Compliance List Operators Manual Part C

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

Operator´s name and address:		Operator's AOC number:	
Mali Air Luftverkehr GmbH		A-050	
Revision no.: 2		Revision date: 28.4.2014	
List created by *(competent person assigned by the operator)*:	Date:	List checked by *(person checking the list on behalf of the compliance management system of the operator)*:	Date:
Dr. Thomas Oswald	27.4.2014	DI Michael Pühse	28.4.2014
Accountable Manager (name/signature):		Nominated Person for managing and supervising flight operations (name/signature):	
Karl-Heinz Mali		Christan Waldbott-Bassenheim	
(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 to 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 C 0	**ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL**				
1.1040 (c)	An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority.		AP		
1.1045 (b) and (c) ORO.MLR.101	(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. 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.	OM-A 1.1.3 OM-B OM-C OM-D	AC		OK
1.1040 (g) and 1.1045 Appendix 1 A 0.2 ORO.MLR.100(e) and AMC3 ORO.MLR.100	An operator shall ensure that the Operations Manual is amended or revised so that the instructions and information contained therein are kept up to date. The operator shall ensure that all operations personnel are made aware of such changes that are relevant to their duties. System of amendment and revision. (a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions. (b) A record of amendments and revisions with insertion dates and effective dates. (c) A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety. (d) A description of the system for the annotation of pages and their effective dates. (e) A list of effective pages. (f) Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). (g) Temporary revisions. (h) A description of the distribution system for the manuals, amendments and revisions. The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. System of amendment and revision: (a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions. (b) A record of amendments and revisions with insertion dates and effective dates. (c) A statement that handwritten amendments and revisions are not permitted, except in situations requiring				N

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	immediate amendment or revision in the interest of safety. (d) A description of the system for the annotation of pages or paragraphs and their effective dates. (e) A list of effective pages or paragraphs. (f) Annotation of changes (in the text and, as far as practicable, on charts and diagrams). (g) Temporary revisions. (h) A description of the distribution system for the manuals, amendments and revisions.				
1.1045 Appendix 1 A 0.1 (d) AMC3 ORO.MLR.100	Explanations and definitions of terms and words needed for the use of the manual. Explanations and definitions of terms and words needed for the use of the manual.				N
1.1045 Appendix 1 A 0.2 (a) AMC3 ORO.MLR.100	Details of the person(s) responsible for the issuance and insertion of amendments and revisions. Details of the person(s) responsible for the issuance and insertion of amendments and revisions.				N
1.1045 Appendix 1 A 0.2 (b) AMC3 ORO.MLR.100	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.				N
1.1045 Appendix 1 A 0.2 (d) AMC3 ORO.MLR.100	System of amendment and revision: A description of the system for the annotation of pages and their effective dates. System of amendment and revision: A description of the system for the annotation of pages or paragraphs and their effective dates.				N
1.1045 Appendix 1 A 0.2 (e) AMC3 ORO.MLR.100	System of amendment and revision: A list of effective pages. System of amendment and revision: A list of effective pages or paragraphs.				N
1.1045 Appendix 1 A 0.2 (f) AMC3 ORO.MLR.100	System of amendment and revision: Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). System of amendment and revision: Annotation of changes (in the text and, as far as practicable, on charts and diagrams).				N
1.1045 Appendix 1 A 0.2 (g) AMC3 ORO.MLR.100	System of amendment and revision: temporary revisions. System of amendment and revision: Temporary revisions.				N

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PART C 0.1	**GENERAL**				
