microphone or equivalent required by OPS 1.650(p) and/or 1.652(s) and use it as the primary device to listen to the voice communications with air traffic services: • on the ground: • when receiving the ATC departure clearance via voice communication, • when engines are running, • in flight below transition altitude or 10 000 feet, which ever is higher, and • whenever deemed necessary by the commander. (b) In the conditions of paragraph 1 above, the boom microphone or equivalent shall be in a position which permits its use for two-way radio communications.</p> <p>(a) Each flight crew member required to be on duty in the flight crew compartment shall wear a headset with boom microphone or equivalent. The headset shall be used as the primary device for voice communications with ATS: (1) when on the ground: (i) when receiving the ATC departure clearance via voice communication; and (ii) when engines are running; (2) when in flight: (i) below transition altitude; or (ii) 10 000 ft, whichever is higher; and (3) whenever deemed necessary by the commander. (b) In the conditions of (a), the boom microphone or equivalent shall be in a position that permits its use for two-way radio communications.</p>				
1.310 (a)(3) CAT.OP.MPA.21	During all phases of flight each flight crew member required to be on flight deck duty shall remain alert. If a lack of alertness is				

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0	<p>encountered, appropriate countermeasures shall be used. If unexpected fatigue is experienced a controlled rest procedure, organised by the commander, can be used if workload permits. Controlled rest taken in this way may never be considered to be part of a rest period for purposes of calculating flight time limitations nor used to justify any duty period.</p> <p>(a) Flight crew members (1) During take-off and landing each flight crew member required to be on duty in the flight crew compartment shall be at the assigned station. (2) During all other phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain at the assigned station, unless absence is necessary for the performance of duties in connection with the operation or for physiological needs, provided at least one suitably qualified pilot remains at the controls of the aircraft at all times. (3) During all phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain alert. If a lack of alertness is encountered, appropriate countermeasures shall be used. If unexpected fatigue is experienced, a controlled rest procedure, organised by the commander, may be used if workload permits. Controlled rest taken in this way shall not be considered to be part of a rest period for purposes of calculating flight time limitations nor used to justify any extension of the duty period. (b) Cabin crew members During critical phases of flight, each cabin crew member shall be seated at the assigned station and shall not perform any activities other than those required for the safe operation of the aircraft.</p>				
1.1045 Appendix 1 A 8.3.11 AMC3 ORO.MLR.100	<p>Use of safety belts for crew and passengers. The requirements for crew members and passengers to use safety belts and/or harnesses during the different phases of flight or whenever deemed necessary in the interest of safety</p> <p>Use of restraint devices for crew and passengers. The requirements for crew members and passengers to use safety belts and/or restraint systems during the different phases of flight or whenever deemed necessary in the interest of safety.</p>				
1.320(a)(1) CAT.OP.MPA.225	<p>Crew members (1) During take-off and landing, and whenever deemed necessary by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and harnesses provided.</p> <p>During take-off and landing, and whenever decided by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and restraint systems provided.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.320(a)(2) CAT.OP.MPA.225	<p>During other phases of the flight each flight crew member on the flight deck shall keep his/her safety belt fastened while at his/her station.</p> <p>During other phases of the flight, each flight crew member in the flight crew compartment shall keep the assigned station safety belt fastened while at his/her station.</p>				
1.320(b)(1) CAT.OP.MPA.225	<p>Passengers. Before take-off and landing, and during taxiing, and whenever deemed necessary in the interest of safety, the commander shall ensure that each passenger on board occupies a seat or berth with his/her safety belt, or harness where provided, properly secured.</p> <p>Before take-off and landing, and during taxiing, and whenever deemed necessary in the interest of safety, the commander shall be satisfied that each passenger on board occupies a seat or berth with his/her safety belt or restraint system properly secured.</p>				
1.320(b)(2) CAT.OP.MPA.225	<p>An operator shall make provision for, and the commander shall ensure that multiple occupancy of aeroplane seats may only be allowed on specified seats and does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other restraint device.</p> <p>The operator shall make provisions for multiple occupancy of aircraft seats that is only allowed on specified seats. The commander shall be satisfied that multiple occupancy does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other restraint device.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.3.12; Admission to Flight Deck; Use of vacant crew seats ; Incapacitation of crew members; Cabin Safety Requirements PART A 8.3.13; PART A 8.3.14; PART A 8.3.15					
1.1045 Appendix 1 A 8.3.12 AMC3 ORO.MLR.100	<p>Admission to flight deck. The conditions for the admission to the flight deck of persons other than the flight crew. The policy regarding the admission of inspectors from the Authority must also be included.</p> <p>Admission to flight crew compartment. The conditions for the admission to the flight crew compartment of persons other than the flight crew. The policy regarding the admission of inspectors from an authority should also be included.</p>				
1.100 (a) CAT.GEN.MPA.135	<p>An operator must ensure that no person, other than a flight crew member assigned to a flight, is admitted to, or carried in, the flight deck unless that person is: (1) an operating crew member; (2) a representative of the Authority responsible for certification, licensing or inspection if this is required for the performance of his/her official duties; or (3) permitted by, and carried in accordance with instructions contained in the Operations Manual.</p> <p>The operator shall ensure that no person, other than a flight crew member assigned to a flight, is admitted to, or carried in, the flight crew compartment unless that person is: (1) an operating crew member; (2) a representative of the competent or inspecting authority, if required to be there for the performance of his/her official duties; or EN L 296/64 Official Journal of the European Union 25.10.2012 (3) permitted by and carried in accordance with instructions contained in the operations manual.</p>				
1.100 (b)(1) CAT.GEN.MPA.135	<p>The commander shall ensure that: (1) in the interests of safety, admission to the flight deck does not cause distraction and/ or interfere with the flight's operation;</p> <p>(b) The commander shall ensure that: (1) admission to the flight crew compartment does not cause distraction or interference with the operation of the flight; and (2) all persons carried in the flight crew compartment are made familiar with the relevant safety procedures. (c) The commander shall make the final decision regarding the admission to the flight crew compartment.</p>				
1.100 (b)(2) CAT.GEN.MPA.135	<p>The commander shall ensure that: All persons carried on the flight deck are made familiar with the relevant safety procedures.</p> <p>(b) The commander shall ensure that: (1) admission to the flight crew compartment does not cause distraction or interference with the operation of the flight; and (2) all persons carried in the flight</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	crew compartment are made familiar with the relevant safety procedures. (c) The commander shall make the final decision regarding the admission to the flight crew compartment.				
1.100 (c) CAT.GEN.MPA.135	The final decision regarding the admission to the flight deck shall be the responsibility of the commander. The commander shall make the final decision regarding the admission to the flight crew compartment.				
1.1045 Appendix 1 A 8.3.13 AMC3 ORO.MLR.100	Use of vacant crew seats. The conditions and procedures for the use of vacant crew seats. Use of vacant crew seats. The conditions and procedures for the use of vacant crew seats.				
1.1045 Appendix 1 A 8.3.14 AMC3 ORO.MLR.100	Incapacitation of crew members. Procedures to be followed in the event of incapacitation of crew members in flight. Examples of the types of incapacitation and the means for recognising them must be included. Incapacitation of crew members. Procedures to be followed in the event of incapacitation of crew members in-flight. Examples of the types of incapacitation and the means for recognising them should be included.				
1.1045 Appendix 1 A 8.3.15 (a) AMC3 ORO.MLR.100	Cabin safety requirements. Procedures covering: (a) cabin preparation for flight, in-flight requirements and preparation for landing including procedures for securing cabin and galleys; Cabin Safety Requirements. Procedures covering cabin preparation for flight, in-flight requirements and preparation for landing, including procedures for securing the cabin and galleys.				
1.1045 Appendix 1 A 8.3.15 (b) AMC3 ORO.MLR.100	Cabin safety requirements. Procedures covering: procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aeroplane; Cabin Safety Requirements. Procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aircraft.				
1.1045 Appendix 1 A 8.3.15 (c) AMC3 ORO.MLR.100	Cabin safety requirements. Procedures covering: procedures to be followed during passenger embarkation and disembarkation; Cabin Safety Requirements.Procedures to be followed during passenger embarkation and disembarkation.				
1.1045 Appendix 1 A 8.3.15 (d); OPS 1.311 AMC3 ORO.MLR.100	Cabin safety requirements. Procedures covering: procedures when refuelling/defuelling with passengers embarking, on board or disembarking; An operator shall ensure that, whenever any passengers are on board an aeroplane, the minimum number of				