1.1045 Appendix 1 A 12 AMC3 ORO.MLR.100	Rules of the Air including: (a) visual and instrument flight rules; (b) territorial application of the Rules of the Air; (c) communication procedures including COM-failure procedures; (d) information and instructions relating to the interception of civil aeroplanes; (e) the circumstances in which a radio listening watch is to be maintained; (f) signals; (g) time system used in operation; (h) ATC clearances, adherence to flight plan and position reports; (i) visual signals used to warn an unauthorised aeroplane flying in or about to enter a restricted, prohibited or danger area; (j) procedures for pilots observing an accident or receiving a distress transmission; (k) the ground/air visual codes for use by survivors, description and use of signal aids; and (l) distress and urgency signals. Rules of the air. (a) Visual and instrument flight rules (b) Territorial application of the rules of the air (c) Communication procedures, including communication-failure procedures (d) Information and instructions relating to the interception of civil aircraft (e) The circumstances in which a radio listening watch is to be maintained (f) Signals (g) Time system used in operation (h) ATC clearances, adherence to flight plan and position reports (i) Visual signals used to warn an unauthorised aircraft flying in or about to enter a restricted, prohibited or danger area (j) Procedures for flight crew observing an accident or receiving a distress transmission (k) The ground/air visual codes for use by survivors, and description and use of signal aids (l) Distress and urgency signals	.12			N
1.155 ORO.MLR.115	Preservation of documentation. An operator shall ensure that: (1) any original documentation, or copies thereof, that he is required to preserve is preserved for the required retention period even if he ceases to be the operator of the aeroplane; and (2) where a crew member, in respect of whom an operator has kept flight duty, duty and rest period records, becomes a crew member for another operator, that record is made available to the new operator. (e) The operator shall preserve the information used for the preparation and execution of a flight and personnel training records, even if the operator ceases to be the operator of that aircraft or the employer of that crew member, provided this is within the timescales prescribed in (c). (f) If a crew member becomes a crew member for another operator, the operator shall make the crew member's records available to the new operator, provided this is within the timescales prescribed in (c).	OMA 2.1.3			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
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. Table 1 Information used for the preparation and execution of the flight as described in OPS 1.135 Operational flight plan 3 months Aeroplane Technical log 36 months after the date of the last entry, in accordance with Part M M.A.306(c) Route specific NOTAM/AIS briefing documentation if edited by the operator 3 month Mass and balance documentation 3 month Notification of special loads including written information to the commander about dangerous goods 3 months Table 2 Reports Journey log - 3 months Flight report(s) for recording details of any occurrence, as prescribed in OPS 1.420, or any event which the commander deems necessary to report/record - 3 months Reports on exceedances of duty and/or reducing rest periods - 3 months Table 3 Flight crew records Flight Crew Records Flight, Duty and Rest time - 15 months Licence - As long as the flight crew member is exercising the privileges of the licence for the operator Conversion training and checking - 3 years Command course (including checking) - 3 years Recurrent training and checking - 3 years Training and checking to operate in either pilot's seat - 3 years Recent experience (OPS 1.970 refers) - 15 months Route and aerodrome competence (OPS1.975 refers) - 3 years Training and qualification for specific operations when required by OPS (e.g. ETOPS CATII/III operations) - 3 years Dangerous Goods training as appropriate - 3 years Table 4 Cabin crew records Flight, Duty and Rest time - 15 months Initial training, conversion and differences training (including checking) - As long as the cabin crew member is employed by the operator Recurrent training and refresher (including checking) - Until 12 months after the cabin crew member has left the employ of the operator Dangerous Goods training as appropriate - 3 years Table 5 Records for other operations personnel Training/qualification records of other personnel for whom an approved training programme is required by OPS - Last 2 training records OPS 1.book Page 286 Wednesday, August 19, 2009 4:35 PM Table 6 Other recordsRecords on cosmic and solar radiation dosage - Until 12 months after the crew member has left the employ of the operator quality system records - 5 years Dangerous Goods Transport Document - 3 months after completion of the Dangerous Goods Acceptance Checklist - 3	OM-A 2.1.3			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	months after completion of the flight The records of the activities referred to in ORO.GEN.200 shall be stored for at least five years.				
1.1045 Appendix 1 A 8.1 AMC3 ORO.MLR.100	8.1. Flight preparation instructions. As applicable to the operation: 8.1.1. 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; and (b) A procedure to establish the minimum altitudes/flight levels for IFR flights. 8.1.2. 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. 8.1.3. 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. 8.1.4. 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. 8.1.5. Presentation and application of aerodrome and en-route operating minima 8.1.6. 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. 8.1.7. 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. 8.1.8. Mass and centre of gravity. The general principles of mass and centre of gravity including: (a) Definitions; (b) Methods, procedures and responsibilities for preparation and acceptance of mass and centre of gravity calculations; (c) The policy for using either standard and/or actual masses; (d) The method for determining the applicable passenger, baggage and cargo mass; (e) The applicable passenger and baggage masses for various types of operations and aeroplane type; (f) General	OM-A 8.1.1 8.1.3 8.1.4 8.1.5 8.1.6 8.1.7 8.1.8 8.1.9 +OM-B 8.1.10 8.1.11 8.1.12			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	instruction and information necessary for verification of the various types of mass and balance documentation in use; (g) Last minute changes procedures; (h) Specific gravity of fuel, oil and water methanol; and (i) Seating policy/procedures. 8.1.9. 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. 8.1.10. 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. 8.1.11. 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. 8.1.12. List of documents, forms and additional information to be carried. 8.1 Flight preparation instructions. As applicable to the operation: 8.1.1 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; and (b) a procedure to establish the minimum altitudes/flight levels for instrument flight rules (IFR) flights. 8.1.2 Criteria and responsibilities for determining the adequacy of aerodromes to be used. 8.1.3 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. 8.1.4 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. 8.1.5 Presentation and application of aerodrome and en-route operating minima. 8.1.6 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.8.1.7 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.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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. 8.1.8 Mass and centre of gravity. The general principles of mass and centre of gravity including the following: (a) definitions; (b) methods, procedures and responsibilities for preparation and acceptance of mass and centre of gravity calculations; (c) the policy for using standard and/or actual masses; (d) the method for determining the applicable passenger, baggage and cargo mass; (e) the applicable passenger and baggage masses for various types of operations and aircraft type; (f) general instructions and information necessary for verification of the various types of mass and balance documentation in use; (g) last-minute changes procedures; (h) specific gravity of fuel, oil and water methanol; (i) seating policy/procedures; (j) for helicopter operations, standard load plans. 8.1.9 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. 8.1.10 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. 8.1.11 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.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART C 1	**INSTRUCTIONS AND INFORMATION**				
1.1045 Appendix 1 A 8.1.2 and 1.220 AMC3 ORO.MLR.100 and CAT.OP.MPA.105	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. An operator shall only authorise use of aerodromes that are adequate for the type(s) of aeroplane and operation(s) concerned. Criteria and responsibilities for determining the adequacy of aerodromes to be used. (a) The operator shall only use aerodromes and operating sites that are adequate for the type(s) of aircraft and operation(s) concerned. (b) The use of operating sites shall only apply to: (1) other-than-complex motor-powered aeroplanes; and (2) helicopters.	OM-A 8.1.3 S.90-91			OK
1.1045 Appendix 1 C 1. (a) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (a) minimum flight level/altitude; Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: (a) minimum flight level/altitude;	OM-A 8.1.3			OK
1.1045 Appendix 1 C 1. (b) 1.1045 Appendix 1 A 8.1.3 and 1.225 AMC3 ORO.MLR.100 and CAT.OP.MPA.110, (a)	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (b) operating minima for departure, destination and alternate aerodromes; 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. (a) 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. (b) Any increment imposed by the Authority must be added to the minima specified in accordance with subparagraph (a) above. (c) 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	OM-A 8.1.5 8.1.6 8.1.7			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	is operative; (2) The aeroplane systems required for the type of approach are operative; (3) The required aeroplane performance criteria are met; and (4) Crew is qualified accordingly. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including operating minima for departure, destination and alternate aerodromes. 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. Methods for establishing of aerodrome operating minima. 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 C 1. (c) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (c) communication facilities and navigation aids; Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: (c) communication facilities and navigation aids;	OM-C 3			OK