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	<p>cabin crew required in accordance with OPS 1.990(a), (b), (c) and (d) are present in the passenger cabin, except: (a) When the aeroplane is on the ground at a parking place, the number of cabin crew present in the passenger cabin may be reduced below the number determined by OPS 1.990(a), (b) and (c). The minimum number of cabin crew required in these circumstances shall be one per pair of floor-level emergency exits on each passenger deck, or one for every 50, or fraction of 50, passengers present on board, whichever is greater, provided that: (1) the operator has established a procedure for the evacuation of passengers with this reduced number of cabin crew that has been accepted by the Authority as providing equivalent safety; and (2) no refuelling/defuelling is taking place; and (3) the senior cabin crew member has performed the pre-boarding safety briefing to the Cabin Crew; and (4) the senior cabin crew member is present in the passenger cabin; and (5) the pre-boarding cabin checks have been completed. This reduction is not permitted when the number of cabin crew is determined by using OPS 1.990(d).(b) During disembarkation when the number of passengers remaining on board is less than 20, the minimum number of cabin crew present in the passenger cabin may be reduced below the minimum number of cabin crew required in accordance with OPS 1.990(a), (b), (c) and (d), provided that: (1) the operator has established a procedure for the evacuation of passengers with this reduced number of cabin crew that has been accepted by the Authority as providing equivalent safety; and (2) the senior cabin crew member is present in the passenger cabin.</p> <p>Cabin Safety Requirements. Procedures when refuelling/defuelling with passengers embarking, on board or disembarking.</p>				
1.1045 Appendix 1 A 8.3.15 (e) AMC3 ORO.MLR.100	<p>Cabin safety requirements. Procedures covering: smoking on board.</p> <p>Cabin Safety Requirements. Procedures covering smoking on board.</p>				
1.335 CAT.OP.MPA.240	<p>(a) The commander shall ensure that no person on board is allowed to smoke: (1) whenever deemed necessary in the interest of safety; (2) while the aeroplane is on the ground unless specifically permitted in accordance with procedures defined in the Operations Manual; (3) outside designated smoking areas, in the aisle(s) and in the toilet(s); (4) in cargo compartments and/or other areas where cargo is carried which is not stored in flame resistant containers or covered by flame resistant canvas; and (5) in those areas of the cabin where oxygen is being supplied.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	The commander shall not allow smoking on board: (a) whenever considered necessary in the interest of safety; (b) during refuelling and defuelling of the aircraft; (c) while the aircraft is on the surface unless the operator has determined procedures to mitigate the risks during ground operations; (d) outside designated smoking areas, in the aisle(s) and lavatory(ies); (e) in cargo compartments and/or other areas where cargo is carried that is not stored in flame-resistant containers or covered by flame-resistant canvas; and (f) in those areas of the passenger compartment where oxygen is being supplied.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.3.16 Passenger briefing procedures					
1.1045 Appendix 1 A 8.3.16 AMC3 ORO.MLR.100	Passenger briefing procedures. The contents, means and timing of passenger briefing in accordance with OPS 1.285. Passenger briefing procedures. The contents, means and timing of passenger briefing in accordance with Annex IV (Part-CAT).				
1.285(a)(1) CAT.OP.MPA.170	An operator shall ensure that: Passengers are given a verbal briefing about safety matters. Parts or all of the briefing may be provided by an audio- visual presentation The operator shall ensure that passengers are given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency.				
1.285(a)(2) CAT.OP.MPA.170	An operator shall ensure that: Passengers are provided with a safety briefing card on which picture type instructions indicate the operation of emergency equipment and exits likely to be used by passengers. The operator shall ensure that passengers are provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.				
1.285(b)(1)(i) AMC1 CAT.OP.MPA.170	Before take-off Passengers are briefed smoking regulations; Before take-off passengers should be briefed on the following items if applicable: smoking regulations.				
1.285(b)(1)(ii) AMC1 CAT.OP.MPA.170	Before take-off passengers are briefed on the following items if applicable: back of the seat to be in the upright position and tray table stowed; Before take-off passengers should be briefed on the following items if applicable: back of the seat to be in the upright position and tray table stowed.				
1.285(b)(1)(iii) AMC1 CAT.OP.MPA.170	Before take-off passengers are briefed on the following items if applicable: location of emergency exits; Before take-off passengers should be briefed on the following items if applicable: location of emergency exits.				
1.285(b)(1)(iv) AMC1 CAT.OP.MPA.170	Before take-off passengers are briefed on the following items if applicable: location and use of floor proximity escape path markings; Before take-off passengers should be briefed on the following items if applicable: location and use of floor proximity escape path markings.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.285(b)(1)(v) AMC1 CAT.OP.MPA.170	Before take-off passengers are briefed on the following items if applicable: stowage of hand baggage; Before take-off passengers should be briefed on the following items if applicable: stowage of hand baggage.				
1.285(b)(1)(vi) AMC1 CAT.OP.MPA.170	Before take-off passengers are briefed on the following items if applicable: restrictions on the use of portable electronic devices; Before take-off passengers should be briefed on the following items if applicable: restrictions on the use of portable electronic devices.				
1.285(b)(1)(vii) AMC1 CAT.OP.MPA.170	Before take-off passengers are briefed on the following items if applicable: the location and the contents of the safety briefing card; Before take-off passengers should be briefed on the following items if applicable: the location and the contents of the safety briefing card.				
1.285(b)(2)(i) AMC1 CAT.OP.MPA.170	Before take-off Passengers receive a demonstration of the following: the use of safety belts and/or safety harnesses, including how to fasten and unfasten the safety belts and/or safety harnesses; Before take-off passengers should receive a demonstration of the following: use of safety belts or restraint systems, including how to fasten and unfasten the safety belts or restraint systems.				
1.285(b)(2)(ii) AMC1 CAT.OP.MPA.170	Before take-off Passengers receive a demonstration of the following: the location and use of oxygen equipment if required (OPS 1.770 and OPS 1.775 refer). Passengers must also be briefed to extinguish all smoking materials when oxygen is being used; Before take-off passengers should receive a demonstration of the following: location and use of oxygen equipment, if required. Passengers should also be briefed to extinguish all smoking materials when oxygen is being used.				
1.285(b)(2)(iii) AMC1 CAT.OP.MPA.170	Before take-off Passengers receive a demonstration of the following: demonstration of the location and use of life jackets if required (OPS 1.825 refers). Before take-off passengers should receive a demonstration of the following: location and use of life-jackets, if required.				
1.285(c)(1)(i) AMC1 CAT.OP.MPA.170	After take-off Passengers are reminded of the following if applicable: smoking regulations. After take-off passengers should be reminded of the following, if applicable: smoking regulations.				
1.285(c)(1)(ii) AMC1 CAT.OP.	After take off passengers are reminded of the following if applicable: use of safety belts and/or safety harnesses including				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
MPA.170	the safety benefits of having safety belts fastened when seated irrespective of seat belt sign illumination. After take-off passengers should be reminded of passengers should be reminded of the following, if applicable: use of safety belts or restraint systems including the safety benefits of having safety belts fastened when seated irrespective of seat belt sign illumination.				
1.285(d)(1)(i) AMC1 CAT.OP.MPA.170	Before landing Passengers are reminded the following if applicable: smoking regulations. Before landing passengers should be reminded of the following, if applicable: smoking regulations.				
1.285(d)(1)(ii) AMC1 CAT.OP.MPA.170	Before landing Passengers are reminded the following if applicable: use of safety belts and/or safety harnesses. Before landing passengers should be reminded of the following, if applicable: use of safety belts or restraint systems.				
1.285(d)(1)(iii) AMC1 CAT.OP.MPA.170	Before landing Passengers are reminded the following if applicable: back of the seat to be in the upright position and tray table stowed. Before landing passengers should be reminded of the following, if applicable: back of the seat to be in the upright position and tray table stowed.				
1.285(d)(1)(iv) AMC1 CAT.OP.MPA.170	Before landing Passengers are reminded the following if applicable: re-stowage of hand baggage. Before landing passengers should be reminded of the following, if applicable: re-stowage of hand baggage.				
1.285(d)(1)(v) AMC1 CAT.OP.MPA.170	Before landing Passengers are reminded the following if applicable: restrictions on the use of portable electronic devices. Before landing passengers should be reminded of the following, if applicable: restrictions on the use of portable electronic devices.				
1.285(e)(1)(i) AMC1 CAT.OP.MPA.170	After landing Passengers are reminded of the following: smoking regulations. After landing passengers should be reminded of the following: smoking regulations.				
1.285(e)(1)(ii) AMC1 CAT.OP.MPA.170	After landing Passengers are reminded of the following: use of safety belts and/or safety harnesses. After landing passengers should be reminded of the following: use of safety belts and/or restraint systems.				
1.285(f) AMC1 CAT.OP.MPA.170	In an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances. Emergency during flight passengers should be instructed as appropriate to the circumstances.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.3.17 Procedures for aeroplanes operated whenever required cosmic or solar radiation detection equipment is carried					
1.1045 Appendix 1 A 8.3.17 AMC3 ORO.MLR.100	Procedures for aeroplanes operated whenever required cosmic or solar radiation detection equipment is carried. Procedures for the use of cosmic or solar radiation detection equipment and for recording its readings including actions to be taken in the event that limit values specified in the Operations Manual are exceeded. In addition, the procedures, including ATS procedures, to be followed in the event that a decision to descend or re-route is taken. Procedures for aircraft operated whenever required cosmic or solar radiation detection equipment is carried.				
1.390 (b)(1)	An operator shall not operate an aeroplane above 15 000m (49.000 ft) unless the equipment specified in OPS 1.680(a)(1) is serviceable, or the procedure prescribed in OPS 1.680(a)(2) is complied with.				
1.390 (a)	An operator shall take account of the in-flight exposure to cosmic radiation of all crew members while on duty (including positioning) and shall take the following measures for those crew liable to be subject to exposure of more than 1 mSv per year: (1) assess their exposure; (2) take into account the assessed exposure when organising working schedules with a view to reduce the doses of highly exposed crew members; (3) inform the crew members concerned of the health risks their work involves; (4) ensure that the working schedules for female crew members, once they have notified the operator that they are pregnant, keep the equivalent dose to the foetus as low as can reasonably be achieved and in any case ensure that the dose does not exceed 1 mSv for the remainder of the pregnancy; (5) ensure that individual records are kept for those crew members who are liable to high exposure. These exposures are to be notified to the individual on an annual basis, and also upon leaving the operator.				
1.390(b)(2)	The commander or the pilot to whom conduct of the flight has been delegated shall initiate a descent as soon as practicable when the limit values of cosmic radiation dose rate specified in the Operations Manual are exceeded.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.3.18 Policy on the use of Autopilot and Auto throttle					
1.1045 Appendix 1 A 8.13.18 AMC3 ORO.MLR.100	Policy on the use of Autopilot and Auto throttle Policy on the use of autopilot and autothrottle for aircraft fitted with these systems.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.4 AWO – All weather operations Note! Operation according to Appendix 1 (New) to OPS 1.430 (see AWO checklist for further details)					
1.1045 Appendix 1 A 8.4 AMC3 ORO.MLR.100	All weather operations. A description of the operational procedures associated with All Weather operations (see OPS Subpart D and E). Low visibility operations (LVO). A description of the operational procedures associated with LVO.				
1.430 (a)(1) CAT.OP.MPA.110, (a) and (d)	An operator shall establish, for each aerodrome planned to be used, aerodrome operating minima that are not lower than the values given in Appendix 1(Old) or Appendix 1 (New) as applicable. The method of determination of such minima must be acceptable to the Authority. Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. The use of HUD, HUDLS or EVS may allow operations with lower visibilities than normally associated with the aerodrome operating minima. States which promulgate aerodrome operating minima may also promulgate regulations for reduced visibility minima associated with the use of HUD or EVS. (a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima. (d) The operator shall specify the method of determining aerodrome operating minima in the operations manual.		AC		
1.430 (a)(1) CAT.OP.MPA.110, (a) and (d)	An operator shall establish, for each aerodrome planned to be used, aerodrome operating minima that are not lower than the values given in Appendix 1(Old) or Appendix 1 (New) as applicable. The method of determination of such minima must be acceptable to the Authority. Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. The use of HUD, HUDLS or EVS may allow operations with lower visibilities than normally associated with the aerodrome operating minima. States which promulgate aerodrome operating minima may also promulgate regulations for reduced visibility minima associated with the use of HUD or EVS. (a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima. (d) The operator shall specify the method of determining aerodrome operating minima in the operations manual.				
1.430 (a)(2) CAT.OP.MPA.110, (b)	Notwithstanding paragraph (a)1. above, in-flight calculation of minima for use at unplanned alternate aerodromes and/or for approaches utilising EVS shall be carried out in accordance with a method acceptable to the Authority. The use of a head-up display (HUD), head-up guidance landing system (HUDLS) or enhanced vision system (EVS) may allow operations with lower visibilities than the established aerodrome operating minima if approved in accordance with SPA.LVO.		AC		
1.430 (b) CAT.OP.MPA.110, (c)	In establishing the aerodrome operating minima which will apply to any particular operation, an operator must take full account of: 1. the type, performance and handling characteristics of the aeroplane; 2. the composition of the flight crew, their competence and experience; 3. the dimensions and characteristics of the runways which may be selected for use; 4. the adequacy and performance of the available visual and non-visual ground aids (See Appendix 1 (New) to OPS 1.430 Table 6a); 5. the equipment available on the aeroplane for the purpose of navigation and/or control of the flight path, as appropriate, during the take-off, the approach, the flare, the landing, roll-out and the missed approach; 6. the obstacles in the approach, missed approach and the climb-out areas required for the execution of contingency procedures and necessary clearance; 7. the obstacle clearance altitude/height for the instrument approach procedures; 8. the means to determine and report meteorological conditions; and 9. the flight technique to be used during the final approach. (c) When establishing aerodrome operating minima, the operator shall take the following into account: (1) the type, performance and handling characteristics of the aircraft; (2) the composition, competence and experience of the flight crew; (3) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use; (4) the adequacy and performance of the available visual and non-visual ground aids; (5) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the take-off, the approach, the flare, the landing, rollout and the missed approach; (6) for the determination of obstacle clearance, the obstacles in the				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	approach, missed approach and the climb-out areas necessary for the execution of contingency procedures; (7) the obstacle clearance altitude/height for the instrument approach procedures; (8) the means to determine and report meteorological conditions; and (9) the flight technique to be used during the final approach.				
1.435 Annex 1	REFERE TO RULE REFERE TO RULE				
1.455(a) SPA.LVO.125	An operator must establish procedures and instructions to be used for low visibility take-off, approaches utilising EVS, Lower than Standard Category I, other than Standard Category II, Category II and III operations. These procedures must be included in the Operations Manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, roll-out and missed approach as appropriate. The operator shall establish procedures and instructions to be used for LVOs. These procedures and instructions shall be included in the operations manual or procedures manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach operations, as appropriate.				
1.455 Appendix 1 AMC1 SPA.LVO.125	REFERE TO RULE The operator should specify detailed operating procedures and instructions in the operations manual.				
1.445 (a) SPA.LVO.115	An operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which the aerodrome is located. (a) The operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: (1) the aerodrome has been approved for such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established. (b) If the operator selects an aerodrome where the term LVP is not used, the operator shall ensure that there are equivalent procedures that adhere to the requirements of LVP at the aerodrome. This situation shall be clearly noted in the operations manual or procedures manual including guidance to the flight crew on how to determine that the equivalent LVP are in effect.		AP		
1.445 (b) SPA.LVO.115	An operator shall verify that Low Visibility Procedures (LVP) have been established, and will be enforced, at those aerodromes where low visibility operations are to be conducted. (a) The operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: (1) the aerodrome has been approved for				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established. (b) If the operator selects an aerodrome where the term LVP is not used, the operator shall ensure that there are equivalent procedures that adhere to the requirements of LVP at the aerodrome. This situation shall be clearly noted in the operations manual or procedures manual including guidance to the flight crew on how to determine that the equivalent LVP are in effect.				
1.430 Appendix 1 (a)(1)(ii) CAT.OP.MPA.110	<p>The commander shall not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a suitable take-off alternate aerodrome is available.</p> <p>(a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima.</p> <p>(b) The use of a head-up display (HUD), head-up guidance landing system (HUDLS) or enhanced vision system (EVS) may allow operations with lower visibilities than the established aerodrome operating minima if approved in accordance with SPA.LVO. (c) When establishing aerodrome operating minima, the operator shall take the following into account: (1) the type, performance and handling characteristics of the aircraft; (2) the composition, competence and experience of the flight crew; (3) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use; (4) the adequacy and performance of the available visual and non-visual ground aids; (5) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the take-off, the approach, the flare, the landing, rollout and the missed approach; (6) for the determination of obstacle clearance, the obstacles in the approach, missed approach and the climb-out areas necessary for the execution of contingency procedures; (7) the obstacle clearance altitude/height for the instrument approach procedures; (8) the means to determine and report meteorological conditions; and (9) the flight technique to be used during the final approach. (d) The operator shall specify the method of determining aerodrome operating minima in the operations manual. (e) The minima for a specific approach and landing procedure shall only be used if all the following conditions are met: (1) the ground equipment shown</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	on the chart required for the intended procedure is operative; (2) the aircraft systems required for the type of approach are operative; (3) the required aircraft performance criteria are met; and (4) the crew is appropriately qualified.				
1.430 Appendix 1 (Old) (a)(3) and (a)(4)	REFERE TO RULE				
1.430 Appendix 1 (Old) (a)(4)(i)	Exceptions to paragraph (a)(3)(i) above: (i) Subject to the approval of the Authority, and provided the requirements in paragraphs (A) to (E) below have been satisfied, an operator may reduce the take-off minima to 125 m RVR (Category A, B and C aeroplanes) or 150 m RVR (Category D aeroplanes) when: (A) Low visibility procedures are in force; (B) High intensity runway centreline lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation; (C) Flight crew members have satisfactorily completed training in a flight simulator; (D) A 90 m visual segment is available from the cockpit at the start of the takeoff run; and (E) The required RVR value has been achieved for all of the relevant RVR reporting points.		AP		
1.430 Appendix 1 (Old) (a)(4)(ii)	Subject to the approval of the Authority, an operator of an aeroplane using an approved lateral guidance system for take-off may reduce the take-off minima to an RVR less than 125 m (Category A, B and C aeroplanes) or 150 m (Category D aeroplanes) but not lower than 75 m provided runway protection and facilities equivalent to Category III landing operations are available.		AP		
1.440(a) SPA.LVO.110, (b)	(a) An operator shall not conduct Category II, Other than Standard Category II or III operations unless: 1. each aeroplane concerned is certificated for operations with decision heights below 200 ft, or no decision height, and equipped in accordance with CS-AWO on all weather operations or an equivalent accepted by the Authority; 2. a suitable system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operation; 3. the operations are approved by the Authority; 4. the flight crew consists of at least two pilots; and 5. decision height is determined by means of a radio altimeter. The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (b) lower than standard category I (LTS CAT I) operation;		AP		
1.440(b) SPA.LVO.100	An operator shall not conduct low visibility take-offs in less than 150 m RVR (Category A, B and C aeroplanes) or 200 m RVR (Category D aeroplanes) unless approved by the Authority.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation; (b) lower than standard category I (LTS CAT I) operation; (c) standard category II (CAT II) operation; (d) other than standard category II (OTS CAT II) operation; (e) standard category III (CAT III) operation; (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.				
1.440(c) SPA.LVO.100	An operator shall not conduct Lower than Standard Category I operations unless approved by the Authority. The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation; (b) lower than standard category I (LTS CAT I) operation; (c) standard category II (CAT II) operation; (d) other than standard category II (OTS CAT II) operation; (e) standard category III (CAT III) operation; (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.		AP		
1.440 Appendix 1(b)(1) AMC1 SPA.LVO.105	Operational demonstration. The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the Category II/III programme being approved. 1. At least 30 approaches and landings must be accomplished in operations using the Category II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings will need to be accomplished unless otherwise approved by the Authority. LVTO OPERATIONS - AEROPLANES For a low visibility take-off (LVTO) with an aeroplane the following provisions should apply: (a) for an LVTO with a runway visual range (RVR) below 400 m the criteria specified in Table 1.A; (b) for an LVTO with an RVR below 150 m but not less than 125 m: (1) high intensity runway centre line lights spaced 15 m or less apart and high intensity edge lights spaced 60 m or less apart that are in operation; (2) a 90 m visual segment that is available from the flight crew compartment at the start of the take-off run; and (3) the required RVR value is achieved for all of the relevant RVR reporting points; (c) for an LVTO with an RVR below 125 m but not less than 75 m: (1) runway protection		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	and facilities equivalent to CAT III landing operations are available; and (2) the aircraft is equipped with an approved lateral guidance system. Table 1.A: LVTO – aeroplanes RVR vs. facilities Facilities RVR (m) *, ** Day: runway edge lights and runway centre line markings Night: runway edge lights and runway end lights or runway centre line lights and runway end lights - 300 Runway edge lights and runway centre line lights - 200 Runway edge lights and runway centre line lights - TDZ, MID, rollout 150*** High intensity runway centre line lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation - TDZ, MID, rollout 125*** Runway protection and facilities equivalent to CAT III landing operations are available and the aircraft is equipped either with an approved lateral guidance system or an approved HUD / HUDLS for take off - TDZ, MID, rollout 75 *: The reported RVR value representative of the initial part of the take-off run can be replaced by pilot assessment. **: Multi-engined aeroplanes that in the event of an engine failure at any point during take-off can either stop or continue the take-off to a height of 1 500 ft above the aerodrome while clearing obstacles by the required margins. ***: The required RVR value to be achieved for all relevant RVRs TDZ: touchdown zone, equivalent to the initial part of the take-off run MID: midpoint				
1.440 Appendix 1(b)(2) AMC1 SPA.LVO.105	Operational demonstration. The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the Category II/III programme being approved. If an operator has different variants of the same type of aircraft utilising the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft, the operator must show that the various variants have satisfactory performance, but the operator need not conduct a full operational demonstration for each variant. The Authority may also accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator with an AOC issued in accordance with OPS 1 using the same aeroplane type or variant and procedures. LVTO OPERATIONS - AEROPLANES For a low visibility take-off (LVTO) with an aeroplane the following provisions should apply: (a) for an LVTO with a runway visual range (RVR) below 400 m the criteria specified in Table 1.A; (b) for an LVTO with an RVR below 150 m but not less than 125 m: (1) high intensity runway centre line		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	lights spaced 15 m or less apart and high intensity edge lights spaced 60 m or less apart that are in operation; (2) a 90 m visual segment that is available from the flight crew compartment at the start of the take-off run; and (3) the required RVR value is achieved for all of the relevant RVR reporting points; (c) for an LVTO with an RVR below 125 m but not less than 75 m: (1) runway protection and facilities equivalent to CAT III landing operations are available; and (2) the aircraft is equipped with an approved lateral guidance system. Table 1.A: LVTO – aeroplanes RVR vs. facilities Facilities RVR (m) *, ** Day: runway edge lights and runway centre line markings Night: runway edge lights and runway end lights or runway centre line lights and runway end lights - 300 Runway edge lights and runway centre line lights - 200 Runway edge lights and runway centre line lights - TDZ, MID, rollout 150*** High intensity runway centre line lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation - TDZ, MID, rollout 125*** Runway protection and facilities equivalent to CAT III landing operations are available and the aircraft is equipped either with an approved lateral guidance system or an approved HUD / HUDLS for take off - TDZ, MID, rollout 75 *: The reported RVR value representative of the initial part of the take-off run can be replaced by pilot assessment. **: Multi-engined aeroplanes that in the event of an engine failure at any point during take-off can either stop or continue the take-off to a height of 1 500 ft above the aerodrome while clearing obstacles by the required margins. ***: The required RVR value to be achieved for all relevant RVRs TDZ: touchdown zone, equivalent to the initial part of the take-off run MID: midpoint				
1.440 Appendix 1(g) AMC5 SPA.LVO.100	Maintenance of Category II, Category III and LVTO equipment. Maintenance instructions for the on-board guidance systems must be established by the operator, in liaison with the manufacturer, and included in the operator's aeroplane maintenance programme prescribed in Part M, paragraph M.A.302 which must be approved by the Authority. CAT III OPERATIONS. The following provisions should apply to CAT III operations: (a) Where the DH and RVR do not fall within the same category, the RVR should determine in which category the operation is to be considered. (b) For operations in which a DH is used, the DH should not be lower than: (1) the minimum DH specified in the AFM, if stated; (2) the minimum height to which the precision approach aid can be used without the specified visual reference; or (3) the DH to which the flight crew is qualified to		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	operate. (c) Operations with no DH should only be conducted if: (1) the operation with no DH is specified in the AFM; (2) the approach aid and the aerodrome facilities can support operations with no DH; and (3) the flight crew is qualified to operate with no DH. (d) The lowest RVR minima to be used are specified in Table 5. Table 5: CAT III operations minima RVR vs. DH and rollout control/guidance system CAT - DH (ft) * - Rollout control/guidance system - RVR (m) IIIA - Less than 100 - Not required - 200 IIIB - Less than 100 - Fail-passive - 150** IIIB - Less than 50 - Fail-passive - 125 IIIB - Less than 50 or no DH - Fail-operational *** 75 *: Flight control system redundancy is determined under CS-AWO by the minimum certified DH. **: For aeroplanes certified in accordance with CS-AWO 321(b)(3) or equivalent. ***: The fail-operational system referred to may consist of a fail-operational hybrid system.				
1.340(a) CAT.OP.MPA.245	(a) On an IFR flight a commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised flight plan applies in the event of inflight re-planning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the planning minima, prescribed in OPS 1.297. (a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima. (b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima. (c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.				
1.340(b) CAT.OP.MPA.245	On an IFR flight, a commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the planning applicable aerodrome				

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	<p>operating minima.</p> <p>(a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima. (b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima. (c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.</p>				
1.340(c) CAT.OP.MPA.246	<p>On an IFR flight a commander shall only continue beyond: The decision point when using the Reduced Contingency Fuel Procedure (see Appendix 1 to OPS 1.255) or the pre-determined point when using the pre-determined point procedure (see Appendix 1 to OPS 1.255), when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the applicable aerodrome operating minima prescribed in OPS 1.225.</p> <p>In addition to CAT.OP.MPA.245, on IFR flights with aeroplanes, the commander shall only continue beyond: (a) the decision point when using the reduced contingency fuel (RCF) procedure; or (b) the pre-determined point when using the pre-determined point (PDP) procedure, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the applicable aerodrome operating minima.</p>				
1.340(d) CAT.OP.MPA.245	<p>On a VFR flight a commander shall only commence take-off when the appropriate weather reports or forecasts, or any combination thereof, indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to render compliance with these rules possible.</p> <p>(a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima. (b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima. (c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.				
1.346(a) CAT.OP.MPA.255	An operator shall establish procedures for flights in expected or actual icing conditions. The operator shall establish procedures for flights in expected or actual icing conditions.				
1.360 CAT.OP.MPA.265	Before commencing take-off, a commander must satisfy himself/herself that the RVR or visibility in the take-off direction of the aeroplane is equal to or better than the applicable minimum. Before commencing take-off, the commander shall be satisfied that: (a) according to the information available to him/her, the weather at the aerodrome or operating site and the condition of the runway or FATO intended to be used would not prevent a safe take-off and departure; and (b) established aerodrome operating minima will be complied with				
1.405(a) and (c) and (d) CAT.OP.MPA.305	The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/Visibility but the approach shall not be continued beyond the outer marker, or equivalent position, if the reported RVR/visibility is less than the applicable minima (see OPS 1.192). If, after passing the outer marker or equivalent position in accordance with (a) above, the reported RVR/visibility falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. Where no outer marker or equivalent position exists, the commander or the pilot to whom conduct of the flight has been delegated shall make the decision to continue or abandon the approach before descending below 1 000 ft above the aerodrome on the final approach segment. If the MDA/H is at or above 1 000 ft above the aerodrome, the operator shall establish a height, for each approach procedure, below which the approach shall not be				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	continued if RVR/visibility is less than applicable minima. (a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS. (b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: (1) below 1 000 ft above the aerodrome; or (2) into the final approach segment in the case where the DA/H or MDA/H is more than 1 000 ft above the aerodrome. (c) Where the RVR is not available, RVR values may be derived by converting the reported visibility. (d) If, after passing 1 000 ft above the aerodrome, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. (e) The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the visual reference adequate for the type of approach operation and for the intended runway is established at the DA/H or MDA/H and is maintained.(f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.				
1.430 Appendix 1 (Old)(b)	REFERE TO RULE				
1.430 Appendix 1(Old)(b)(3)(x)	Visual reference. A pilot may not continue an approach below MDA/MDH unless at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: (i) elements of the approach light system; (ii) the threshold; (iii) the threshold markings; (iv) the threshold lights; (v) the threshold identification lights; (vi) the visual glide slope indicator; (vii) the touchdown zone or touchdown zone markings; (viii) the touchdown zone lights; (ix) runway edge lights; or (x) other visual references accepted by the Authority.		AC		
1.430 Appendix 1 (Old)(c)	REFERE TO RULE				
1.430 Appendix 1 (Old)(d)	Precision approach — Category II operations 1. General. A Category II operation is a precision instrument approach and landing using ILS or MLS with: (i) A decision height below 200 ft but not lower than 100 ft; and (ii) A runway visual range of not less than 300 m. 2. Decision height. An operator must ensure that the decision height for a Category II operation is not lower than: (i) The				

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	<p>minimum decision height specified in the AFM, if stated; (ii) The minimum height to which the precision approach aid can be used without the required visual reference; (iii) The OCH/OCL for the category of aeroplane; (iv) The decision height to which the flight crew is authorised to operate; or (v) 100 ft. 3. Visual reference. A pilot may not continue an approach below the Category II decision height determined in accordance with subparagraph (d)2. above unless visual reference containing a segment of at least three consecutive lights being the centre line of the approach lights, or touchdown zone lights, or runway centre line lights, or runway edge lights, or a combination of these is attained and can be maintained. This visual reference must include a lateral element of the ground pattern, i.e. an approach lighting crossbar or the landing threshold or a barett of the touchdown zone lighting. 4. Required RVR. The lowest minima to be used by an operator for Category II operations are: Table 6 RVR for Cat II approach vs DH Category II minima Auto-coupled to below DH (see Note 1) Decision height RVR/Aeroplane RVR/Aeroplane Category A, B & C Category D 100 ft-120 ft 300 m 300 m (Note 2)/350 m 121 ft-140 ft 400 m 400 m 141 ft and above 450 m 450 m Note 1: The reference to “auto-coupled to below DH” in this table means continued use of the automatic flight control system down to a height which is not greater than 80 % of the applicable DH. Thus airworthiness requirements may, through minimum engagement height for the automatic flight control system, affect the DH to be applied. Note 2: 300 m may be used for a Category D aeroplane conducting an auto land.</p>				
1.430 Appendix 1 (Old)(e)	<p>(e) Precision approach — Category III operations 1. General. Category III operations are subdivided as follows: (i) Category III A operations. A precision instrument approach and landing using ILS or MLS with: (A) A decision height lower than 100 ft; and (B) A runway visual range not less than 200 m. (ii) Category III B operations. A precision instrument approach and landing using ILS or MLS with: (A) A decision height lower than 50 ft, or no decision height; and (B) A runway visual range lower than 200 m but not less than 75 m. Note: Where the decision height (DH) and runway visual range (RVR) do not fall within the same category, the RVR will determine in which category the operation is to be considered. 2. Decision height. For operations in which a decision height is used, an operator must ensure that the decision height is not lower than: (i) The minimum decision height specified in the AFM, if stated; (ii) The minimum height to which the precision approach aid</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>can be used without the required visual reference; or (iii) The decision height to which the flight crew is authorised to operate. RVR for Cat II approach vs DH Category II minima Auto-coupled to below DH (see Note 1) Decision height RVR/Aeroplane Category A, B & C RVR/Aeroplane Category D 100 ft-120 ft 300 m 300 m (Note 2)/350 m 121 ft-140 ft 400 m 400 m 141 ft and above 450 m 450 m OPS 1.book Page 101 Wednesday, August 19, 2009 4:35 PM Subpart E - All weather operations 102 3. No decision height operations. Operations with no decision height may only be conducted if: (i) The operation with no decision height is authorised in the AFM; (ii) The approach aid and the aerodrome facilities can support operations with no decision height; and (iii) The operator has an approval for CAT III operations with no decision height. Note: In the case of a CAT III runway it may be assumed that operations with no decision height can be supported unless specifically restricted as published in the AIP or NOTAM. 4. Visual reference (i) For Category IIIA operations, and for category IIIB operations with fail-passive flight control systems, a pilot may not continue an approach below the decision height determined in accordance with subparagraph (e)2. above unless a visual reference containing a segment of at least three consecutive lights being the centreline of the approach lights, or touchdown zone lights, or runway centre line lights, or runway edge lights, or a combination of these is attained and can be maintained. (ii) For Category IIIB operations with fail-operational flight control systems using a decision height, a pilot may not continue an approach below the Decision Height, determined in accordance with subparagraph (e)2. above, unless a visual reference containing at least one centreline light is attained and can be maintained. (iii) For Category III operations with no decision height there is no requirement for visual contact with the run- way prior to touchdown. 5. Required RVR. The lowest minima to be used by an operator for Category III operations are: Table 7 Note 1: For aeroplanes certificated in accordance with CS-AWO on all weather operations 321(b)(3). Note 2: Flight control system redundancy is determined under CS-AWO on all weather operations by the minimum certificated decision height. RVR for Cat III approach vs DH and roll-out control/guidance system Category III minima Approach Category Decision Height (ft) (Note 3) Roll-out Control/ Guidance System RVR (m) III A Less than 100 ft Not required 200 m (Note 1) III B Less than 100 ft Fail-passive 150 m (Notes 1 and 2) III B Less than 50 ft Fail-passive 125 m III B Less than 50 ft or no Decision</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	Height Fail-operational 75 m				
1.430 Appendix 1 (Old)(e)(3)(iii)	No decision height operations. Operations with no decision height may only be conducted if: The operator has an approval for CAT III operations with no decision height.		AP		
1.430 Appendix 1 (Old)(f)	Circling. The lowest minima to be used by an operator for circling are: Table 8 Visibility and MDH for circling vs aeroplane category Aeroplane Category A B C D MDH 400 ft 500 ft 600 ft 700 ft Minimum meteorological 1500m 1600m 2400m 3600 m visibility 2. Circling with prescribed tracks is an accepted procedure within the meaning of this paragraph				
1.430 Appendix 1 (Old)(g)	Visual Approach. An operator shall not use an RVR of less than 800 m for a visual approach.				
1.430 Appendix 1 (Old)(h)	Conversion of reported meteorological visibility to RVR. 1. An operator must ensure that a meteorological visibility to RVR conversion is not used for calculating take-off minima, Category II or III minima or when a reported RVR is available. Note: If the RVR is reported as being above the maximum value assessed by the aerodrome operator, e.g. "RVR more than 1 500 metres", it is not considered to be a reported RVR in this context and the Conversion Table may be used. 2. When converting meteorological visibility to RVR in all other circumstances than those in subparagraph (h)1. above, an operator must ensure that the following Table is used: Table 9 Conversion of visibility to RVR RVR = Reported Met. Visibility x Lighting elements in operation Day Night HI approach and runway lighting 1,5 2,0 Any type of lighting installation 1,0 1,5 other than above No lighting 1,0 Not applicable				
1.405(b) CAT.OP.MPA.305	Where RVR is not available, RVR values may be derived by converting the reported visibility in accordance with Appendix 1 to OPS 1.430, subparagraph (h). (a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS. (b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: (1) below 1 000 ft above the aerodrome; or (2) into the final approach segment in the case where the DA/H or MDA/H is more than 1 000 ft above the aerodrome. (c) Where the RVR is not available, RVR values may be derived by converting the reported visibility. (d) If, after passing 1 000 ft above the aerodrome, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. (e) The approach				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	may be continued below DA/H or MDA/H and the landing may be completed provided that the visual reference adequate for the type of approach operation and for the intended runway is established at the DA/H or MDA/H and is maintained (f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.				
1.405(e) CAT.OP.MPA.305	The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained. (a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS. (b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: (1) below 1 000 ft above the aerodrome; or (2) into the final approach segment in the case where the DA/H or MDA/H is more than 1 000 ft above the aerodrome. (c) Where the RVR is not available, RVR values may be derived by converting the reported visibility. (d) If, after passing 1 000 ft above the aerodrome, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. (e) The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the visual reference adequate for the type of approach operation and for the intended runway is established at the DA/H or MDA/H and is maintained (f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.				
1.405(f) CAT.OP.MPA.305(f)	The touch-down zone RVR is always controlling. If reported and relevant, the mid point and stop end RVR are also controlling. The minimum RVR value for the mid-point is 125 m or the RVR required for the touch-down zone if less, and 75 m for the stop-end. For aeroplanes equipped with a roll-out guidance or control system, the minimum RVR value for the mid-point is 75 m. Note: "Relevant", in this context, means that part of the runway used during the high speed phase of the landing down to a speed of approximately 60				

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	<p>knots.</p> <p>(f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.</p>				
1.430(c) Appendix 2(a) CAT.OP.MPA.320	<p>(a) Classification of aeroplanes. The criteria taken into consideration for the classification of aeroplanes by categories is the indicated airspeed at threshold (VAT) which is equal to the stalling speed (VSO) multiplied by 1,3 or VS1G multiplied by 1,23 in the landing configuration at the maximum certificated landing mass. If both VSO and VS1G are available, the higher resulting VAT shall be used. The aeroplane categories corresponding to VAT values are in the Table below: Aeroplane Category - VAT A Less than 91 kt B From 91 to 120 kt C From 121 to 140 kt D From 141 to 165 kt E From 166 to 210 kt</p> <p>(a) Aircraft categories shall be based on the indicated airspeed at threshold (VAT) which is equal to the stalling speed (VSO) multiplied by 1,3 or one-g (gravity) stall speed (VS1g) multiplied by 1,23 in the landing configuration at the maximum certified landing mass. If both VSO and VS1g are available, the higher resulting VAT shall be used. (b) The aircraft categories specified in the table below shall be used. Table 1 Aircraft categories corresponding to VAT values Aircraft category - VAT A - Less than 91 kt B - From 91 to 120 kt C - From 121 to 140 kt D - From 141 to 165 kt E - From 166 to 210 kt (d) The operator may apply a lower landing mass for determining the VAT if approved by the competent authority. Such a lower landing mass shall be a permanent value, independent of the changing conditions of day-to-day operations.</p>				
1.430(c) Appendix 2(b) CAT.OP.MPA.320	<p>Permanent change of category (maximum landing mass) 1. An operator may impose a permanent, lower, landing mass, and use this mass for determining the VAT if approved by the Authority. 2. The category defined for a given aeroplane shall be a permanent value and thus independent of the changing conditions of day-to-day operations.</p> <p>(a) Aircraft categories shall be based on the indicated airspeed at threshold (VAT) which is equal to the stalling speed (VSO) multiplied by 1,3 or one-g (gravity) stall speed (VS1g) multiplied by 1,23 in the landing configuration at the maximum certified landing mass. If both VSO and VS1g are available, the higher</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	resulting V AT shall be used. (b) The aircraft categories specified in the table below shall be used. Table 1 Aircraft categories corresponding to V AT values Aircraft category - VAT A - Less than 91 kt B - From 91 to 120 kt C - From 121 to 140 kt D - From 141 to 165 kt E - From 166 to 210 kt (d) The operator may apply a lower landing mass for determining the V AT if approved by the competent authority. Such a lower landing mass shall be a permanent value, independent of the changing conditions of day-to-day operations.				
1.1045 Appendix 1 A 8.4 AMC3 ORO.MLR.100	All weather operations. A description of the operational procedures associated with all weather operations (see also OPS Subpart D and E). A description of the operational procedures associated with LVO.				
1.430 (a)(1) CAT.OP.MPA.320	(a) 1. An operator shall establish, for each aerodrome planned to be used, aerodrome operating minima that are not lower than the values given in Appendix 1(Old) or Appendix 1 (New) as applicable. The method of determination of such minima must be acceptable to the Authority. Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. The use of HUD, HUDLS or EVS may allow operations with lower visibilities than normally associated with the aerodrome operating minima. States which promulgate aerodrome operating minima may also promulgate regulations for reduced visibility minima associated with the use of HUD or EVS. The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima.		AC		
1.430 (a)(1) CAT.OP.MPA.320	(a) 1. An operator shall establish, for each aerodrome planned to be used, aerodrome operating minima that are not lower than the values given in Appendix 1(Old) or Appendix 1 (New) as applicable. The method of determination of such minima must be acceptable to the Authority. Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. The use of HUD, HUDLS or EVS may allow operations with lower visibilities than normally associated with the aerodrome operating minima. States which promulgate aerodrome operating minima may also promulgate regulations for reduced		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>visibility minima associated with the use of HUD or EVS.</p> <p>(a) Aircraft categories shall be based on the indicated airspeed at threshold (V AT) which is equal to the stalling speed (V SO) multiplied by 1,3 or one-g (gravity) stall speed (V S1g) multiplied by 1,23 in the landing configuration at the maximum certified landing mass. If both V SO and V S1g are available, the higher resulting V AT shall be used. (b) The aircraft categories specified in the table below shall be used. Table 1 Aircraft categories corresponding to V AT values Aircraft category - VAT A- Less than 91 kt B - From 91 to 120 kt C - From 121 to 140 kt D - From 141 to 165 kt E - From 166 to 210 kt (c) The landing configuration that is to be taken into consideration shall be specified in the operations manual. (d) The operator may apply a lower landing mass for determining the V AT if approved by the competent authority. Such a lower landing mass shall be a permanent value, independent of the changing conditions of day-to-day operations.</p>				
1.430 (a)(2) CAT.OP.MPA.110, (b)	<p>Notwithstanding paragraph (a)1. above, in-flight calculation of minima for use at unplanned alternate aerodromes and/or for approaches utilising EVS shall be carried out in accordance with a method acceptable to the Authority.</p> <p>The use of a head-up display (HUD), head-up guidance landing system (HUDLS) or enhanced vision system (EVS) may allow operations with lower visibilities than the established aerodrome operating minima if approved in accordance with SPA.LVO.</p>		AC		
1.430 (b) CAT.OP.MPA.110 (c)	<p>In establishing the aerodrome operating minima which will apply to any particular operation,an operator must take full account of: 1. the type, performance and handling characteristics of the aeroplane; 2. the composition of the flight crew, their competence and experience; 3. the dimensions and characteristics of the runways which may be selected for use; 4. the adequacy and performance of the available visual and non-visual ground aids (See Appendix 1 (New) to OPS 1.430 Table 6a); 5. the equipment available on the aeroplane for the purpose of navigation and/or control of the flight path, as appropriate, during the take-off, the approach, the flare, the landing, roll-out and the missed approach; 6. the obstacles in the approach, missed approach and the climb-out areas required for the execution of contingency procedures and necessary clearance; 7. the obstacle clearance altitude/height for the instrument approach procedures; 8. the means to determine and report meteorological conditions; and 9. the flight technique to be used during the final approach.</p> <p>When establishing aerodrome operating minima, the operator shall</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	take the following into account: (1) the type, performance and handling characteristics of the aircraft; (2) the composition, competence and experience of the flight crew; (3) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use; (4) the adequacy and performance of the available visual and non-visual ground aids; (5) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the take-off, the approach, the flare, the landing, rollout and the missed approach; (6) for the determination of obstacle clearance, the obstacles in the approach, missed approach and the climb-out areas necessary for the execution of contingency procedures; (7) the obstacle clearance altitude/height for the instrument approach procedures; (8) the means to determine and report meteorological conditions; and (9) the flight technique to be used during the final approach.				
1.435 Annex 1	REFERE TO RULE REFERE TO RULE				
1.455(a) SPA.LVO.125	An operator must establish procedures and instructions to be used for low visibility take-off, approaches utilising EVS, Lower than Standard Category I, other than Standard Category II, Category II and III operations. These procedures must be included in the Operations Manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, roll-out and missed approach as appropriate. The operator shall establish procedures and instructions to be used for LVOs. These procedures and instructions shall be included in the operations manual or procedures manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach operations, as appropriate.				
1.455 Appendix 1 (a) AMC1 SPA.LVO.125	General. Low visibility operations include: 1. manual take-off (with or without electronic guidance systems or HUDLS/Hybrid HUD/ HUDLS); 2. auto-coupled approach to below DH, with manual flare, landing and roll-out; 3. approach flown with the use of a HUDLS/Hybrid HUD/ HUDLS and/or EVS); 4. auto-coupled approach followed by auto-flare, auto landing and manual roll-out; and 5. auto-coupled approach followed by auto-flare, auto landing and auto-roll-out, when the applicable RVR is less than 400 m. Note 1: A hybrid system may be used with any of these modes of operations. Note 2: Other forms of guidance systems or displays may be certificated and approved. The precise nature and scope of procedures and instructions given				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	should depend upon the airborne equipment used and the flight deck procedures followed. The operator should clearly define flight crew member duties during take-off, approach, flare, hover, rollout and missed approach in the operations Annex to ED Decision 2012/019/R Page 51 of 109 manual. Particular emphasis should be placed on flight crew responsibilities during transition from non-visual conditions to visual conditions, and on the procedures to be used in deteriorating visibility or when failures occur. Special attention should be paid to the distribution of flight deck duties so as to ensure that the workload of the pilot making the decision to land or execute a missed approach enables him/her to devote himself/herself to supervision and the decision making process.				
1.445 (a) SPA.LVO.115	An operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which the aerodrome is located. (a) The operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: (1) the aerodrome has been approved for such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established. (b) If the operator selects an aerodrome where the term LVP is not used, the operator shall ensure that there are equivalent procedures that adhere to the requirements of LVP at the aerodrome. This situation shall be clearly noted in the operations manual or procedures manual including guidance to the flight crew on how to determine that the equivalent LVP are in effect.		AP		
1.445 (b) SPA.LVO.115	An operator shall verify that low visibility procedures (LVP) have been established, and will be enforced, at those aerodromes where low visibility operations are to be conducted. (a) The operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: (1) the aerodrome has been approved for such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established. (b) If the operator selects an aerodrome where the term LVP is not used, the operator shall ensure that there are equivalent procedures that adhere to the requirements of LVP at the aerodrome. This situation shall be clearly noted in the operations manual or procedures manual including guidance to the flight crew on how to determine that the equivalent LVP are in effect.				
1.430 Appendix 1 (a)(1)(ii) AMC1 CAT.OP.MPA.110	The commander shall not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a suitable take-off alternate aerodrome is available.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>(a) General. (1) Take-off minima should be expressed as visibility or runway visual range (RVR) limits, taking into account all relevant factors for each aerodrome planned to be used and aircraft characteristics. Where there is a specific need to see and avoid obstacles on departure and/or for a forced landing, additional conditions, e.g. ceiling, should be specified. (2) The commander should not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a weather-permissible take-off alternate aerodrome is available. (3) When the reported meteorological visibility (VIS) is below that required for take-off and RVR is not reported, a take-off should only be commenced if the commander can determine that the visibility along the take-off runway is equal to or better than the required minimum. (4) When no reported meteorological visibility or RVR is available, a take-off should only be commenced if the commander can determine that the visibility along the take-off runway is equal to or better than the required minimum. (b) Visual reference (1) The take-off minima should be selected to ensure sufficient guidance to control the aircraft in the event of both a rejected take-off in adverse circumstances and a continued take-off after failure of the critical engine. (2) For night operations, ground lights should be available to illuminate the runway and any obstacles. (c) Required RVR/VIS – aeroplanes (1) For multi-engined aeroplanes, with performance such that in the event of a critical engine failure at any point during take-off the aeroplane can either stop or continue the take-off to a height of 1 500 ft above the aerodrome while clearing obstacles by the required margins, the take-off minima. specified by the operator should be expressed as RVR/CMV (converted meteorological visibility) values not lower than those specified in Table 1.A. (2) For multi-engined aeroplanes without the performance to comply with the conditions in (c)(1) in the event of a critical engine failure, there may be a need to re-land immediately and to see and avoid obstacles in the take-off area. Such aeroplanes may be operated to the following take-off minima provided they are able to comply with the applicable obstacle clearance criteria, assuming engine failure at the height specified. The take-off minima specified by the operator should be based upon the height from which the one-engine-inoperative (OEI) net take-off flight path can be constructed. The RVR minima used should not be lower than either of the values specified in Table 1.A or Table 2.A. (3) When RVR or meteorological visibility is not available, the commander should not</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	commence take-off unless he/she can determine that the actual conditions satisfy the applicable take-off minima. Table 1.A: Take-off – aeroplanes (without an approval for low visibility take-off (LVTO)) RVR/VIS Facilities - RVR/VIS (m) * Day only: Nil** - 500 Day: at least runway edge lights or runway centreline markings Night: at least runway edge lights and runway end lights or runway centreline lights and runway end lights - 400 *: The reported RVR/VIS value representative of the initial part of the take-off run can be replaced by pilot assessment. **: The pilot is able to continuously identify the take-off surface and maintain directional control. Table 2.A: Take-off - aeroplanes Assumed engine failure height above the runway versus RVR/VIS Assumed engine failure height above the take-off runway (ft) - RVR/VIS (m) ** 50 - 400 (200 with LVTO approval) 51 – 100 - 400 (300 with LVTO approval) 101 – 150 - 400 151 – 200- 500 201 – 300 - 1 000 >300 * - 1 500 *: 1 500 m is also applicable if no positive take-off flight path can be constructed. **: The reported RVR/VIS value representative of the initial part of the take-off run can be replaced by pilot assessment.				
1.430 Appendix 1 (New) (a)(3) and (a)(4) AMC1 CAT.OP.MPA.110 and AMC1 SPA.LVO.100	Required RVR/visibility (i) For multi-engined aeroplanes, whose performance is such that, in the event of a critical power unit failure at any point during take-off, the aeroplane can either stop or continue the take-off to a height of 1 500 ft above the aerodrome while clearing obstacles by the required margins, the take-off minima established by an operator must be expressed as RVR/Visibility values not lower than those given in Table 1 below except as provided in paragraph 4. below: Table 1 RVR/Visibility for take-off Take-off RVR/Visibility Facilities RVR/Visibility (Note 3) Nil (Day only) 500 m Runway edge lighting and/or centreline marking 250/300 m (Notes 1 and 2) Runway edge and centreline lighting 200/250 m (Note 1) Runway edge and centreline lighting and multiple RVR information 150/200 m (Notes 1 and 4) Note 1: The higher values apply to Category D aeroplanes. Note 2: For night operations at least runway edge and runway end lights are required. Note 3: The reported RVR/visibility value representative of the initial part of the take-off run can be replaced by pilot assessment. Note 4: The required RVR value must be achieved for all of the relevant RVR reporting points with the exception given in Note 3 above. (ii) For multi-engined aeroplanes whose performance is such that they cannot comply with the performance conditions in subparagraph (a)(3)(i) above in the event of a critical power unit failure, there may be a need to re-land immediately and to see and avoid obstacles in the take-off area. Such aeroplanes				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat												
	<p>may be operated to the following take-off minima provided they are able to comply with the applicable obstacle clearance criteria, assuming engine failure at the height specified. The takeoff minima established by an operator must be based upon the height from which the one engine inoperative net take-off flight path can be constructed. The RVR minima used may not be lower than either of the values given in Table 1 above or Table 2 below. Table 2</p> <p>Assumed engine failure height above the runway versus RVR/Visibility Take-off RVR/Visibility — flight path Assumed engine failure height RVR/Visibility (Note 2) above the take-off runway</p> <table><tr><td>50 ft</td><td>200 m</td><td>51-100 ft</td><td>300 m</td><td>101-150 ft</td><td>400 m</td><td>151-200 ft</td><td>500 m</td><td>201-300 ft</td><td>1 000 m</td><td>> 300 ft</td><td>1 500 m</td></tr></table> <p>(Note 1) Note 1: 1 500 m is also applicable if no positive take-off flight path can be constructed. Note 2: The reported RVR/visibility value representative of the initial part of the take-off run can be replaced by pilot assessment. (iii) When reported RVR, or meteorological visibility is not available, the commander shall not commence take- off unless he can determine that the actual conditions satisfy the applicable take-off minima.</p> <p>(a) General. (1) Take-off minima should be expressed as visibility or runway visual range (RVR) limits, taking into account all relevant factors for each aerodrome planned to be used and aircraft characteristics. Where there is a specific need to see and avoid obstacles on departure and/or for a forced landing, additional conditions, e.g. ceiling, should be specified. (2) The commander should not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a weather-permissible take-off alternate aerodrome is available. (3) When the reported meteorological visibility (VIS) is below that required for take-off and RVR is not reported, a take-off should only be commenced if the commander can determine that the visibility along the take-off runway is equal to or better than the required minimum. (4) When no reported meteorological visibility or RVR is available, a take-off should only be commenced if the commander can determine that the visibility along the take-off runway is equal to or better than the required minimum. (b) Visual reference (1) The take-off minima should be selected to ensure sufficient guidance to control the aircraft in the event of both a rejected take-off in adverse circumstances and a continued take-off after failure of the critical engine. (2) For night operations, ground lights should be available to illuminate the runway and any obstacles. (c) Required RVR/VIS</p>	50 ft	200 m	51-100 ft	300 m	101-150 ft	400 m	151-200 ft	500 m	201-300 ft	1 000 m	> 300 ft	1 500 m				
50 ft	200 m	51-100 ft	300 m	101-150 ft	400 m	151-200 ft	500 m	201-300 ft	1 000 m	> 300 ft	1 500 m						