1.1045 Appendix 1 C 1. (d) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: Runway data and aerodrome facilities. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: (d) runway/final approach and take-off area (FATO) data and aerodrome/operating site facilities;	OM-C 4			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 C 1. (e) 1.1045 Appendix 1 A 8.1 and 1.235 AMC3 ORO.MLR.100 and CAT.OP.MPA.130	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (e) approach, missed approach and departure procedures including noise abatement procedures; Flight preparation instructions. As applicable to the operation: An operator shall establish appropriate operating departure and arrival/approach procedures for each aircraft type in accordance with the following: (a) The operator shall ensure that safety has priority over noise abatement, and (b) These procedures shall be designed to be simple and safe to operate with no significant increase in crew workload during critical phases of flight, and (c) For each aeroplane type two departure procedures shall be defined, in accordance with ICAO Doc. 8168 (Procedures for air navigation services, “PANS-OPS”), Volume I: (1) noise abatement departure procedure one (NADP 1), designed to meet the close-in noise abatement objective; and (2) noise abatement departure procedure two (NADP 2), designed to meet the distant noise abatement objective; and (3) in addition, each NADP climb profile can only have one sequence of actions. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: approach, missed approach and departure procedures including noise abatement procedures. (a) Except for VFR operations of other-than-complex motor-powered aeroplanes, the operator shall establish appropriate operating departure and arrival/approach procedures for each aeroplane type taking into account the need to minimise the effect of aircraft noise. (b) The procedures shall:(1) ensure that safety has priority over noise abatement; and (2) be simple and safe to operate with no significant increase in crew workload during critical phases of flight.	OM-C 5			OK
1.1045 Appendix 1 A 8.1 and 1.230 AMC3 ORO.MLR.100 and CAT.OP.MPA.125	Flight preparation instructions. As applicable to the operation (a) An operator shall ensure that instrument departure and approach procedures established by the State in which the aerodrome is located are used. (b) 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.	OM-C 5 OM-A 8.3.2			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	(c) 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. Flight preparation instructions. As applicable to the operation (a) The operator shall ensure that instrument departure and approach procedures established by the State of the aerodrome are used. (b) 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. (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.				
1.1045 Appendix 1 A 8.1, A 8.3.2 and 1.240 1.1045 Appendix 1 C 1. AMC3 ORO.MLR.100 and CAT.OP.MPA.135, (a) - (b)	Flight preparation instructions. As applicable to the operation 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; (b) MNPS and POLAR navigation and navigation in other designated areas; (c) RNAV; (d) in-flight re-planning; (e) procedures in the event of system degradation; and (f) RVSM. (a) An operator shall ensure that operations are only conducted along such routes or within such areas, for which: (1) Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation; (2) The performance of the aeroplane intended to be used is adequate to comply with minimum flight altitude requirements; (3) The equipment of the aeroplane intended to be used meets the minimum requirements for the planned operation; (4) Appropriate maps and charts are available (OPS 1.135 (a)(9) refers); (5) 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. (b) An operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation, imposed by the Authority. Instructions and information relating to communications, navigation	OM-C 5 OM-A 8.1.2 8.3.2 c) 3.			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway data and aerodrome facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) COM-failure procedures; (g) search and rescue facilities in the area over which the aeroplane is to be flown; (h) a description of the aeronautical charts that must be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route COM/NAV procedures; (k) aerodrome categorisation for flight crew competence qualification; (l) special aerodrome limitations (performance limitations and operating procedures). Flight preparation instructions. As applicable to the operation 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. (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.				
1.1045 Appendix 1 A 8.3.2(a), C 1 and 1.240 AMC3 ORO.MLR.	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	OM-C 5, 6, 11 OM-A 8.1.3			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100 and CAT.OP.MPA.136	where these affect the flight path to be followed by the aeroplane; Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway data and aerodrome facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) COM-failure procedures; (g) search and rescue facilities in the area over which the aeroplane is to be flown; (h) a description of the aeronautical charts that must be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route COM/NAV procedures; (k) aerodrome categorisation for flight crew competence qualification; (l) special aerodrome limitations (performance limitations and operating procedures). a) An operator shall ensure that operations are only conducted along such routes or within such areas, for which: (1) Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation; (2) The performance of the aeroplane intended to be used is adequate to comply with minimum flight altitude requirements; (3) The equipment of the aeroplane intended to be used meets the minimum requirements for the planned operation; (4) Appropriate maps and charts are available (OPS 1.135 (a)(9) refers); (5) 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. (b) An operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation, imposed by the Authority. 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; Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	planned to be used, including the following: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway/final approach and take-off area (FATO) data and aerodrome/operating site facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) communication-failure procedures; (g) search and rescue facilities in the area over which the aircraft is to be flown; (h) a description of the aeronautical charts that should be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route communication/navigation procedures; (k) aerodrome/operating site categorisation for flight crew competence qualification; (l) special aerodrome/operating site limitations (performance limitations and operating procedures etc.). (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. (c) (a)(1) shall not apply to operations under VFR by day of other-than-complex motor-powered aircraft on flights that depart from and arrive at the same aerodrome or operating site.				