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>– aeroplanes (1) For multi-engined aeroplanes, with performance such that in the event of a critical engine failure at any point during take-off the aeroplane can either stop or continue the take-off to a height of 1 500 ft above the aerodrome while clearing obstacles by the required margins, the take-off minima. specified by the operator should be expressed as RVR/CMV (converted meteorological visibility) values not lower than those specified in Table 1.A. (2) For multi-engined aeroplanes without the performance to comply with the conditions in (c)(1) in the event of a critical engine failure, there may be a need to re-land immediately and to see and avoid obstacles in the take-off area. Such aeroplanes may be operated to the following take-off minima provided they are able to comply with the applicable obstacle clearance criteria, assuming engine failure at the height specified. The take-off minima specified by the operator should be based upon the height from which the one-engine-inoperative (OEI) net take-off flight path can be constructed. The RVR minima used should not be lower than either of the values specified in Table 1.A or Table 2.A. (3) When RVR or meteorological visibility is not available, the commander should not commence take-off unless he/she can determine that the actual conditions satisfy the applicable take-off minima. The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation; (b) lower than standard category I (LTS CAT I) operation; (c) standard category II (CAT II) operation; (d) other than standard category II (OTS CAT II) operation; (e) standard category III (CAT III) operation; (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.</p>				
1.430 Appendix 1(New) (a)(4)(i) AMC1 SPA.LVO.100	<p>Exceptions to subparagraph (a)(3)(i) above: (i) Subject to the approval of the Authority, and provided the requirements in paragraphs (A) to (E) below have been satisfied, an operator may reduce the takeoff minima to 125 m RVR (Category A, B and C aeroplanes) or 150 m RVR (Category D aeroplanes) when: (A) low visibility procedures are in force; (B) high intensity runway centreline lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation; (C) flight crew members have satisfactorily completed training in a Flight Simulator; (D) a 90 m visual segment is available from the cockpit at the start of the take-off run; and (E) the required RVR value has been achieved for all of the relevant RVR reporting points</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation; (b) lower than standard category I (LTS CAT I) operation; (c) standard category II (CAT II) operation; (d) other than standard category II (OTS CAT II) operation; (e) standard category III (CAT III) operation; (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.				
1.430 Appendix 1(New) (a)(4)(ii) AMC1 SPA.LVO.100	(ii) Subject to the approval of the Authority, an operator of an aeroplane using either: (A) an approved lateral guidance system; or, (B) an approved HUD/HUDLS for take-off may reduce the take-off minima to an RVR less than 125 m (Category A, B and C aeroplanes) or 150 m (Category D aeroplanes) but not lower than 75 m provided run- way protection and facilities equivalent to Category III landing operations are available. The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation; (b) lower than standard category I (LTS CAT I) operation; (c) standard category II (CAT II) operation; (d) other than standard category II (OTS CAT II) operation; (e) standard category III (CAT III) operation; (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.		AP		
1.440(a) SPA.LVO.110, (b)	(a) An operator shall not conduct Category II, Other than Standard Category II or III operations unless: 1. each aeroplane concerned is certificated for operations with decision heights below 200 ft, or no decision height, and equipped in accordance with CS-AWO on all weather operations or an equivalent accepted by the Authority; 2. a suitable system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operation; 3. the operations are approved by the Authority; 4. the flight crew consists of at least two pilots; and 5. decision height is determined by means of a radio altimeter. (b) The operator shall only conduct CAT II, OTS CAT II or CAT III operations if: (1) each aircraft concerned is certified for operations with a decision height (DH) below 200 ft, or no DH, and equipped in accordance with the applicable airworthiness requirements; (2) a system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operation; (3) the DH is determined by means of a		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	radio altimeter; (4) the flight crew consists of at least two pilots; (5) all height call-outs below 200 ft above the aerodrome threshold elevation are determined by a radio altimeter.				
1.440(b) SPA.LVO.100	An operator shall not conduct low visibility take-offs in less than 150 m RVR (Category A, B and C aeroplanes) or 200 m RVR (Category D aeroplanes) unless approved by the Authority The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation; (b) lower than standard category I (LTS CAT I) operation; (c) standard category II (CAT II) operation; (d) other than standard category II (OTS CAT II) operation; (e) standard category III (CAT III) operation; (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.		AP		
1.440(c) SPA.LVO.100	An operator shall not conduct lower than Standard Category I operations unless approved by the Authority. The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation; (b) lower than standard category I (LTS CAT I) operation; (c) standard category II (CAT II) operation; (d) other than standard category II (OTS CAT II) operation; (e) standard category III (CAT III) operation; (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.		AP		
1.440 Appendix 1(b)(1) AMC1 SPA.LVO.105	Operational demonstration. The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance programme, and manuals applicable to the Category II/III programme being approved. 1. At least 30 approaches and landings must be accomplished in operations using the Category II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings will need to be accomplished unless otherwise approved by the Authority. At least 30 approaches and landings should be accomplished in operations using the CAT II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings should be accomplished.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.440 Appendix 1(b)(2) AMC1 SPA.LVO.105	<p>If an operator has different variants of the same type of aircraft utilising the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft, the operator must show that the various variants have satisfactory performance, but the operator need not conduct a full operational demonstration for each variant. The Authority may also accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator with an AOC issued in accordance with OPS 1 using the same aeroplane type or variant and procedures.</p> <p>At least 30 approaches and landings should be accomplished in operations using the CAT II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings should be accomplished.</p>		AC		
1.440 Appendix 1(g) AMC5 SPA.LVO.105	<p>Maintenance of Category II, Category III and LVTO equipment. Maintenance instructions for the on-board guidance systems must be established by the operator, in liaison with the manufacturer, and included in the operator's aeroplane maintenance programme prescribed in Part M, paragraph M.A.302 which must be approved by the Authority.</p> <p>Maintenance instructions for the on-board guidance systems should be established by the operator, in liaison with the manufacturer, and included in the operator's aircraft maintenance programme in accordance with Annex I to Regulation (EC) No 2042/20031 (Part-M).</p>		AP		
1.340(a) CAT.OP.MPA.245	<p>a) On an IFR flight a commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised flight plan applies in the event of inflight re-planning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the planning minima, prescribed in OPS 1.297.</p> <p>On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima.</p>				
1.340(b) CAT.OP.MPA.246	<p>On an IFR flight, a commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>aerodrome, are at or above the planning applicable aerodrome operating minima.</p> <p>In addition to CAT.OP.MPA.245, on IFR flights with aeroplanes, the commander shall only continue beyond: (a) the decision point when using the reduced contingency fuel (RCF) procedure; or (b) the pre-determined point when using the pre-determined point (PDP) procedure, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the applicable aerodrome operating minima.</p>				
1.340(c) CAT.OP.MPA.246	<p>On an IFR flight a commander shall only continue beyond: (1) the decision point when using the reduced contingency fuel procedure (see Appendix 1 to OPS 1.255); or (2) the pre-determined point when using the pre-determined point procedure (see Appendix 1 to OPS 1.255), when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the applicable aerodrome operating minima prescribed in OPS 1.225.</p> <p>In addition to CAT.OP.MPA.245, on IFR flights with aeroplanes, the commander shall only continue beyond: (a) the decision point when using the reduced contingency fuel (RCF) procedure; or (b) the pre-determined point when using the pre-determined point (PDP) procedure, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the applicable aerodrome operating minima.</p>				
1.340(d) CAT.OP.MPA.245	<p>On a VFR flight a commander shall only commence take-off when the appropriate weather reports or forecasts, or any combination thereof, indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to render compliance with these rules possible.</p> <p>(a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima. (b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima. (c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.				
1.346(a) CAT.OP.MPA.255	(a) An operator shall establish procedures for flights in expected or actual icing conditions. The operator shall establish procedures for flights in expected or actual icing conditions.				
1.360 CAT.OP.MPA.265	Before commencing take-off, a commander must satisfy himself/herself that the RVR or visibility in the take-off direction of the aeroplane is equal to or better than the applicable minimum. Before commencing take-off, the commander shall be satisfied that: (a) according to the information available to him/her, the weather at the aerodrome or operating site and the condition of the runway or FATO intended to be used would not prevent a safe take-off and departure; and (b) established aerodrome operating minima will be complied with.				
1.405(a) and (c) and (d) CAT.OP.MPA.305	(a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/Visibility but the approach shall not be continued beyond the outer marker, or equivalent position, if the reported RVR/visibility is less than the applicable minima (see OPS 1.192). If, after passing the outer marker or equivalent position in accordance with (a) above, the reported RVR/visibility falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. Where no outer marker or equivalent position exists, the commander or the pilot to whom conduct of the flight has been delegated shall make the decision to continue or abandon the approach before descending below 1 000 ft above the aerodrome on the final approach segment. If the MDA/H is at or above 1 000 ft above the aerodrome, the operator shall establish a height, for each approach procedure, below which the approach shall not be continued if RVR/visibility is less than applicable minima. (a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS. (b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: (1) below 1 000 ft above the aerodrome; or (2) into the final approach segment in the case where the DA/H or MDA/H is				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	more than 1 000 ft above the aerodrome. (c) Where the RVR is not available, RVR values may be derived by converting the reported visibility. (d) If, after passing 1 000 ft above the aerodrome, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. (e) The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the visual reference adequate for the type of approach operation and for the intended runway is established at the DA/H or MDA/H and is maintained. (f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.				
1.430 Appendix 1 (New)(b)(1) Annex 1	Category I, APV and non-precision approach operations 1. A Category I approach operation is a precision instrument approach and landing using ILS, MLS, GLS (GNSS/GBAS) or PAR with a decision height not lower than 200 ft and with an RVR not less than 550 m, unless accepted by the Authority. REFERE TO RULE		AC		
1.430 Appendix 1 (New)(b)(2) Annex 1	Category I, APV and Non-precision Approach Operations: A non-precision approach (NPA) operation is an instrument approach using any of the facilities described in Table 3 (System minima), with a MDH or DH not lower than 250 ft and an RVR/CMV of not less than 750 m, unless accepted by the Authority. REFERE TO RULE		AC		
1.430 Appendix 1 (New)(b)(3) Annex1	Category I, APV and non-precision approach operations. An APV operation is an instrument approach which utilises lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a DH not lower than 250 ft and a runway visual range of not less than 600m unless approved by the Authority. REFERE TO RULE		AC		
1.430 Appendix 1 (New)(b)(4) AMC3 CAT.OP.MPA.110	Decision height (DH). An operator must ensure that the decision height to be used for an approach is not lower than: (i) the minimum height to which the approach aid can be used without the required visual reference; or (ii) the OCH for the category of aeroplane; or (iii) the published approach procedure decision height where applicable; or (iv) 200 ft for Category I approach operations; or (v) the system minimum in Table 3; or (vi) the lowest				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>decision height specified in the Aeroplane Flight Manual (AFM) or equivalent document, if stated; whichever is higher.</p> <p>NPA, APV, CAT I OPERATIONS. (a) The decision height (DH) to be used for a non-precision approach (NPA) flown with the continuous descent final approach (CDFA) technique, approach procedure with vertical guidance (APV) or CAT I operation should not be lower than the highest of: (1) the minimum height to which the approach aid can be used without the required visual reference; (2) the obstacle clearance height (OCH) for the category of aircraft; (3) the published approach procedure DH where applicable; (4) the system minimum specified in Table 3; or (5) the minimum DH specified in the aircraft flight manual (AFM) or equivalent document, if stated. (b) The minimum descent height (MDH) for an NPA operation flown without the CDFA technique should not be lower than the highest of: (1) the OCH for the category of aircraft; (2) the system minimum specified in Table 3; or (3) the minimum MDH specified in the AFM, if stated. Table 3: System minima</p> <p>Facility - Lowest DH/MDH (ft) ILS/MLS/GLS - 200 GNSS/SBAS (LPV) - 200 GNSS (LNAV) - 250 GNSS/Baro-VNAV (LNAV/ VNAV) - 250 LOC with or without DME - 250 SRA (terminating at ½ NM) - 250 SRA (terminating at 1 NM) - 300 SRA (terminating at 2 NM or more) - 350 VOR - 300 VOR/DME - 250 NDB - 350 NDB/DME - 300 VDF - 350 DME: distance measuring equipment; GNSS: global navigation satellite system; ILS: instrument landing system; LNAV: lateral navigation; LOC: localiser; LPV: localiser performance with vertical guidance SBAS: satellite-based augmentation system; SRA: surveillance radar approach; VDF: VHF direction finder; VNAV: vertical navigation; VOR: VHF omnidirectional radio range.</p>				
1.430 Appendix 1 (New)(b)(5) AMC3 CAT.OP.MPA.110	<p>Minimum descent height (MDH). An operator must ensure that the minimum descent height for an approach is not lower than: (i) the OCH for the category of aeroplane; or (ii) the system minimum in Table 3; or (iii) the minimum descent height specified in the Aeroplane Flight Manual (AFM) if stated; whichever is higher.</p> <p>NPA, APV, CAT I OPERATIONS. (a) The decision height (DH) to be used for a non-precision approach (NPA) flown with the continuous descent final approach (CDFA) technique, approach procedure with vertical guidance (APV) or CAT I operation should not be lower than the highest of: (1) the minimum height to which the approach aid can be used without the required visual reference; (2) the obstacle clearance height (OCH) for the category of aircraft; (3) the published approach procedure DH where applicable; (4) the system minimum specified in Table 3; or (5) the minimum DH</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	specified in the aircraft flight manual (AFM) or equivalent document, if stated. (b) The minimum descent height (MDH) for an NPA operation flown without the CDFA technique should not be lower than the highest of: (1) the OCH for the category of aircraft; (2) the system minimum specified in Table 3; or (3) the minimum MDH specified in the AFM, if stated. Table 3: System minima Facility - Lowest DH/MDH (ft) ILS/MLS/GLS - 200 GNSS/SBAS (LPV) - 200 GNSS (LNAV) - 250 GNSS/Baro-VNAV (LNAV/ VNAV) - 250 LOC with or without DME - 250 SRA (terminating at ½ NM) - 250 SRA (terminating at 1 NM) - 300 SRA (terminating at 2 NM or more) - 350 VOR - 300 VOR/DME - 250 NDB - 350 NDB/DME - 300 VDF - 350 DME: distance measuring equipment; GNSS: global navigation satellite system; ILS: instrument landing system; LNAV: lateral navigation; LOC: localiser; LPV: localiser performance with vertical guidance SBAS: satellite-based augmentation system; SRA: surveillance radar approach; VDF: VHF direction finder; VNAV: vertical navigation; VOR: VHF omnidirectional radio range.				
1.430 Appendix 1 (New)(b)(6) AMC1 CAT.OP.MPA.305(e) (a)	Visual reference. A pilot may not continue an approach below MDA/MDH unless at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: (i) elements of the approach light system; (ii) the threshold; (iii) the threshold markings; (iv) the threshold lights;(v) the threshold identification lights; (vi) the visual glide slope indicator; (vii) the touchdown zone or touchdown zone markings; (viii) the touchdown zone lights; (ix) runway edge lights; or (x) other visual references accepted by the Authority Table 3 System minima v.facilities System minima Facility- Lowest DH/MDH localiser with or without DME 250 ft SRA (terminating at 1/2 NM) 250 ft SRA (terminating at 1 NM) 300 ft SRA (terminating at 2 NM) 350 ft RNAV/LNAV 300 ft VOR 300 ft VOR/DME 250 ft NDB 350 ft NDB/DME 300 ft VDF 350 ft (a) NPA, APV and CAT I operations At DH or MDH, at least one of the visual references specified below should be distinctly visible and identifiable to the pilot: (1) elements of the approach lighting system; (2) the threshold; (3) the threshold markings; (4) the threshold lights; (5) the threshold identification lights; (6) the visual glide slope indicator; (7) the touchdown zone or touchdown zone markings; (8) the touchdown zone lights; (9) FATO/runway edge lights; or (10) other visual references specified in the operations manual.				
1.430 Appendix 1 (New)(b)(6)(x)	Visual reference. A pilot may not continue an approach below MDA/MDH unless at least one of the following visual references for		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
AMC1 CAT.OP.MPA.305(e) (a)	the intended runway is distinctly visible and identifiable to the pilot: Other visual references accepted by the Authority. (a) NPA, APV and CAT I operations At DH or MDH, at least one of the visual references specified below should be distinctly visible and identifiable to the pilot: (1) elements of the approach lighting system; (2) the threshold; (3) the threshold markings; (4) the threshold lights; (5) the threshold identification lights; (6) the visual glide slope indicator; (7) the touchdown zone or touchdown zone markings; (8) the touchdown zone lights; (9) FATO/runway edge lights; or (10) other visual references specified in the operations manual.				
1.430 Appendix 1 (New)(c) AMC4 CAT.OP.MPA.110	Criteria for establishing RVR/Converted Met Visibility (Ref Table 6) 1. In order to qualify for the lowest allowable values of RVR/CMV detailed in Table 6 (applicable to each approach grouping) the instrument approach shall meet at least the following facility requirements and associated conditions: (i) Instrument approaches with designated vertical profile up to and including 4,5° for Category A and B aeroplanes, or 3,77° for Category C and D aeroplanes, unless other approach angles are approved by the Authority, where the facilities are: (A) ILS/MLS/GLS/PAR; or (B) APV; and where the final approach track is offset by not more than 15° for Category A and B aeroplanes or by not more than 5° for Category C and D aeroplanes. (ii) Instrument approaches flown using the CDFA technique with a nominal vertical profile, up to and including 4,5° for Category A and B aeroplanes, or 3,77° for Category C and D aeroplanes, unless other approach angles are approved by the Authority where the facilities are NDB, NDB/DME, VOR, VOR/DME, LLZ, LLZ/DME, VDF, SRA or RNAV/LNAV, with a final-approach segment of at least 3NM, which also fulfil the following criteria: (A) The final approach track is offset by not more than 15° for Category A and B aeroplanes or by not more than 5° for Category C and D aeroplanes; and (B) The FAF or another appropriate fix where descent is initiated is available, or distance to THR is available by FMS/RNAV or DME; and (C) If the MAPt is determined by timing, the distance from FAF to THR is 8 NM. (iii) Instrument approaches where the facilities are NDB, NDB/DME, VOR, VOR/DME, LLZ, LLZ/DME, VDF, SRA or RNAV/LNAV, not fulfilling the criteria in paragraph (c)1.(ii) above, or with an MDH 1 200 ft. (a) Aeroplanes The following criteria for establishing RVR/CMV should apply: (1) In order to qualify for the lowest allowable values of RVR/CMV specified in Table 6.A the instrument approach should				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	meet at least the following facility specifications and associated conditions: (i) Instrument approaches with designated vertical profile up to and including 4.5° for category A and B aeroplanes, or 3.77° for category C and D aeroplanes where the facilities are: (A) ILS / microwave landing system (MLS) / GBAS landing system (GLS) / precision approach radar (PAR); or (B) APV; and where the final approach track is offset by not more than 15° for category A and B aeroplanes or by not more than 5° for category C and D aeroplanes. (ii) Instrument approach operations flown using the CDFA technique with a nominal vertical profile, up to and including 4.5° for category A and B aeroplanes, or 3.77° for category C and D aeroplanes, where the facilities are NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA or GNSS/LNAV, with a final approach segment of at least 3 NM, which also fulfil the following criteria: (A) the final approach track is offset by not more than 15° for category A and B aeroplanes or by not more than 5° for category C and D aeroplanes; (B) the final approach fix (FAF) or another appropriate fix where descent is initiated is available, or distance to threshold (THR) is available by flight management system / GNSS (FMS/GNSS) or DME; and (C) if the missed approach point (MAPt) is determined by timing, the distance from FAF or another appropriate fix to THR is ≤ 8 NM. (iii) Instrument approaches where the facilities are NDB, NDB/DME, VOR, VOR/DME, LOC, LOC/DME, VDF, SRA or GNSS/LNAV, not fulfilling the criteria in (a)(1)(ii), or with an MDH ≥ 1 200 ft. (2) The missed approach operation, after an approach operation has been flown using the CDFA technique, should be executed when reaching the DA/H or the MAPt, whichever occurs first. The lateral part of the missed approach procedure should be flown via the MAPt unless otherwise stated on the approach chart.				
1.430 Appendix 1 (New)(d) CAT.OP.MPA.110	Determination of RVR/CMV/Visibility minima for Category I, APV and non-precision approach operations 1. The minimum RVR/CMV/Visibility shall be the highest of the values derived from Table 5 or Table 6 but not greater than the maximum values shown in Table 6 where applicable 2. The values in Table 5 are derived from the formula below. Required RVR/visibility (m) = [(DH/MDH (ft) × 0,3048)/tan] – length of approach lights (m) Note 1: is the calculation angle, being a default value of 3,00 degrees increasing in steps 3. With the approval of the Authority, the formula may be used with the actual approach slope and/or the actual length of the approach lights for a particular runway. 4. If the approach is flown with a level flight segment at or above MDA/H, 200 metres shall be				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>added for Cat A and B aeroplane and 400 metres for Cat C and D aeroplane to the minimum RVR/CMV value resulting from the application of Tables 5 and 6. Note: The added value corresponds to the time/distance required to establish the aeroplane on the final descent. 5. An RVR of less than 750 m as indicated in Table 5 may be used: (i) for Category I approach operations to runways with FALS (see below), Runway Touchdown Zone Lights (RTZL) and Runway Centreline Lights RCLL) provided that the DH is not more than 200 ft; or (ii) for Category I approach operations to runways without RTZL and RCLL when using an approved HUDLS, or equivalent approved system, or when conducting a coupled approach or flight-director-flown approach to a DH equal to or greater than 200 ft. The ILS must not be promulgated as a restricted facility; or (iii) for APV approach operations to runways with FALS, RTZL and RCLL when using an approved HUD. 6. The Authority may approve RVR values lower than those given in Table 5, for HUDLS and auto-land operations in accordance with paragraph (e) of this Appendix. 7. The visual aids comprise standard runway day markings and approach and runway lighting (runway edge lights, threshold lights, runway end lights and in some cases also touch-down zone and/or runway centre line lights). The approach light configurations acceptable are classified and listed in Table 4 below. 8. Notwithstanding the requirements in paragraph (d)7. above, the authority may approve that RVR values relevant to a Basic Approach Lighting System (BALS) are used on runways where the approach lights are restricted in length below 210m due to terrain or water, but where at least one cross-bar is available. For night operations or for any operation where credit for runway and approach lights is required, the lights must be on and serviceable except as provided for in Table 6a. Table 4 Approach light systems OPS class of Facility- Length, configuration and intensity of approach lights FALS (full approach light system) - ICAO: Precision approach CAT I Lighting System (HIALS 720 m) distance coded centreline, Barrette centreline IALS (intermediate approach light system) - ICAO: Simple approach lighting system (HIALS 420-719 m) single source, Barrette BALS (basic approach light system) - Any other approach lighting System (HIALS, MIALS or ALS 210-419 m) NALS (no approach light system) - Any other approach lighting System (HIALS, MIALS or ALS 210 m) or no approach lights</p> <p>(a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima. (b) The use of a head-up display (HUD), head-up guidance landing system (HUDLS) or enhanced vision system (EVS) may allow operations with lower visibilities than the established aerodrome operating minima if approved in accordance with SPA.LVO. (c) When establishing aerodrome operating minima, the operator shall take the following into account: (1) the type, performance and handling characteristics of the aircraft; (2) the composition, competence and experience of the flight crew; (3) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use; (4) the adequacy and performance of the available visual and non-visual ground aids; (5) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the take-off, the approach, the flare, the landing, rollout and the missed approach; (6) for the determination of obstacle clearance, the obstacles in the approach, missed approach and the climb-out areas necessary for the execution of contingency procedures; (7) the obstacle clearance altitude/height for the instrument approach procedures; (8) the means to determine and report meteorological conditions; and (9) the flight technique to be used during the final approach. (d) The operator shall specify the method of determining aerodrome operating minima in the operations manual. (e) The minima for a specific approach and landing procedure shall only be used if all the following conditions are met: (1) the ground equipment shown on the chart required for the intended procedure is operative; (2) the aircraft systems required for the type of approach are operative; (3) the required aircraft performance criteria are met; and (4) the crew is appropriately qualified.</p>				
<p>1.430 Appendix 1 (New)(e) AMC3 SPA.LVO.100</p>	<p>Lower than Standard Category I Operations. 1. Decision height. A lower than Standard Category I Operation decision height must not be lower than: (i) the minimum decision height specified in the AFM, if stated; or (ii) the minimum height to which the precision approach aid can be used without the required visual reference; or (iii) the OCH for the category of aeroplane; or (iv) the decision height to which the flight crew is authorised to operate; or (v) 200 ft. whichever is higher. 2. Type of facility. An ILS/MLS which supports a lower than Standard Category I operation must be an unrestricted facility with a straight-in course (3o offset) and the ILS must be</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>certificated to: (i) Class I/T/1 for operations to a minimum of 450m RVR; or (ii) Class II/D/2 for operations to less than 450m RVR. Single ILS facilities are only acceptable if Level 2 performance is provided.</p> <p>LTS CAT I OPERATIONS. (a) For lower than Standard Category I (LTS CAT I) operations the following provisions should apply: (1) The decision height (DH) of an LTS CAT I operation should not be lower than the highest of: (i) the minimum DH specified in the AFM, if stated; (ii) the minimum height to which the precision approach aid can be used without the specified visual reference; (iii) the applicable obstacle clearance height (OCH) for the category of aeroplane; (iv) the DH to which the flight crew is qualified to operate; or (v) 200 ft. (2) An instrument landing system / microwave landing system (ILS/MLS) that supports an LTS CAT I operation should be an unrestricted facility with a straight-in course, $\leq 3^\circ$ offset, and the ILS should be certified to: (i) class I/T/1 for operations to a minimum of 450 m RVR; or (ii) class II/D/2 for operations to less than 450 m RVR. Single ILS facilities are only acceptable if level 2 performance is provided. (3) The following visual aids should be available: (i) standard runway day markings, approach lights, runway edge lights, threshold lights and runway end lights; (ii) for operations with an RVR below 450 m, additionally touch-down zone and/or runway centre line lights. (4) The lowest RVR / converted meteorological visibility (CMV) minima to be used are specified in Table 2. Table 2: LTS CAT I operation minima RVR/CMV vs. approach lighting system DH (ft) Class of light facility</p> <p>* FALS IALS BALS NALS RVR/CMV (m) 200-210 400 500 600 750 211 – 220 450 550 650 800 221 – 230 500 600 700 900 231 – 240 500 650 750 1 000 241 – 249 550 700 800 1 100 *: FALS: full approach lighting system IALS: intermediate approach lighting system BALS: basic approach lighting system NALS: no approach lighting system</p>				
1.430 Appendix 1 (New)(f) Annex I and AMC1 CAT.OP.MPA.305(e) (c) and AMC4 SPA.LVO.100 and GM1	REFERE TO RULE REFERE TO RULE				
1.430 Appendix 1 (New)(g) AMC5 SPA.LVO.	Precision approach — Category III operations 1. General. Category III operations are subdivided as follows: (i) Category III A operations. A precision instrument approach and landing using ILS				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100	<p>or MLS with: (A) a decision height lower than 100 ft; and (B) a runway visual range not less than 200 m. (ii) Category III B operations. A precision instrument approach and landing using ILS or MLS with: (A) a decision height lower than 100 ft, or no decision height; and (B) a runway visual range lower than 200 m but not less than 75 m. Note: Where the decision height (DH) and runway visual range (RVR) do not fall within the same Category, the RVR will determine in which Category the operation is to be considered. 2. Decision height. For operations in which a decision height is used, an operator must ensure that the decision height is not lower than: (i) the minimum decision height specified in the AFM, if stated; or (ii) the minimum height to which the precision approach aid can be used without the required visual reference; or (iii) the decision height to which the flight crew is authorised to operate. 3. No decision height operations. Operations with no decision height may only be conducted if: (i) the operation with no decision height is authorised in the AFM; and (ii) the approach aid and the aerodrome facilities can support operations with no decision height; and (iii) the operator has an approval for CAT III operations with no decision height. Note: In the case of a CAT III runway it may be assumed that operations with no decision height can be supported unless specifically restricted as published in the AIP or NOTAM. 4. Visual reference (i) For Category IIIA operations, and for Category IIIB operations conducted either with fail-passive flight control systems, or with the use of an approved HUDLS, a pilot may not continue an approach below the decision height determined in accordance with subparagraph (g)2. above unless a visual reference containing a segment of at least three consecutive lights being the centreline of the approach lights, or touchdown zone lights, or runway centreline lights, or runway edge lights, or a combination of these is attained and can be maintained. (ii) For Category IIIB operations conducted either with fail-operational flight control systems or with a fail-operational hybrid landing system (comprising e.g. a HUDLS) using a decision height a pilot may not continue an approach below the decision height, determined in accordance with subparagraph (e)2. above, unless a visual reference containing at least one centreline light is attained and can be maintained. 5. Required RVR. The lowest minima to be used by an operator for Category III operations are: Table 8 nicht darstellbar Note 1: For aeroplanes certificated in accordance with CS-AWO 321(b)3. or equivalent. Note 2: Flight control system redundancy is determined under CS-AWO by the minimum</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>certificated decision height. Note 3: The fail-operational system referred to may consist of a fail-operational hybrid system.</p> <p>CAT III OPERATIONS The following provisions should apply to CAT III operations: v(a) Where the DH and RVR do not fall within the same category, the RVR should determine in which category the operation is to be considered. (b) For operations in which a DH is used, the DH should not be lower than: (1) the minimum DH specified in the AFM, if stated; (2) the minimum height to which the precision approach aid can be used without the specified visual reference; or (3) the DH to which the flight crew is qualified to operate. (c) Operations with no DH should only be conducted if: (1) the operation with no DH is specified in the AFM; (2) the approach aid and the aerodrome facilities can support operations with no DH; and (3) the flight crew is qualified to operate with no DH. (d) The lowest RVR minima to be used are specified in Table 5. Table 5: CAT III operations minima RVR vs. DH and rollout control/guidance system CAT DH (ft) * Rollout control/guidance system RVR (m) IIIA Less than 100 Not required 200 IIIB Less than 100 Fail-passive 150** IIIB Less than 50 Fail-passive 125 IIIB Less than 50 Fail-operational *** 75 or no DH *: Flight control system redundancy is determined under CS-AWO by the minimum certified DH. **: For aeroplanes certified in accordance with CS-AWO 321(b)(3) or equivalent. ***: The fail-operational system referred to may consist of a fail-operational hybrid system.</p>				
1.430 Appendix 1 (New)(g)(3)(iii) AMC5 SPA.LVO.100	<p>No decision height operations. Operations with no decision height may only be conducted if:the operator has an approval for CAT III operations with no decision height.</p> <p>CAT III OPERATIONS The following provisions should apply to CAT III operations: v(a) Where the DH and RVR do not fall within the same category, the RVR should determine in which category the operation is to be considered. (b) For operations in which a DH is used, the DH should not be lower than: (1) the minimum DH specified in the AFM, if stated; (2) the minimum height to which the precision approach aid can be used without the specified visual reference; or (3) the DH to which the flight crew is qualified to operate. (c) Operations with no DH should only be conducted if: (1) the operation with no DH is specified in the AFM; (2) the approach aid and the aerodrome facilities can support operations with no DH; and (3) the flight crew is qualified to operate with no DH. (d) The lowest RVR minima to be used are specified in Table 5. Table 5: CAT III operations minima RVR vs. DH and rollout control/guidance system CAT DH (ft) * Rollout control/guidance system RVR (m) IIIA</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	Less than 100 Not required 200 IIIB Less than 100 Fail-passive 150** IIIB Less than 50 Fail-passive 125 IIIB Less than 50 Fail-operational *** 75 or no DH *: Flight control system redundancy is determined under CS-AWO by the minimum certified DH. **: For aeroplanes certified in accordance with CS-AWO 321(b)(3) or equivalent. ***: The fail-operational system referred to may consist of a fail-operational hybrid system.				
1.430 Appendix 1(New)(h) AMC6 SPA.LVO.100	Enhanced Vision Systems.Note: OPS 1.005(a) Appendix 1 (b)(22) Operations of performance class B aeroplanes: OPS 1.430 to 1.460, including appendices: Not applicable to VFR operations.Enhanced vision systems 1. A pilot using an enhanced vision system certificated for the purpose of this paragraph and used in accordance with the procedures and limitations of the approved flight manual, may: (i) continue an approach below DH or MDH to 100 feet above the threshold elevation of the runway provided that at least one of the following visual references is displayed and identifiable on the enhanced vision system: (A) elements of the approach lighting; or (B) the runway threshold, identified by at least one of the following: the beginning of the runway landing surface, the threshold lights, the threshold identification lights; and the touchdown zone, identified by at least one of the following: the runway touchdown zone landing surface, the touchdown zone lights, the touchdown zone markings or the runway lights; (ii) reduce the calculated RVR/CMV for the approach from the value in column 1 of Table 9 below to the value in column 2: Table 9 Approach utilising EVS RVR/CMV reduction v. normal RVR/CMV RVR/CMV normally required RVR/CMV for approach utilising EVS 550 350 600 400 650 450 700 450 750 500 800 550 900 600 1 000 650 1 100 750 1 200 800 1 300 900 1 400 900 1 500 1 000 1 600 1 100 1 700 1 100 1 800 1 200 1 900 1 300 2 000 1 300 2 100 1 400 2 200 1 500 2 300 1 500 2 400 1 600 2 500 1 700 2 600 1 700 2 700 1 800 2 800 1 900 2 900 1 900 3 000 2 000 3 100 2 000 3 200 2 100 3 300 2 200 3 400 2 200 3 500 2 300 3 600 2 400 3 700 2 400 Approach utilising EVS RVR/CMV reduction v. normal RVR/CMV RVR/CMV normally required RVR/CMV for approach utilising EVS 3 800 2 500 3 900 2 600 4 000 2 600 4 100 2 700 4 200 2 800 4 300 2 800 4 400 2 900 4 500 3 000 4 600 3 000 4 700 3 100 4 800 3 200 4 900 3 200 5 000 3 300 2. Paragraph (h)1. above may only be used for ILS, MLS, PAR, GLS and APV Operations with a DH no lower than 200 feet or an approach flown using approved vertical flight path guidance to a MDH or DH no lower than 250 feet. 3. A pilot may not continue an				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>100 feet above runway threshold elevation for the intended runway, unless at least one of the visual references specified below is distinctly visible and identifiable to the pilot without reliance on the enhanced vision system: (A) The lights or markings of the threshold; or (B) The lights or markings of the touchdown zone.</p> <p>The pilot using a certified enhanced vision system (EVS) in accordance with the procedures and limitations of the AFM: (a) may reduce the RVR/CMV value in column 1 to the value in column 2 of Table 6 for CAT I operations, APV operations and NPA operations flown with the CDFA technique; (b) for CAT I operations: (1) may continue an approach below DH to 100 ft above the runway threshold elevation provided that a visual reference is displayed and identifiable on the EVS image; and (2) should only continue an approach below 100 ft above the runway threshold elevation provided that a visual reference is distinctly visible and identifiable to the pilot without reliance on the EVS; (c) for APV operations and NPA operations flown with the CDFA technique: (1) may continue an approach below DH/MDH to 200 ft above the runway threshold elevation provided that a visual reference is displayed and identifiable on the EVS image; and (2) should only continue an approach below 200 ft above the runway threshold elevation provided that a visual reference is distinctly visible and identifiable to the pilot without reliance on the EVS. Table 6: Operations utilising EVS RVR/CMV reduction vs. normal RVR/CMV</p> <p>RVR/CMV (m) normally required - RVR/CMV (m) utilising EVS</p> <p>550 - 350 600 - 400 650 - 450 700 - 450 750 - 500 800 - 550 900 - 600 1 000 - 650 1 100 - 750</p> <p>RVR/CMV (m) normally required - RVR/CMV (m) utilising EVS</p> <p>1 200 - 800 1 300 - 900 1 400 - 900 1 500 - 1 000 1 600 - 1 100 1 700 - 1 100 1 800 - 1 200 1 900 - 1 300 2 000 - 1 300 2 100 - 1 400 2 200 - 1 500 2 300 - 1 500 2 400 - 1 600 2 500 - 1 700 2 600 - 1 700 2 700 - 1 800 2 800 - 1 900 2 900 - 1 900 3 000 - 2 000 3 100 - 2 000 3 200 - 2 100 3 300 - 2 200 3 400 - 2 200 3 500 - 2 300</p> <p>RVR/CMV (m) normally required - RVR/CMV (m) utilising EVS</p> <p>3 600 - 2 400 3 700 - 2 400 3 800 - 2 500 3 900 - 2 600 4 000 - 2 600 4 100 - 2 700 4 200 - 2 800 4 300 - 2 800 4 400 - 2 900 4 500 - 3 000 4 600 - 3 000 4 700 - 3 100 4 800 - 3 200 4 900 - 3 200 5 000 - 3 300</p>				
1.430 Appendix 1(New)(i)	Intentionally left blank				
1.430 Appendix 1(New)(j) AMC7 CAT.OP.	Circling. 1. Minimum descent height (MDH). The MDH for circling shall be the higher of: (i) the published circling OCH for the aeroplane category; or (ii) the minimum circling height derived from				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat																						
MPA.110	<p>Table 10 below; or (iii) the DH/MDH of the preceding instrument approach procedure. 2. Minimum descent altitude (MDA). The MDA for circling shall be calculated by adding the published aerodrome elevation to the MDH, as determined by 1. above. 3. Visibility. The minimum visibility for circling shall be the higher of: (i) the circling visibility for the aeroplane category, if published; or (ii) the minimum visibility derived from Table 10 below; or (iii) the RVR/CMV derived from Tables 5 and 6 for the preceding instrument approach procedure. 4. Notwithstanding the requirements in subparagraph 3. above, an Authority may exempt an operator from the requirement to increase the visibility above that derived from Table 10. 5. Exemptions as described in subparagraph 4. must be limited to locations where there is a clear public interest to maintain current operations. The exemptions must be based on the operator's experience, training programme and flight crew qualification. The exemptions must be reviewed at regular intervals. Table 10 Minimum visibility and MDH for circling v. aeroplane category</p> <table><tr><th>Aeroplane Category</th><th>A</th><th>B</th><th>C</th><th>D</th><th>MDH (ft)</th><th>400</th><th>500</th><th>600</th><th>700</th><th>Minimum meteorological visibility (m)</th></tr><tr><td>1</td><td>500</td><td>1</td><td>600</td><td>2400</td><td>3600</td><td></td><td></td><td></td><td></td><td></td></tr></table> <p>6. Circling with prescribed tracks is an accepted procedure within the meaning of this paragraph.</p> <p>(a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima.</p> <p>(b) The use of a head-up display (HUD), head-up guidance landing system (HUDLS) or enhanced vision system (EVS) may allow operations with lower visibilities than the established aerodrome operating minima if approved in accordance with SPA.LVO. (c) When establishing aerodrome operating minima, the operator shall take the following into account: (1) the type, performance and handling characteristics of the aircraft; (2) the composition, competence and experience of the flight crew; (3) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use; (4) the adequacy and performance of the available visual and non-visual ground aids; (5) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the take-off, the approach, the flare, the landing, rollout and the missed approach; (6) for the determination of obstacle clearance, the obstacles in the</p>	Aeroplane Category	A	B	C	D	MDH (ft)	400	500	600	700	Minimum meteorological visibility (m)	1	500	1	600	2400	3600									
Aeroplane Category	A	B	C	D	MDH (ft)	400	500	600	700	Minimum meteorological visibility (m)																	
1	500	1	600	2400	3600																						

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	approach, missed approach and the climb-out areas necessary for the execution of contingency procedures; (7) the obstacle clearance altitude/height for the instrument approach procedures; (8) the means to determine and report meteorological conditions; and (9) the flight technique to be used during the final approach. (d) The operator shall specify the method of determining aerodrome operating minima in the operations manual. (e) The minima for a specific approach and landing procedure shall only be used if all the following conditions are met: (1) the ground equipment shown on the chart required for the intended procedure is operative; (2) the aircraft systems required for the type of approach are operative; (3) the required aircraft performance criteria are met; and (4) the crew is appropriately qualified				
1.430 Appendix 1(New)(j)(4)	Notwithstanding the requirements in subparagraph 3. above, an Authority may exempt an operator from the requirement to increase the visibility above that derived from Table 10.		AC		
1.430 Appendix 1(New)(j)(5)	5. Exemptions as described in subparagraph 4. must be limited to locations where there is a clear public interest to maintain current operations. The exemptions must be based on the operator's experience, training programme and flight crew qualification. The exemptions must be reviewed at regular intervals. Table 10 Minimum visibility and MDH for circling v. aeroplane category Aeroplane Category A B C D MDH (ft) 400 500 600 700 Minimum meteorological 1 500 1 600 2400 3600 visibility (m)				
1.430 Appendix 1(New)(k) AMC9 CAT.OP.MPA.110	Visual approach. An operator shall not use an RVR of less than 800 m for a visual approach. The operator should not use an RVR of less than 800 m for a visual approach operation.				
1.430 Appendix 1(New)(l) AMC10 CAT.OP.MPA.110	Conversion of reported meteorological visibility to RVR/CMV. 1. An operator must ensure that a meteorological visibility to RVR/CMV conversion is not used for takeoff, for calculating any other required RVR minimum less than 800 m, or when reported RVR is available. Note: If the RVR is reported as being above the maximum value assessed by the aerodrome operator, e.g. "RVR more than 1 500 metres", it is not considered to be a reported value for the purpose of this paragraph. 2. When converting meteorological visibility to RVR in all other circumstances than those in subparagraph (l)1. above, an operator must ensure that the following Table is used: Table 11 Conversion of met visibility to RVR/CMV Lighting elements in operation - RVR/CMV = Reported met. Visibility × Day Night HI approach and runway lighting 1,5 2,0 Any type of lighting				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>installation other than above 1,0 1,5 No lighting 1,0 Not applicable</p> <p>(a) A conversion from meteorological visibility to RVR/CMV should not be used: (1) when reported RVR is available; (2) for calculating take-off minima; and (3) for any RVR minima less than 800 m. (b) If the RVR is reported as being above the maximum value assessed by the aerodrome operator, e.g. 'RVR more than 1 500 m', it should not be considered as a reported value for (a)(1). (c) When converting meteorological visibility to RVR in circumstances other than those in (a) , the conversion factors specified in Table 8 should be used. Table 8: Conversion of reported meteorological visibility to RVR/CMV Light elements in operation RVR/CMV = reported meteorological visibility x day night HI approach and runway lights 1.5 2.0 Any type of light installation other than above 1.0 1.5 No lights 1.0 not applicable</p>				
1.405(b) CAT.OP.MPA.305	<p>Where RVR is not available, RVR values may be derived by converting the reported visibility in accordance with Appendix 1 to OPS 1.430, subparagraph (h).</p> <p>(a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS. (b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: (1) below 1 000 ft above the aerodrome; or (2) into the final approach segment in the case where the DA/H or MDA/H is more than 1 000 ft above the aerodrome. (c) Where the RVR is not available, RVR values may be derived by converting the reported visibility. (d) If, after passing 1 000 ft above the aerodrome, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. (e) The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the visual reference adequate for the type of approach operation and for the intended runway is established at the DA/H or MDA/H and is maintained. (f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.</p>				
1.405(e) CAT.OP.MPA.305	<p>The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.</p> <p>(a) The commander or the pilot to whom conduct of the flight has</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>been delegated may commence an instrument approach regardless of the reported RVR/VIS. (b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: (1) below 1 000 ft above the aerodrome; or (2) into the final approach segment in the case where the DA/H or MDA/H is more than 1 000 ft above the aerodrome. (c) Where the RVR is not available, RVR values may be derived by converting the reported visibility. (d) If, after passing 1 000 ft above the aerodrome, the reported RVR/VIS falls below the applicable minimum, the approach may be continued to DA/H or MDA/H. (e) The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the visual reference adequate for the type of approach operation and for the intended runway is established at the DA/H or MDA/H and is maintained. (f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.</p>				
1.405(f) CAT.OP.MPA.305 (f)	<p>The touch-down zone RVR is always controlling. If reported and relevant, the mid point and stop end RVR are also controlling. The minimum RVR value for the mid-point is 125 m or the RVR required for the touch-down zone if less, and 75 m for the stop-end. For aeroplanes equipped with a roll-out guidance or control system, the minimum RVR value for the mid-point is 75 m. Note: "Relevant", in this context, means that part of the runway used during the high speed phase of the landing down to a speed of approximately 60 knots.</p> <p>(f) The touchdown zone RVR shall always be controlling. If reported and relevant, the midpoint and stopend RVR shall also be controlling. The minimum RVR value for the midpoint shall be 125 m or the RVR required for the touchdown zone if less, and 75 m for the stopend. For aircraft equipped with a rollout guidance or control system, the minimum RVR value for the midpoint shall be 75 m.</p>				
1.430(c) Appendix 2(a)	<p>(a) Classification of aeroplanes. The criteria taken into consideration for the classification of aeroplanes by categories is the indicated airspeed at thresh- old (VAT) which is equal to the stalling speed (VSO) multiplied by 1,3 or VS1G multiplied by 1,23 in the landing con- figuration at the maximum certificated landing mass. If both VSO and VS1G are available, the higher resulting VAT shall be used. The aeroplane categories corresponding to</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	VAT values are in the Table below: Aeroplane Category- VAT A- Less than 91 kt B - From 91 to 120 kt C - From 121 to 140 kt D - From 141 to 165 kt E - From 166 to 210 kt The landing configuration which is to be taken into consideration shall be defined by the operator or by the aeroplane manufacturer.				
1.430(c) Appendix 2(b)	(b) Permanent change of category (maximum landing mass). 1. An operator may impose a permanent, lower, landing mass, and use this mass for determining the VAT if approved by the Authority. 2. The category defined for a given aeroplane shall be a permanent value and thus independent of the changing conditions of day-to-day operations.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.5 ETOPS					
1.245 (a) CAT.OP.MPA.140	<p>(a) Unless specifically approved by the Authority in accordance with OPS 1.246 (a) (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome (under standard conditions in still air) than, in the case of: (1) Performance Class A aeroplanes with either: (i) a maximum approved passenger seating configuration of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; (2) Performance Class A aeroplanes with: (i) a maximum approved passenger seating configuration of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, if approved by the Authority, up to 180 minutes for turbo-jet aeroplanes, at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; (3) Performance Class B or C aeroplanes: (i) The distance flown in 120 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; or (ii) 300 nautical miles, whichever is less.</p> <p>Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b); EN L 296/72 Official Journal of the European Union 25.10.2012 (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less.</p>				
1.245(b) CAT.OP.MPA.14	An operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
0	<p>engined aeroplane type or variant operated, not exceeding VMO, based upon the true airspeed that the aeroplane can maintain with one engine-inoperative.</p> <p>Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than: (1) for performance class A aeroplanes with either: (i) a maximum operational passenger seating configuration (MOPSC) of 20 or more; or (ii) a maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative (OEI) cruising speed determined in accordance with (b); (2) for performance class A aeroplanes with: (i) an MOPSC of 19 or less; and (ii) a maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbo-jet aeroplanes, at the OEI cruise speed determined in accordance with (b);EN L 296/72 Official Journal of the European Union 25.10.2012 (3) for performance class B or C aeroplanes: (i) the distance flown in 120 minutes at the OEI cruise speed determined in accordance with (b); or (ii) 300 NM, whichever is less.</p>				
1.245(c) GM1 CAT.OP.MPA.140(c)	<p>An operator must ensure that the following data, specific to each type or variant, is included in the Operations Manual: (1)The one-engine-inoperative cruise speed determined in accordance with subparagraph (b) above; and (2)The maximum distance from an adequate aerodrome determined in accordance with subparagraphs (a) and (b) above.</p> <p>The OEI cruising speed is intended to be used solely for establishing the maximum distance from an adequate aerodrome.</p>				
1.1045 Appendix 1 A 8.5 and 1.246 AMC3 ORO.MLR.100 and SPA.ETOPS.100	<p>A description of the ETOPS operational procedures. An operator shall not conduct operations beyond the threshold distance determined in accordance with OPS 1.245 unless approved to do so by the Authority (ETOPS approval.) (IEM OPS 1.1040(b) table, ref. OPS 1.246) Extended range operations with two-engined aeroplanes (ETOPS) (See OPS 1.192) (a) An operator shall not conduct operations beyond the threshold distance determined in accordance with OPS 1.245 unless approved to do so by the Authority (ETOPS approval). (b) Prior to conducting an ETOPS flight, an operator shall ensure that an adequate ETOPS enroute alternate is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter. (See</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>also OPS 1.297 (d)).</p> <p>Extended-range operations with two-engined aeroplanes (ETOPS). A description of the ETOPS operational procedures. (Refer to EASA AMC 20-6) In commercial air transport operations, two-engined aeroplanes shall only be operated beyond the threshold distance determined in accordance with CAT.OP.MPA.140 if the operator has been granted an ETOPS operational approval by the competent authority.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.6 Use of the Minimum Equipment (MEL) and Configuration Deviation List(s) (CDL)					
1.1045 Appendix 1 A8.6 and 1.030 (a) AMC3 ORO.MLR.100 and ORO.MLR.105(a), (b)	<p>Use of the Minimum Equipment and Configuration Deviation List(s)</p> <p>An operator shall establish, for each aeroplane, a Minimum Equipment List (MEL) approved by the Authority. This shall be based upon, but no less restrictive than, the relevant Master Minimum Equipment List (MMEL) (if this exists) accepted by the Authority. (a) An operator shall establish, for each aeroplane, a minimum equipment list (MEL) approved by the Authority. This shall be based upon, but no less restrictive than, the relevant master minimum equipment list (MMEL) (if this exists) accepted by the Authority. (b) An operator shall not operate an aeroplane other than in accordance with the MEL unless permitted by the Authority. Any such permission will in no circumstances permit operation outside the constraints of the MMEL.</p> <p>Use of the minimum equipment and configuration deviation list(s).</p> <p>(a) A minimum equipment list (MEL) shall be established as specified under 8.a.3 of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003. (b) The MEL and any amendment thereto shall be approved by the competent authority.</p>		AP		
1.030 (b) CAT.IDE.A.105 (b)	<p>An operator shall not operate an aeroplane other than in accordance with the MEL unless permitted by the Authority. Any such permission will in no circumstances permit operation outside the constraints of the MMEL.</p> <p>A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL).</p>		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.7 Non revenue flights					
1.1045 Appendix 1 A 8.7 (a) AMC3 ORO.MLR.100	Non revenue flights. Procedures and limitations for: (a) training flights; Non-revenue flights. Procedures and limitations, for example, for the following: (a) non-commercial operations by AOC holders, a description of the differences to commercial operations,				
1.1045 Appendix 1 A 8.7 (b) AMC3 ORO.MLR.100	Non revenue flights. Procedures and limitations for:(b) test flights; Non-revenue flights. Procedures and limitations, for example, for the following: training flights,				
1.1045 Appendix 1 A 8.7 (c) AMC3 ORO.MLR.100	Non revenue flights. Procedures and limitations for: (c) delivery flights; Non-revenue flights. Procedures and limitations, for example, for the following: (c) test flights,				
1.1045 Appendix 1 A 8.7 (d) AMC3 ORO.MLR.100	Non revenue flights. Procedures and limitations for: (d) ferry flights; Non-revenue flights. Procedures and limitations, for example, for the following: (d) delivery flights,				
1.1045 Appendix 1 A 8.7 (e) AMC3 ORO.MLR.100	Non revenue flights. Procedures and limitations for: (e) demonstration flights; Non-revenue flights. Procedures and limitations, for example, for the following: ferry flights,				
1.1045 Appendix 1 A 8.7 (f) AMC3 ORO.MLR.100	Non revenue flights. Procedures and limitations for: (f) positioning flights, including the kind of persons who may be carried on such flights. Non-revenue flights. Procedures and limitations, for example, for the following: ferry flights, positioning flights, including the kind of persons who may be carried on such flights.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 8.8 Oxygen Requirements					
1.1045 Appendix 1 A 8.8.1 AMC3 ORO.MLR.100	An explanation of the conditions under which oxygen must be provided and used. An explanation of the conditions under which oxygen should be provided and used.				
1.1045 Appendix 1 A 8.8.1 AMC3 ORO.MLR.100	An explanation of the conditions under which oxygen must be provided and used. An explanation of the conditions under which oxygen should be provided and used.				
1.385 and 1.1045 Appendix 1 A 8.8.2 (a) CAT.OP.MPA.285 and AMC3 ORO.MLR.100	The oxygen requirements specified for Flight crew. A commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aeroplane in flight use supplemental oxygen continuously whenever cabin altitude exceeds 10 000 ft for a period in excess of 30 minutes and whenever the cabin altitude exceeds 13 000 ft. The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft. The oxygen requirements specified for the flight crew.				
1.1045 Appendix 1 A 8.8.2 (b) AMC3 ORO.MLR.100	The oxygen requirements specified for Cabin crew. The oxygen requirements specified for the following persons: The oxygen requirements specified for Cabin crew.				
1.1045 Appendix 1 A 8.8.2 (c) AMC3 ORO.MLR.100	The oxygen requirements specified for Passengers. The oxygen requirements specified for the following persons: Passengers.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 9 DANGEROUS GOODS AND WEAPONS					
1.1040 (l) ORO.MLR.100(k)	An operator must ensure that the content of the Dangerous Goods and Weapons in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Operating Procedures are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.115 CAT.GEN.MPA.170	REFERE TO RULE The operator shall take all reasonable measures to ensure that no person enters or is in an aircraft when under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered.				
1.1155 (a) SPA.DG.100	An operator shall not transport dangerous goods unless approved to do so by the Authority. Except as provided for in Annex IV (Part-CAT), the operator shall only transport dangerous goods by air if the operator has been approved by the competent authority.		AP		
1.1155 (b) SPA.DG.100	Before the issue of an approval for the transport of dangerous goods, the operator shall satisfy the Authority that adequate training has been given, that all relevant documents (e.g. for ground handling, aeroplane handling, training) contain information and instructions on dangerous goods, and that there are procedures in place to ensure the safe handling of dangerous goods at all stages of air transport. Note: The exemption or approval indicated in OPS 1.1165(b)1. or 2. is in addition to the		AC		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	above and the conditions in (b) may not necessarily apply. Except as provided for in Annex IV (Part-CAT), the operator shall only transport dangerous goods by air if the operator has been approved by the competent authority.				
1.1045 Appendix 1 A 9.1 (a) AMC3 ORO.MLR.100	Information, instructions and general guidance on the transport of dangerous goods including Operator's policy on the transport of dangerous goods. Information, instructions and general guidance on the transport of dangerous goods, in accordance with Subpart G of Annex V (SPA.DG) including operator's policy on the transport of dangerous goods				
1.1160(a) CAT.GEN.MPA.200	Articles and substances which would otherwise be classed as dangerous goods but which are not subject to the Technical Instructions in accordance with Part 1 and 8 of those instructions are excluded from the provisions of this Subpart providing that: (a) when placed on board with the approval of the operator to provide, during flight, medical aid to the patient, they are: (1) carried for use in flight; or are part of the permanent equipment of the aeroplane when it has been adapted for specialised use for medical evacuation; or carried on a flight made by the same aeroplane to collect a patient of after that patient has been delivered when it is impracticable to load or unload the goods at the time of the flight on which the patient is carried but with the intention that they be off-loaded as soon as practicable; and (2) when placed on board with the approval of the operator to provide, during flight, medical aid to a patient the dangerous goods shall be restricted to the following and which must be kept in the position in which they are used or stowed securely when not in use and they are secured properly during take off and landing and at all other times when deemed necessary by the commander in the interest of safety: (i) gas cylinders which must have been manufactured specifically for the purpose of containing and transporting that particular gas; (ii) medications and other medical matter which must be under the control of trained personnel during the time when they are in use in the aeroplane; (iii) equipment containing wet cell batteries which must be kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; (a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>supplements and any other addenda or corrigenda. (b) Dangerous goods shall only be transported by an operator approved in accordance with Annex V (Part-SPA), Subpart G, except when: (1) they are not subject to the technical instructions in accordance with Part 1 of those instructions; or (2) they are carried by passengers or crew members, or are in baggage, in accordance with Part 8 of the technical instructions. (c) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently. (d) The operator shall provide personnel with the necessary information enabling them to carry out their responsibilities, as required by the technical instructions. (e) The operator shall, in accordance with the technical instructions, report without delay to the competent authority and the appropriate authority of the State of occurrence in the event of: (1) any dangerous goods accidents or incidents; 2) the discovery of undeclared or misdeclared dangerous goods in cargo or mail; or (3) the finding of dangerous goods carried by passengers or crew members, or in their baggage, when not in accordance with Part 8 of the technical instructions. (f) The operator shall ensure that passengers are provided with information about dangerous goods in accordance with the technical instructions. (g) The operator shall ensure that notices giving information about the transport of dangerous goods are provided at acceptance points for cargo as required by the technical instructions.</p>				
1.1160(b) CAT.GEN.MPA.200	<p>Articles and substances which would otherwise be classed as dangerous goods but which are not subject to the Technical Instructions in accordance with Part 1 and 8 of those instructions are excluded from the provisions of this Subpart providing that: they are required to be aboard the aeroplane and are in accordance with the relevant requirements or for operating reasons, although articles and substances intended as replacements or which have been removed for replacement must be transported on an aeroplane as specified in the Technical Instructions;</p> <p>(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda. (b) Dangerous goods shall only be transported by an operator approved in</p>				