1.873 CAT.IDE.A.355	Electronic Navigation Data Management. (a) 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. (b) If the operator's supplier does not hold a Type 2 LoA or equivalent, the operator shall not use the electronic navigation data products 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. (c) An operator shall not use electronic navigation data products for other navigation applications unless the Authority has approved the operator's procedures for ensuring that the process applied and the delivered products have met standards of integrity acceptable for	OM-A 8.1.2 OM-B 5.1.1	AC		OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	the intended use of the data. (d) An operator shall continue to monitor both the process and the products according to the requirements of OPS 1.035. (e) An operator shall implement procedures that ensure timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it. (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. (b) 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. (c) The operator shall continuously monitor the integrity of both the process and the products, either directly or by monitoring the compliance of third party providers. (d) The operator shall ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aeroplanes that require it.				
1.1045 Appendix 1 A 8.3.2(c) and 1.240 AMC3 ORO.MLR.100 and CAT.OP.MPA.135	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: RNAV (a) An operator shall ensure that operations are only conducted along such routes or within such areas, for which: (1) Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation; (2) The performance of the aeroplane intended to be used is adequate to comply with minimum flight altitude requirements; (3) The equipment of the aeroplane intended to be used meets the minimum requirements for the planned operation; (4) Appropriate maps and charts are available (OPS 1.135 (a)(9) refers); (5) 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. (b) An operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation, imposed by the Authority. 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	OM-C 5 OM-A 8.1.2 8.3.2	AP		OK

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	(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. (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. (c) (a)(1) shall not apply to operations under VFR by day of other-than-complex motor-powered aircraft on flights that depart from and arrive at the same aerodrome or operating site.				
1.1045 Appendix 1 A 8.3.2(d), 1.240 and 1.216 AMC3 ORO.MLR.100 and CAT.OP.MPA.135, (a) - (b) and CAT.OP.MPA.100, (a)(2)	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: in-flight re-planning (a) An operator shall ensure that operations are only conducted along such routes or within such areas, for which: (1) Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation; (2) The performance of the aeroplane intended to be used is adequate to comply with minimum flight altitude requirements; (3) The equipment of the aeroplane intended to be used meets the minimum requirements for the planned operation; (4) Appropriate maps and charts are available (OPS 1.135 (a)(9) refers); (5) 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. (b) An operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation, imposed by the Authority. 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. Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: in-flight re-planning; a) The operator shall ensure that operations are only conducted along	OM-A 8.3.2			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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. (a) The operator shall ensure that: 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.				
1.1045 Appendix 1 A 8.3.2 (e) and 1.240 AMC3 ORO.MLR.100 and CAT.OP.MPA.135	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 a) An operator shall ensure that operations are only conducted along such routes or within such areas, for which: (1) Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation; (2) The performance of the aeroplane intended to be used is adequate to comply with minimum flight altitude requirements; (3) The equipment of the aeroplane intended to be used meets the minimum requirements for the planned operation; (4) Appropriate maps and charts are available (OPS 1.135 (a)(9) refers); (5) 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. (b) An operator shall ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation, imposed by the Authority. Navigation Procedures. A description of all navigation procedures, relevant to the type(s) and area(s) of operation. Special consideration should be given to: procedures in the event of system degradation. (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	OM-C 1 OM-A 8.1.3 8.1.3.1			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	ensure that operations are conducted in accordance with any restriction on the routes or the areas of operation specified by the competent authority. (c) (a)(1) shall not apply to operations under VFR by day of other-than-complex motor-powered aircraft on flights that depart from and arrive at the same aerodrome or operating site.				