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	<p>accordance with Annex V (Part-SPA), Subpart G, except when: (1) they are not subject to the technical instructions in accordance with Part 1 of those instructions; or (2) they are carried by passengers or crew members, or are in baggage, in accordance with Part 8 of the technical instructions. (c) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently. (d) The operator shall provide personnel with the necessary information enabling them to carry out their responsibilities, as required by the technical instructions. (e) The operator shall, in accordance with the technical instructions, report without delay to the competent authority and the appropriate authority of the State of occurrence in the event of: (1) any dangerous goods accidents or incidents; 2) the discovery of undeclared or misdeclared dangerous goods in cargo or mail; or (3) the finding of dangerous goods carried by passengers or crew members, or in their baggage, when not in accordance with Part 8 of the technical instructions. (f) The operator shall ensure that passengers are provided with information about dangerous goods in accordance with the technical instructions. (g) The operator shall ensure that notices giving information about the transport of dangerous goods are provided at acceptance points for cargo as required by the technical instructions.</p>				
1.1160(c) CAT.GEN.MPA.200	<p>Articles and substances which would otherwise be classed as dangerous goods but which are not subject to the Technical Instructions in accordance with Part 1 and 8 of those instructions are excluded from the provisions of this Subpart providing that: they are in baggage: (1) carried by passengers or crew members in accordance with the Technical Instructions; or (2) which has been separated from its owner during transit (e.g.: lost baggage or improperly routed baggage) but which is carried by the operator. (a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda. (b) Dangerous goods shall only be transported by an operator approved in accordance with Annex V (Part-SPA), Subpart G, except when: (1) they are not subject to the technical instructions in accordance with Part 1 of those instructions; or (2) they are carried by passengers or crew members, or are in baggage, in accordance with Part 8 of</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>the technical instructions. (c) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently. (d) The operator shall provide personnel with the necessary information enabling them to carry out their responsibilities, as required by the technical instructions. (e) The operator shall, in accordance with the technical instructions, report without delay to the competent authority and the appropriate authority of the State of occurrence in the event of: (1) any dangerous goods accidents or incidents; 2) the discovery of undeclared or misdeclared dangerous goods in cargo or mail; or (3) the finding of dangerous goods carried by passengers or crew members, or in their baggage, when not in accordance with Part 8 of the technical instructions. (f) The operator shall ensure that passengers are provided with information about dangerous goods in accordance with the technical instructions. (g) The operator shall ensure that notices giving information about the transport of dangerous goods are provided at acceptance points for cargo as required by the technical instructions.</p>				
<p>1.1165(a) CAT.GEN.MPA.200</p>	<p>(a) An operator shall ensure that articles and substances or other goods declared as dangerous goods that are specifically identified by name or generally described in the Technical Instructions as being forbidden for transport under any circumstances are not carried on any aeroplane.</p> <p>(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda. (b) Dangerous goods shall only be transported by an operator approved in accordance with Annex V (Part-SPA), Subpart G, except when: (1) they are not subject to the technical instructions in accordance with Part 1 of those instructions; or (2) they are carried by passengers or crew members, or are in baggage, in accordance with Part 8 of the technical instructions. (c) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently. (d) The operator shall provide personnel with the necessary information enabling them to carry out their responsibilities, as required by the technical instructions. (e) The operator shall, in accordance with the technical instructions, report</p>				

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	without delay to the competent authority and the appropriate authority of the State of occurrence in the event of: (1) any dangerous goods accidents or incidents; 2) the discovery of undeclared or misdeclared dangerous goods in cargo or mail; or (3) the finding of dangerous goods carried by passengers or crew members, or in their baggage, when not in accordance with Part 8 of the technical instructions. (f) The operator shall ensure that passengers are provided with information about dangerous goods in accordance with the technical instructions. (g) The operator shall ensure that notices giving information about the transport of dangerous goods are provided at acceptance points for cargo as required by the technical instructions.				
1.1165(b) GM1 CAT.GEN.MPA.200	An operator shall not carry articles and substances or other goods declared as dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances unless the following requirements of those Instructions have been met: (1) The necessary exemptions have been granted by all the States concerned under the requirements of the Technical Instructions; or (2) an approval has been granted by all the State(s) concerned on those occasions when the Technical Instructions indicate that only such approval is required. (a) The requirement to transport dangerous goods by air in accordance with the Technical Instructions is irrespective of whether: (1) the flight is wholly or partly within or wholly outside the territory of a state; or (2) an approval to carry dangerous goods in accordance with Annex V (Part SPA), Subpart G is held. (b) The Technical Instructions provide that in certain circumstances dangerous goods, which are normally forbidden on an aircraft, may be carried. These circumstances include cases of extreme urgency or when other forms of transport are inappropriate or when full compliance with the prescribed requirements is contrary to the public interest. In these circumstances all the States concerned may grant exemptions from the provisions of the Technical Instructions provided that an overall level of safety which is at least equivalent to that provided by the Technical Instructions is achieved. Although exemptions are most likely to be granted for the carriage of dangerous goods that are not permitted in normal circumstances, they may also be granted in other circumstances, such as when the packaging to be used is not provided for by the appropriate packing method or the quantity in the packaging is greater than that permitted. The Technical Instructions also make provision for some dangerous goods to be carried when an		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	approval has been granted only by the State of Origin and the State of the Operator. (c) When an exemption is required, the States concerned are those of origin, transit, overflight and destination of the consignment and that of the operator. For the State of overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved. (d) The Technical Instructions provide that exemptions and approvals are granted by the 'appropriate national authority', which is intended to be the authority responsible for the particular aspect against which the exemption or approval is being sought. The Instructions do not specify who should seek exemptions and, depending on the legislation of the particular State, this may mean the operator, the shipper or an agent. If an exemption or approval has been granted to other than the operator, the operator should ensure a copy has been obtained before the relevant flight. The operator should ensure all relevant conditions on an exemption or approval are met. (e) The exemption or approval referred to in (b) to (d) is in addition to the approval required by Annex V (Part SPA), Subpart G.				
1.1195(a)(1) SPA.DG.110	An operator shall not accept dangerous goods unless the package, overpack or freight container has been inspected in accordance with the acceptance procedures in the Technical Instructions; The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after				

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	completion of the flight; (g) retain the training records of all personnel for at least three years.				
1.1195(a)(2) SPA.DG.110	<p>An operator shall not accept dangerous goods unless: except when otherwise specified in the Technical Instructions, they are accompanied by two copies of a dangerous goods transport document.</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.</p>				
1.1195(a)(3) SPA.DG.110	<p>An operator shall not accept dangerous goods unless the English language is used for package marking and labeling and the dangerous goods transport document, in addition to any other language requirements.</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.				
1.1195(b) SPA.DG.110	<p>An operator shall use an acceptance check list which shall allow for all relevant details to be checked and shall be in such form as will allow for the recording of the results of the acceptance check by manual, mechanical or computerised means.</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.</p>				
1.1200(a)(1) ORO.MLR.100(a), (d)	<p>An operator shall ensure that: (1) Packages, overpacks and freight containers are inspected for evidence of leakage or damage immediately prior to loading on an aeroplane or into a unit load device, as specified in the Technical Instructions;</p> <p>The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.</p> <p>All operations personnel shall have easy access to the portions of</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	the OM that are relevant to their duties.				
1.1200(a)(2) ORO.MLR.100(a), (d)	A unit load device is not loaded on an aeroplane unless it has been inspected as required by the Technical Instructions (ICAO-TI) and found free from any evidence of leakage from, or damage to, the dangerous goods contained therein The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.				
1.1200(a)(3) ORO.MLR.100(a), (d)	Leaking or damaged packages, overpacks or freight containers are not loaded on an aeroplane. The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.				
1.1200(a)(4) ORO.MLR.100(a), (d)	Any package of dangerous goods found on an aeroplane and which appears to be damaged or leaking is removed or arrangements made for its removal by an appropriate authority or organisation. In this case the remainder of the consignment shall be inspected to ensure it is in a proper condition for transport and that no damage or contamination has occurred to the aeroplane or its load The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.				
1.1200(a)(5) ORO.MLR.100(a), (d)	Packages, overpacks and freight containers are inspected for signs of damage or leakage upon unloading from an aeroplane or from a unit load device and, if there is evidence of damage or leakage, the area where the dangerous goods were stowed is inspected for damage or contamination. The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.				
1.1205 SPA.DG.110	(a) An operator shall ensure that: (1) any contamination resulting from the leakage from or damage to articles or packages containing dangerous goods is removed without delay and steps are taken to nullify any hazard as specified in the Technical Instructions; and (2) an aeroplane which has been contaminated by radioactive materials is immediately taken out of service and not				

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	<p>returned until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions. (b) In the event of non compliance with any limit in the Technical Instructions applicable to radiation level or contamination, (1) the operator must: (i) ensure the shipper is informed if the non-compliance is identified during transport; (ii) take immediate steps to mitigate the consequences of the non-compliance; (iii) communicate the non-compliance to the shipper and relevant competent Authority(ies), respectively, as soon as practicable and immediately whenever an emergency situation has developed or is developing; (2) the operator must also, within the scope of his responsibilities: (i) investigate the non-compliance and its causes, circumstances and consequences; (ii) take appropriate action, to remedy the causes and circumstances that led to the non-compliance and to prevent a recurrence of similar circumstances that led to the non-compliance; (iii) communicate to the relevant competent Authority(ies) on the causes of the non-compliance and on corrective or preventative actions taken or to be taken.</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.</p>				
1.1210 SPA.DG.110	(a) Passenger cabin and flight deck. An operator shall ensure that dangerous goods are not carried in an aeroplane cabin occupied				

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	<p>by passengers or on the flight deck, except as specified in the Technical Instructions. (b) Cargo compartments. An operator shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aeroplane as specified in the Technical Instructions. (c) Dangerous goods designated for carriage only on cargo aircraft. An operator shall ensure that packages of dangerous goods bearing the “Cargo Aircraft Only” label are carried on a cargo aircraft and loaded as specified in the Technical Instructions. The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.</p>				
1.1045 Appendix 1 A 9.1 (b) AMC3 ORO.MLR.100	<p>Information, instructions and general guidance on the transport of dangerous goods including guidance on the requirements for acceptance, labeling, handling, stowage and segregation of dangerous goods.</p> <p>Information, instructions and general guidance on the transport of dangerous goods, in accordance with Subpart G of Annex V (SPA.DG) including guidance on the requirements for acceptance, labelling, handling, stowage and segregation of dangerous goods.</p>				
1.1045 Appendix 1 A 9.1 (c) AMC3 ORO.MLR.100	<p>Information, instructions and general guidance on the transport of dangerous goods including Special notification requirements in the event of an accident or occurrence when dangerous goods are being carried.</p> <p>Information, instructions and general guidance on the transport of</p>				

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	dangerous goods, in accordance with Subpart G of Annex V (SPA.DG) including special notification requirements in the event of an accident or occurrence when dangerous goods are being				
1.1045 Appendix 1 A 9.1 (d) AMC3 ORO.MLR.100	Information, instructions and general guidance on the transport of dangerous goods including Procedures for responding to emergency situations involving dangerous goods. Information, instructions and general guidance on the transport of dangerous goods, in accordance with Subpart G of Annex V (SPA.DG) including procedures for responding to emergency situations involving dangerous goods.				
1.1045 Appendix 1 A 9.1 (e) AMC3 ORO.MLR.100	Information, instructions and general guidance on the transport of dangerous goods including Duties of all personnel involved as per OPS 1.1215. Information, instructions and general guidance on the transport of dangerous goods, in accordance with Subpart G of Annex V (SPA.DG) including duties of all personnel involved.				
1.1045 Appendix 1 A 9.1 (f) AMC3 ORO.MLR.100	Information, instructions and general guidance on the transport of dangerous goods including Instructions on the carriage of the operator's employees. Information, instructions and general guidance on the transport of dangerous goods, in accordance with Subpart G of Annex V (SPA.DG) including instructions on the carriage of the operator's personnel on cargo aircraft when dangerous goods are being carried.				
1.1215(a) SPA.DG.110	Information to personnel. An operator must provide such information in the operations manual and/or other appropriate manuals as will enable personnel to carry out their responsibilities with regard to the transport of dangerous goods as specified in the Technical Instructions, including the actions to be taken in the event of emergencies involving dangerous goods. Where applicable, such information must also be provided to his handling agent. The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport				

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	document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.				
1.1215(b) SPA.DG.110	<p>Information to Passengers and Other Persons. (1) An operator shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting aboard an aeroplane; and (2) An operator shall ensure that notices are provided at acceptance points for cargo giving information about the transport of dangerous goods.</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.</p>				
1.1215(c) SPA.DG.110	Information to the Commander. An operator shall ensure that: (1) written information is provided to the commander about the				

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	<p>dangerous goods to be carried on an aeroplane, as specified in the Technical Instructions; (2) information for use in responding to in-flight emergencies is provided, as specified in the Technical Instructions; (3) a legible copy of the written information to the commander is retained on the ground at a readily accessible location until after the flight to which the written information refers. This copy, or the information contained in it, must be readily accessible to the aerodromes of last departure and next scheduled arrival point, until after the flight to which the information refers; (4) when dangerous goods are carried on a flight which takes place wholly or partially outside the territory of a State, the English language is used for the written information to the commander in addition to any other language requirements. (See Table 1 of Appendix 1 to OPS 1.1065 for the document storage period.)</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.</p>				
1.1215(d) SPA.DG.110	<p>Information in the Event of an Aeroplane Incident or Accident. (1) The operator of an aeroplane which is involved in an aeroplane incident shall, on request, provide any information as required by the Technical Instructions. (2) The operator of an aeroplane which is involved in an aeroplane accident or serious incident shall without delay, provide any information as required by the Technical Instructions. (3) The operator of an aeroplane shall include</p>				

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	<p>procedures in appropriate manuals and accident contingency plans to enable this information to be provided.</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.</p>				
1.1215(e) SPA.DG.110	<p>Information in the Event of an In-flight Emergency. Information in the event of an in-flight emergency. (1) If an in-flight emergency occurs the commander shall, as soon as the situation permits, inform the appropriate air traffic services unit of any dangerous goods carried as cargo on board the aeroplane as specified in the Technical Instructions.</p> <p>The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the</p>				

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	pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers; (f) retain the acceptance checklist, transport document and information to the pilot-in-command/commander for at least three months after completion of the flight; (g) retain the training records of all personnel for at least three years.				
IEM OPS 1.065 GM1 CAT.GEN.MPA.155	Definition of weapons of war and munitions of war. WEAPONS OF WAR AND MUNITIONS OF WAR. (a) There is no internationally agreed definition of weapons of war and munitions of war. Some States may have defined them for their particular purposes or for national need. (b) It is the responsibility of the operator to check, with the State(s) concerned, whether or not a particular weapon or munition is regarded as a weapon of war or munitions of war. In this context, States that may be concerned with granting approvals for the carriage of weapons of war or munitions of war are those of origin, transit, overflight and destination of the consignment and the State of the operator. (c) Where weapons of war or munitions of war are also dangerous goods by definition (e.g. torpedoes, bombs, etc.), CAT.GEN.MPA.200 Transport of dangerous goods also applies.				
1.065 (a) and 1.1045 Appendix 1 A 9.2 CAT.GEN.MPA.155 and AMC3 ORO.MLR.100	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. The conditions under which weapons, munitions of war and sporting weapons may be carried. The conditions under which weapons, munitions of war and sporting weapon a) The operator shall only transport weapons of war or munitions of war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight. (b) Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; an (2) in the case of firearms, unloaded. (c) The operator shall ensure that, before a flight begins, the commander is notified of the details and location on board the aircraft of any weapons of war and munitions of war intended to be carried. The conditions under which weapons, munitions of war and sporting weapons may be carried.		AP		
1.065(b)(1) CAT.GEN.MPA.155	An operator shall ensure that weapons of war and munitions of war are stowed in the aeroplane in a place which is inaccessible to passengers during flight. a) The operator shall only transport weapons of war or munitions of				

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	war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight. (b) Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and (2) in the case of firearms, unloaded. (c) The operator shall ensure that, before a flight begins, the commander is notified of the details and location on board the aircraft of any weapons of war and munitions of war intended to be carried.				
1.065(b)(2) CAT.GEN.MPA.155	An operator shall ensure that weapons of war and munitions of war are 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 subparagraph. a) The operator shall only transport weapons of war or munitions of war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight. (b) Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and (2) in the case of firearms, unloaded. (c) The operator shall ensure that, before a flight begins, the commander is notified of the details and location on board the aircraft of any weapons of war and munitions of war intended to be carried.				
1.065(b) CAT.GEN.MPA.155	An operator shall ensure that weapons of war and munitions of war are stowed in the aeroplane in a place which is inaccessible to passengers during flight or in 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 subparagraph. a) The operator shall only transport weapons of war or munitions of war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight. (b) Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and (2) in the case of firearms, unloaded. (c) The operator shall ensure that, before a flight begins, the commander is notified of the details and location on board the aircraft of any weapons of war and munitions of war intended to be carried.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.065(c) CAT.GEN.MPA.155	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. a) The operator shall only transport weapons of war or munitions of war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight. (b) Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and (2) in the case of firearms, unloaded. (c) The operator shall ensure that, before a flight begins, the commander is notified of the details and location on board the aircraft of any weapons of war and munitions of war intended to be carried.				
IEM OPS 1.065 3 GM1 CAT.GEN.MPA.155	Where weapons of war or munitions of war are also dangerous goods by definition, Subpart R will also apply.. WEAPONS OF WAR AND MUNITIONS OF WAR. (a) There is no internationally agreed definition of weapons of war and munitions of war. Some States may have defined them for their particular purposes or for national need. (b) It is the responsibility of the operator to check, with the State(s) concerned, whether or not a particular weapon or munition is regarded as a weapon of war or munitions of war. In this context, States that may be concerned with granting approvals for the carriage of weapons of war or munitions of war are those of origin, transit, overflight and destination of the consignment and the State of the operator. (c) Where weapons of war or munitions of war are also dangerous goods by definition (e.g. torpedoes, bombs, etc.), CAT.GEN.MPA.200 Transport of dangerous goods also applies.				
IEM OPS 1.070 GM1 CAT.GEN.MPA.160	Definition of sporting weapons. (a) There is no internationally agreed definition of sporting weapons. In general it may be any weapon that is not a weapon of war or munitions of war. Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which at one time may have been a weapon of war or munitions of war, such as a musket, may now be regarded as a sporting weapon. (b) A firearm is any gun, rifle or pistol that fires a projectile. (c) The following firearms are generally regarded as being sporting weapons: (1) those designed for shooting game, birds and other animals; (2) those used for target shooting, clay-pigeon shooting and competition shooting, providing the weapons are not those on standard issue to military forces; and (3) airguns, dart guns, starting pistols, etc. (d) A firearm, which is not a weapon of war or				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	munitions of war, should be treated as a sporting weapon for the purposes of its carriage on an aircraft.				
1.070 (a) CAT.GEN.MPA.160	An operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to him. (a) The operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to the operator. (b) The operator accepting the carriage of sporting weapons shall ensure that they are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; 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.				
1.070 (b)(1) CAT.GEN.MPA.160	(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; (a) The operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to the operator. (b) The operator accepting the carriage of sporting weapons shall ensure that they are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; 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.		AC		
1.070 (b)(2) CAT.GEN.MPA.160	An operator accepting the carriage of sporting weapons shall ensure that they are in the case of firearms or other weapons that can contain ammunition, unloaded. (a) The operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to the operator. (b) The operator accepting the carriage of sporting weapons shall ensure that they are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; 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.				
1.070 (c) CAT.GEN.MPA.1	Ammunition for sporting weapons may be carried in passengers checked baggage", subject to certain limitations, in accordance				

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60	<p>with the Technical Instructions (ICAO-TI) (see OPS 1.1160 (b)(5)) as defined in OPS 1.1150 (a)(15).</p> <p>(a) The operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to the operator. (b) The operator accepting the carriage of sporting weapons shall ensure that they are: (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; 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.</p>				

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PART A 10 SECURITY					
1.1040 (l) ORO.MLR.100(k)	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe human factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 10.1 AMC3 ORO.MLR.100	Security instructions and guidance of a non-confidential nature which must include the authority and responsibilities of operations personnel. Policies and procedures for handling and reporting crime on board such as unlawful interference, sabotage, bomb threats, and hijacking must also be included. Security instructions, guidance, procedures, training and responsibilities, taking into account Regulation (EC) No 300/20087. Some parts of the security instructions and guidance may be kept confidential.				
1.1045 Appendix 1 A 10.2 AMC3 ORO.MLR.100	A description of preventative security measures and training. Note: Parts of the security instructions and guidance may be kept confidential. Security instructions, guidance, procedures, training and responsibilities, taking into account Regulation (EC) No 300/20087. Some parts of the security instructions and guidance may be kept confidential.				

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1.075 CAT.GEN.MPA.165	<p>An operator shall take all 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 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.</p> <p>The operator shall take all measures to ensure that no person is in any part of an aircraft in flight that is not designed for the accommodation of persons unless temporary access has been granted by the commander: (a) for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods therein; or (b) to a part of the aircraft in which cargo or supplies are carried, being a part that is designed to enable a person to have access thereto while the aircraft is in flight.</p>				
1.125 CAT.GEN.MPA.180	<p>(a) An operator shall ensure that the following documents or copies thereof are carried on each flight: (1) the Certificate of Registration; (2) the Certificate of Airworthiness; (3) the original or a copy of the Noise Certificate (if applicable), including an English translation, where one has been provided by the Authority responsible for issuing the noise certificate; (4) the original or a copy of the Air Operator Certificate; (5) the Aircraft Radio Licence; and (6) the original or a copy of the Third Party Liability Insurance Certificate(s). (b) Each flight crew member shall, on each flight, carry a valid flight crew licence with appropriate rating(s) for the purpose of the flight.</p> <p>(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the</p>				

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	<p>proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided.</p>				
1.125 CAT.GEN.MPA.180	<p>(a) An operator shall ensure that the following documents or copies thereof are carried on each flight: (1) the Certificate of Registration; (2) the Certificate of Airworthiness; (3) the original or a copy of the Noise Certificate (if applicable), including an English translation, where one has been provided by the Authority responsible for issuing the noise certificate; (4) the original or a copy of the Air Operator Certificate; (5) the Aircraft Radio Licence; and (6) the original or a copy of the Third Party Liability Insurance Certificate(s). (b) Each flight crew member shall, on each flight, carry a valid flight crew licence with appropriate rating(s) for the purpose of the flight.</p> <p>(a) The following documents, manuals and information shall be</p>				

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	<p>carried on each flight, as originals or copies unless otherwise specified: (1) the aircraft flight manual (AFM), or equivalent document(s); (2) the original certificate of registration; (3) the original certificate of airworthiness (CofA); (4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate; (5) a certified true copy of the air operator certificate (AOC); (6) the operations specifications relevant to the aircraft type, issued with the AOC; (7) the original aircraft radio licence, if applicable; (8) the third party liability insurance certificate(s); (9) the journey log, or equivalent, for the aircraft; (10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EC) No 2042/2003; (11) details of the filed ATS flight plan, if applicable; (12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; (13) procedures and visual signals information for use by intercepting and intercepted aircraft; (14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment; (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; (16) the MEL; (17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation; (18) appropriate meteorological information; (19) cargo and/or passenger manifests, if applicable; (20) mass and balance documentation; (21) the operational flight plan, if applicable; (22) notification of special categories of passenger (SCPs) and special loads, if applicable; and (23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. (b) Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (1) noise certificate; (2) aircraft radio licence; (3) journey log, or equivalent; (4) aircraft technical log; (5) NOTAMs and AIS briefing documentation; (6) meteorological information; (7) notification of SCPs and special loads, if applicable; and (8) mass and balance documentation. (c) Notwithstanding (a), in case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight</p>				

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	reaches its destination or a place where replacement documents can be provided.				
1.1255 ORO.SEC.100.A	<p>Flight crew compartment security.(a) In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means or procedures acceptable to the Authority shall be provided or established by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin. (b) All passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a maximum approved passenger seating configuration greater than 60 shall be equipped with an approved flight crew compartment door that is capable of being locked and unlocked from each pilot's station and designed to meet the applicable retroactive airworthiness operational requirements. The design of this door shall not hinder emergency operations, as required in applicable retroactive airworthiness operational requirements. (c) In all aeroplanes which are equipped with a flight crew compartment door in accordance with subparagraph (b): (1) this door shall be closed prior to engine start for take-off and will be locked when required by security procedure or the commander, until engine shut down after landing, except when deemed necessary for authorised persons to access or egress in compliance with National Aviation Security Programme; (2) means shall be provided for monitoring from either pilot's station the area outside the flight crew compartment to the extent necessary to identify persons requesting entry to the flight crew compartment and to detect suspicious behaviour or potential threat.'</p> <p>(a) In an aeroplane which is equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin. (b) All passenger-carrying aeroplanes of a maximum certificated take-off mass exceeding 45 500 kg, or with a MOPSC of more than 60 engaged in the commercial transportation of passengers, shall be equipped with an approved flight crew compartment door that is capable of being locked and unlocked from either pilot's station and designed to meet the applicable airworthiness requirements. (c) In all aeroplanes which are equipped with a flight crew compartment door in accordance with point (b) above: (1) this door shall be closed prior to engine start for take-off and will be locked when required by security procedures or by the pilot-in-command until engine shut down after landing,</p>				

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	except when deemed necessary for authorised persons to access or egress in compliance with national civil aviation security programmes; and (2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.				
1.105	An operator shall take all reasonable measures to ensure that no person secretes himself/herself or secretes cargo on board an aeroplane.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 11 HANDLING, NOTIFYING AND REPORTING OCCURENCES					
1.1040 (l) ORO.MLR.100(k)	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe human factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 11 (a) AMC3 ORO.MLR.100	Procedures for the handling, notifying and reporting occurrences. This section must include: (a) definitions occurrences and of the relevant responsibilities of all persons involved; Procedures for handling, notifying and reporting accidents, incidents and occurrences. This section should include the following: (a) definition of accident, incident and occurrence and of the relevant responsibilities of all persons involved;				
1.420(a)	(a) Terminology (1) "Incident". An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation. (2) "Serious Incident". An incident involving circumstances indicating that an accident nearly occurred. (3) "Accident". An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all persons have disembarked, in which: (i) a person is fatally or seriously injured as a result of: (A) being in the aircraft; (B) direct contact with any part of the aircraft, including parts which have become detached from the air- craft; or (C) direct exposure to jet				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	blast; except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or (ii) the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents or puncture holes in the aircraft skin; or (iii) the aircraft is missing or is completely inaccessible.				
1.1045 Appendix 1 A 11 (a) AMC3 ORO.MLR.100	Procedures for the handling, notifying and reporting occurrences. This section must include: (a) definitions occurrences and of the relevant responsibilities of all persons involved; Procedures for handling, notifying and reporting accidents, incidents and occurrences. This section should include the following: (a) definition of accident, incident and occurrence and of the relevant responsibilities of all persons involved;				
1.1045 Appendix 1 A 11 (b) AMC3 ORO.MLR.100	Procedures for the handling, notifying and reporting occurrences. This section must include: Illustrations of forms used for reporting all types of occurrences (or copies of the forms themselves), instructions on how they are to be completed, the addresses to which they should be sent and the time allowed for this to be done; Procedures for handling, notifying and reporting accidents, incidents and occurrences. This section should include the illustrations of forms to be used for reporting all types of accident, incident and occurrence (or copies of the forms themselves), instructions on how they are to be completed, the addresses to which they should be sent and the time allowed for this to be done.				
1.420(c)(2) and 1.1045 Appendix 1 A 11 (c) ORO.GEN.160 and AMC3 ORO.MLR.100	An operator shall establish procedures for reporting accidents and serious incidents taking into account responsibilities described below and circumstances described in subparagraph (d) below. An operator shall ensure that the Authority in the State of the operator, the nearest appropriate Authority (if not the Authority in the State of the operator), and any other organisation required by the State of the operator to be informed, are notified by the quickest means available of any accident or serious incident and — in the case of accidents only — at least before the aeroplane is moved unless exceptional circumstances prevent this. Procedures for the handling, notifying and reporting occurrences. This section must include:in the event of an accident, descriptions of which company				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>departments, Authorities and other organisations that have to be notified, how this will be done and in what sequence;</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority. Procedures for handling, notifying and reporting accidents, incidents and occurrences. This section should include the following: in the event of an accident, descriptions of which departments, authorities and other organisations have to be notified, how this will be done and in what sequence;</p>				
1.1045 Appendix 1 A 11 (d) AMC3 ORO.MLR.100	<p>Procedures for verbal notification to air traffic service units of incidents involving ACAS RAs, bird hazards and hazardous conditions.</p> <p>Procedures for handling, notifying and reporting accidents, incidents and occurrences. This section should include the procedures for verbal notification to air traffic service units of incidents involving ACAS resolution advisories (RAs), bird hazards, dangerous goods and hazardous conditions.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 11 (e) AMC3 ORO.MLR.100	Procedures for the handling, notifying and reporting occurrences. This section must include: procedures for submitting written reports on air traffic incidents, ACAS RAs, bird strikes, dangerous goods incidents or accidents, and unlawful interference; Procedures for handling, notifying and reporting accidents, incidents and occurrences. This section should include the following: procedures for submitting written reports on air traffic incidents, ACAS RAs, bird strikes, dangerous goods incidents or accidents, and unlawful interference;				
1.420 and 1.1045 Appendix 1 A 11 (f) AMC3 ORO.MLR.100 and ORO.GEN.160	1.420: Text zu lang Procedures for the handling, notifying and reporting occurrences. This section must include: reporting procedures to ensure compliance with OPS 1.085(b) and 1.420. These procedures must include internal safety related reporting procedures to be followed by crew members, designed to ensure that the commander is informed immediately of any incident that has endangered, or may have endangered, safety during flight and that he/she is provided with all relevant information. Procedures for handling, notifying and reporting accidents, incidents and occurrences. This section should include the following: reporting procedures. These procedures should include internal safety-related reporting procedures to be followed by crew members, designed to ensure that the pilot-in-command/commander is informed immediately of any incident that has endangered, or may have endangered, safety during the flight, and that the pilot-in-command/commander is provided with all relevant information. (a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.				
1.420(c) and (b)(2) ORO.GEN.160	<p>Accident and serious incident reporting. An operator shall establish procedures for reporting accidents and serious incidents taking into account responsibilities described below and circumstances described in subparagraph (d) below. (1) A commander shall notify the operator of any accident or serious incident occurring while he/she was responsible for the flight. In the event that the commander is incapable of providing such notification, this task shall be undertaken by any other member of the crew if they are able to do so, note being taken of the succession of command specified by the operator. (2) An operator shall ensure that the Authority in the State of the operator, the nearest appropriate Authority (if not the Authority in the State of the operator), and any other organisation required by the State of the operator to be informed, are notified by the quickest means available of any accident or serious incident and — in the case of accidents only — at least before the aeroplane is moved unless exceptional circumstances prevent this. (3) The commander or the operator of an aeroplane shall submit a report to the authority in the State of the operator within 72 hours of the time when the accident or serious incident occurred. Incident reporting. An operator shall establish procedures for reporting incidents taking into account responsibilities described below and circumstances described in subparagraph (d) below. The commander or the operator of an aeroplane shall submit a report to the Authority of any incident that endangers or could endanger the safety of operation.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to</p>				

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	<p>the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.</p>				
1.420(b)(3) ORO.GEN.160	<p>Incident reporting. An operator shall establish procedures for reporting incidents taking into account responsibilities described below and circumstances described in subparagraph (d) below. (3) Reports must be dispatched within 72 hours of the time when the incident was identified unless exceptional circumstances prevent this.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation</p>				

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	(EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.				
1.420(b)(4) ORO.GEN.160	<p>Incident reporting. An operator shall establish procedures for reporting incidents taking into account responsibilities described below and circumstances described in subparagraph (d) below. A commander shall ensure that all known or suspected technical defects and all exceedances of technical limitations occurring while he/she was responsible for the flight are recorded in the aircraft technical log. If the deficiency or exceedance of technical limitations endangers or could endanger the safety of operation, the commander must in addition initiate the submission of a report to the Authority in accordance with paragraph (b)(2) above.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	<p>authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.</p>				
<p>1.420(b)(5) ORO.GEN.160</p>	<p>Incident reporting. An operator shall establish procedures for reporting incidents taking into account responsibilities described below and circumstances described in subparagraph (d) below. In the case of incidents reported in accordance with OPS 1.420(b)(1), (b)(2) and (b)(3) above, arising from, or relating to, any failure, malfunction or defect in the aeroplane, its equipment or any item of ground support equipment or which cause or might cause adverse effects on the continuing airworthiness of the aeroplane, the operator must also inform the organization responsible for the design or the supplier or, if applicable, the organization responsible for continued airworthiness, at the same time as a report is submitted to the Authority.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as</p>				

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	practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.				
1.420(d)(1)(i) ORO.GEN.160	<p>Occurrences for which specific notification and reporting methods must be used are described below: (1) Air traffic incidents. A commander shall without delay notify the air traffic service unit concerned of the incident and shall inform them of his/her intention to submit an air traffic incident report after the flight has ended when- ever an aircraft in flight has been endangered by: (i) a near collision with any other flying device;</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the</p>				

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	competent authority.				
1.420(d)(1)(ii) ORO.GEN.160	<p>Occurrences for which specific notification and reporting methods must be used are described below: Air traffic incidents. A commander shall without delay notify the air traffic service unit concerned of the incident and shall inform them of his/her intention to submit an air traffic incident report after the flight has ended when- ever an aircraft in flight has been endangered by: faulty air traffic procedures or lack of compliance with applicable procedures by air traffic services or by the flight crew;</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.</p>				
1.420(d)(1)(iii) ORO.GEN.160	<p>Occurrences for which specific notification and reporting methods must be used are described below: (1) Air traffic incidents. A commander shall without delay notify the air traffic service unit concerned of the incident and shall inform them of his/her intention</p>				

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	<p>to submit an air traffic incident report after the flight has ended when- ever an aircraft in flight has been endangered by: failure of air traffic services facilities. In addition, the commander shall notify the Authority of the incident.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.</p>				
1.420(d)(2) ORO.GEN.160	<p>Airborne collision avoidance system resolution advisory. A commander shall notify the air traffic service unit concerned and submit an ACAS report to the Authority whenever an aircraft in flight has manoeuvred in response to an ACAS resolution advisory.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to</p>				

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	the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.				
1.420(d)(3)(i) ORO.GEN.160	<p>Bird hazards and strikes (i) A commander shall immediately inform the local air traffic service unit whenever a potential bird hazard is observed.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall</p>				

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	be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.				
1.420(d)(3)(ii) ORO.GEN.160	<p>Bird hazards and strikes.If he/she is aware that a bird strike has occurred, a commander shall submit a written bird strike report after landing to the Authority whenever an aircraft for which he/she is responsible suffers a bird strike that results in significant damage to the aircraft or the loss or malfunction of any essential service. If the bird strike is discovered when the commander is not available, the operator is responsible for submitting the report.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of</p>				

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	actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.				
1.420(d)(4) ORO.GEN.160	<p>Dangerous goods incidents and accidents. An operator shall report dangerous goods incidents and accidents to the Authority and the appropriate Authority in the State where the accident or incident occurred, as provided for in Appendix 1 to OPS 1.1225. The first report shall be dispatched within 72 hours of the event unless exceptional circumstances prevent this and include the details that are known at that time. If necessary, a subsequent report must be made as soon as possible giving whatever additional information has been established. (See also OPS 1.1225).</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.</p>				

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1.420(d)(5) ORO.GEN.160	<p>Unlawful interference. Following an act of unlawful interference on board an aircraft, the commander or, in his/her absence, the operator shall submit a report, as soon as practicable to the local Authority and to the Authority in the State of the operator. (See also OPS 1.1245)</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.</p>				
1.420(d)(6) ORO.GEN.160	<p>Encountering potential hazardous conditions. A commander shall notify the appropriate air traffic services unit as soon as practicable whenever a potentially hazardous condition such as an irregularity in a ground or navigational facility, a meteorological phenomenon or a volcanic ash cloud is encountered during flight.</p> <p>(a) The operator shall report to the competent authority, and to any other organisation required by the State of the operator to be informed, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and of</p>				

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	<p>the Council (1) and Directive 2003/42/EC. (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Commission Regulation (EC) No 1702/2003 (2) or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident. (c) Without prejudice to Regulation (EU) No 996/2010, Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 (3) and Commission Regulation (EC) No 1330/2007 (4), the reports referred in paragraphs (a) and (b) shall be made in a form and manner established by the competent authority and contain all pertinent information about the condition known to the operator. (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the operator identifying the condition to which the report relates, unless exceptional circumstances prevent this. (e) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.</p>				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 12 RULES OF THE AIR					
1.1040 (l) ORO.MLR.100(k)	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe human factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.1045 Appendix 1 A 12 (a) AMC3 ORO.MLR.100	Rules of the Air including: Visual and instrument flight rules. Rules of the Air: Visual and instrument flight rules				
1.1045 Appendix 1 A 12 (b) AMC3 ORO.MLR.100	Rules of the Air including: Territorial application of the Rules of the Air. Rules of the Air: Territorial application of the rules of the air				
1.1045 Appendix 1 A 12 (c) AMC3 ORO.MLR.100	Rules of the Air including: Communication procedures including COM-failure procedures. Rules of the Air: Communication procedures, including communication-failure procedures				
1.1045 Appendix 1 A 12 (d) AMC3 ORO.MLR.100	Rules of the Air including: Information and instructions relating to the interception of civil aeroplanes. Rules of the Air: Information and instructions relating to the interception of civil aircraft				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 12 (e) AMC3 ORO.MLR.100	Rules of the Air including: The circumstances in which a radio listening watch is to be maintained. Rules of the Air: The circumstances in which a radio listening watch is to be maintained				
1.1045 Appendix 1 A 12 (f) AMC3 ORO.MLR.100	Rules of the Air including: Signals. Rules of the Air: Signals				
1.1045 Appendix 1 A 12 (g) AMC3 ORO.MLR.100	Rules of the Air including: Time system used in operation. Rules of the Air: Time system used in operation				
1.1045 Appendix 1 A 12 (h) AMC3 ORO.MLR.100	Rules of the Air including: ATC clearances, adherence to flight plan and position reports. Rules of the Air: ATC clearances, adherence to flight plan and position reports				
1.1045 Appendix 1 A 12 (i) AMC3 ORO.MLR.100	Rules of the Air including: Visual signals used to warn an unauthorized aeroplane flying in or about to enter a restricted, prohibited or danger area. Rules of the Air: Visual signals used to warn an unauthorised aircraft flying in or about to enter a restricted, prohibited or danger area				
1.1045 Appendix 1 A 12 (j) AMC3 ORO.MLR.100	Rules of the Air including: Procedures for pilots observing an accident or receiving a distress transmission. Rules of the Air: Procedures for flight crew observing an accident or receiving a distress transmission				
1.1045 Appendix 1 A 12 (k) AMC3 ORO.MLR.100	Rules of the Air including: The ground/air visual codes for use by survivors, description and use of signal aids. Rules of the Air: The ground/air visual codes for use by survivors, and description and use of signal aids				
1.1045 Appendix 1 A 12 (l) AMC3 ORO.MLR.100	Rules of the Air including: Distress and urgency signals. Rules of the Air: Distress and urgency signals.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 13 LEASING					
1.1040 (l) ORO.MLR.100(k)	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe human factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles				
1.1045 (b) ORO.MLR.101	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. The main structure of the OM shall be as follows: (a) Part A: General/Basic, comprising all non-type-related operational policies, instructions and procedures; (b) Part B: Aircraft operating matters, comprising all type-related instructions and procedures, taking into account differences between types/classes, variants or individual aircraft used by the operator; (c) Part C: Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information; (d) Part D: Training, comprising all training instructions for personnel required for a safe operation.				
1.165(a) Annex I	(a) Terminology. Terms used in this paragraph have the following meaning: (1) dry lease — is when the aeroplane is operated under the AOC of the lessee. (2) wet lease — is when the aeroplane is operated under the AOC of the lessor. REFERE TO RULE				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 13.1 Leasing of aeroplanes between European Community operators					
1.165(b)(1)	Wet lease-out. A Community operator providing an aeroplane and complete crew to another Community operator, in accordance with Council Regulation (EEC) No 2407/92 of 23 July 1992 on licensing of air carriers[i], and retaining all the functions and responsibilities prescribed in Subpart C, shall remain the operator of the aeroplane.				
1.165(b)(2)(i) ORO.AOC.110(a)	Leasing of aeroplanes between Community operators. All leases except wet lease-out. (i) Except as provided by subparagraph (b)(1) above, a Community operator utilising an aeroplane from, or providing it to, another Community operator, must obtain prior approval for the operation from his respective Authority. Any conditions which are part of this approval must be included in the lease agreement. Any lease-in (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.		AC		
1.165(b)(2)(ii)	Leasing of aeroplanes between Community operators. All leases except wet lease-out. Those elements of lease agreements which are approved by the Authority, other than lease agreements in which an aeroplane and complete crew are involved and no transfer of functions and responsibilities is intended, are all to be regarded, with respect to the leased aeroplane, as variations of the AOC under which the flights will be operated.		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART A 13.2 Leasing of aeroplanes between a European Community operator and any entity other than a EU Community operator					
1.165(c)(1)(i) ORO.AOC.110	<p>Leasing of aeroplanes between a Community operator and any entity other than a Community operator: (1) Dry lease-in (i) A Community operator shall not dry lease-in an aeroplane from an entity other than another Community operator, unless approved by the Authority. Any conditions which are part of this approval must be included in the lease agreement.</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.</p>		AP		
1.165(c)(1)(ii) ORO.AOC.110	Leasing of aeroplanes between a Community operator and any entity other than a Community operator: (1) Dry lease-in. A		AC		

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	<p>Community operator shall ensure that, with regard to aeroplanes that are dry leased-in, any differences from the requirements prescribed in Subparts K, L, and/or OPS 1.005(b), are notified to and are acceptable to the Authority. (1)</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.</p>				
1.165(c)(2)(i) ORO.AOC.110	<p>Leasing of aeroplanes between a Community operator and any entity other than a Community operator: Wet lease-in (i) A Community operator shall not wet lease-in an aeroplane from an entity other than another Community operator without the approval of the Authority.</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an</p>		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.				
1.165 (c)(2)(ii)(A) ORO.AOC.110	Leasing of aeroplanes between a Community operator and any entity other than a Community operator: Wet lease-in. (ii) A Community operator shall ensure that, with regard to aeroplanes that are wet leased-in: (A) the safety standards of the lessor with respect to maintenance and operation are equivalent to those established by the present Regulation; Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for				

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	<p>the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.</p>				
1.165 (c)(2)(ii)(B) ORO.AOC.110	<p>Leasing of aeroplanes between a Community operator and any entity other than a Community operator: Wet lease-in. (ii) A Community operator shall ensure that, with regard to aeroplanes that are wet leased-in: the lessor is an operator holding an AOC issued by a State which is a signatory to the Chicago Convention; Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by</p>				

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	Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.				
1.165 (c)(2)(ii)(C) ORO.AOC.110	Leasing of aeroplanes between a Community operator and any entity other than a Community operator: Wet lease-in. (ii) A Community operator shall ensure that, with regard to aeroplanes that are wet leased-in: the aeroplane has a standard Certificate of Airworthiness issued in accordance with ICAO Annex 8. Standard Certificates of Airworthiness issued by a Member State other than the State responsible for issuing the AOC, will be accepted without further showing when issued in accordance with Part 21; Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry		AC		

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	<p>lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.</p>				
1.165 (c)(2)(ii)(D) ORO.AOC.110	<p>Leasing of aeroplanes between a Community operator and any entity other than a Community operator: Wet lease-in. (ii) A Community operator shall ensure that, with regard to aeroplanes that are wet leased-in: any requirement made applicable by the lessee's Authority is complied with.</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of</p>				

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	Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.				
1.165 (c)(3)(i)(A) ORO.AOC.110	<p>Leasing of aeroplanes between a Community operator and any entity other than a Community operator. Dry lease-out. A Community operator may dry lease-out an aeroplane for the purpose of commercial air transportation to any operator of a State which is signatory to the Chicago Convention provided that the following conditions are met: The Authority exempted the operator from the relevant provisions of OPS Part 1 and, after the foreign regulatory authority has accepted responsibility in writing for surveillance of the maintenance and operation of the aeroplane(s), has removed the aeroplane from its AOC;</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The</p>				

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	operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.				
1.165 (c)(3)(i)(A) ORO.AOC.110	<p>Leasing of aeroplanes between a Community operator and any entity other than a Community operator: Dry lease-out. A Community operator may dry lease-out an aeroplane for the purpose of commercial air transportation to any operator of a State which is signatory to the Chicago Convention provided that the following conditions are met: (A) The Authority exempted the operator from the relevant provisions of OPS Part 1 and, after the foreign regulatory authority has accepted responsibility in writing for surveillance of the maintenance and operation of the aeroplane(s), has removed the aeroplane from its AOC;</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry</p>				

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	lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.				
1.165 (c)(3)(i)(B) ORO.AOC.110	<p>Leasing of aeroplanes between a Community operator and any entity other than a Community operator: Dry lease-out. A Community operator may dry lease-out an aeroplane for the purpose of commercial air transportation to any operator of a State which is signatory to the Chicago Convention provided that the following conditions are met: The aeroplane is maintained according to an approved maintenance programme.</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant</p>				

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	documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.				
1.165 (c)(4) ORO.AOC.110	<p>Wet lease-out A Community operator providing an aeroplane and complete crew to another entity, in accordance with Regulation (EEC) No 2407/92, and retaining all the functions and responsibilities prescribed in Subpart C, shall remain the operator of the aeroplane.</p> <p>Any lease-in. (a) Without prejudice to Regulation (EC) No 1008/2008, any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority.(b) The operator certified in accordance with this Part shall only wet lease-in aircraft from an operator that is not subject to an erating ban pursuant to Regulation (EC) No 2111/2005. Wet lease-in. (c) The applicant for the approval of the wet lease-in of an aircraft of a third country operator shall demonstrate to the competent authority that: (1) the third country operator holds a valid AOC issued in accordance with ICAO Annex 6; (2) the safety standards of the third country operator with regard to continuing airworthiness and air operations are equivalent to the applicable requirements established by Regulation (EC) No 2042/2003 and this Regulation; and (3) the aircraft has a standard CofA issued in accordance with ICAO Annex 8. Dry lease-in. (d) An applicant for the approval of the dry lease-in of an aircraft registered in a third country shall demonstrate to the competent authority that: (1) an operational need has been identified that cannot be satisfied through leasing an aircraft registered in the EU; (2) the duration of the dry lease-in does not exceed seven months in any 12 consecutive month period; and (3) compliance with the applicable requirements of Regulation (EC) No 2042/2003 is ensured. Dry lease-out. (e) The operator certified in accordance with this Part intending to dry lease-out one of its aircraft shall apply for prior approval by the competent authority. The application shall be accompanied by copies of the intended lease agreement or description of the lease provisions, except financial arrangements, and all other relevant documentation. Wet lease-out. (f) Prior to the wet lease-out of an aircraft, the operator certified in accordance with this Part shall notify the competent authority.</p>				

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Additional remarks

End of Compliance List