1.1045 Appendix 1 C 1. (f) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: COM - failure procedures. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: communication-failure procedures	OM-C 6 OM-A 12.3			OK
1.1045 Appendix 1 C 1. (g) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including:Search and rescue facilities in the area over which the aeroplane is to be flown. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: search and rescue facilities in the area over which the aircraft is to be flown;	OM-C 7			OK
1.1045 Appendix 1 C 1. (h) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: A description of the aeronautical charts that must be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: a description of the aeronautical charts that should be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity;	OM-C 8		OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 8.3.2 (b), A 8.1 and 1.243 AMC3 ORO.MLR.100 and GM1 SPA.MNPS.100 and GM1 SPA.PBN.100	Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration must be given to: (b) MNPS and POLAR navigation and navigation in other designated areas; Flight preparation instructions. As applicable to the operation (a) 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). (b) 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. REFERE TO RULE	OM-A 8.3.2.c	AP		OK
1.1045 Appendix 1 C 1. (i) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: availability of aeronautical information and MET services; Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following:availability of aeronautical information and MET services;	OM-C 9			OK
1.1045 Appendix 1 C 1. (j) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: En-route COM/NAV procedures. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: en-route communication/navigation procedures	OM-C 3 OM-A 8.3.2			OK
1.1045 Appendix 1 A 8.3.2 (f) and 1.241 AMC3 ORO.MLR.100 and SPA.RVSM.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 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). Navigation Procedures. A description of all navigation procedures,	OM-B 1.3 OM-A 8.3.2 f)	AP		OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	relevant to the type(s) and area(s) of operation. Special consideration should be given to: reduced vertical separation minima (RVSM), for aeroplanes. 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.				
1.1045 Appendix 1 A 8.1 and 1.245 AMC3 ORO.MLR.100 and CAT.OP.MPA.140	Flight preparation instructions. As applicable to the operation (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. (b) 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 oneengine- inoperative. (c) 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 ubparagraph (b) above; and (2) the maximum distance from an adequate aerodrome determined in accordance with subparagraphs (a) and (b) above. Note: The speeds specified above are only intended to be used for establishing the maximum distance from an adequate aerodrome. Flight preparation instructions. As applicable to the operation (a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart F, the operator shall not operate a	OM-A 8.1.4.5			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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.				
1.1045 Appendix 1 A 8.5 and 1.245 AMC3 ORO.MLR.100 and CAT.OP.MPA.140	ETOPS. A description of the ETOPS operational procedures. (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				N/A

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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. (b) 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 oneengine- inoperative. (c) 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 ubparagraph (b) above; and (2) the maximum distance from an adequate aerodrome determined in accordance with subparagraphs (a) and (b) above. Note: The speeds specified above are only intended to be used for establishing the maximum distance from an adequate aerodrome. Extended-range operations with two-engined aeroplanes (ETOPS). A description of the ETOPS operational procedures. (Refer to EASA AMC 20-6) (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);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. (b) The operator shall determine a speed for the calculation				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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.				
1.1045 Appendix 1 A 8.1, A 8.5 and 1.246 AMC3 ORO.MLR.100 and SPA.ETOPS.100	Flight preparation instructions. As applicable to the operation ETOPS. A description of the ETOPS operational procedures (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 also OPS 1.297 (d)). Flight preparation instructions. As applicable to the operation 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.		AP		N/A
1.1045 Appendix 1 C 1. (k) AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: aerodrome categorisation for flight crew competence qualification Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each	OM-C 11			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	aerodrome/operating site planned to be used, including the following: aerodrome/operating site categorisation for flight crew competence qualification				
1.1045 Appendix 1 A 8.1.1, 1.1045 Appendix 1 C 1.(a), 1.250 and 1.365 AMC3 ORO.MLR.100 and GM1 CAT.OP.MPA.145(a) and CAT.OP.MPA.270	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; and (b) A procedure to establish the minimum altitudes/flight levels for IFR flights. Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operatingminima for each aerodrome planned to be used, including: (a) minimum flight level/altitude; (a) 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. (b) Every method for establishing minimum flight altitudes must be approved by the Authority. (c) Where minimum flight altitudes established by States overflown are higher than those established by the operator, the higher values shall apply. (d) An operator shall take into account the following factors when establishing minimum flight altitudes: (1) The accuracy with which the position of the aeroplane can be determined; (2) The probable inaccuracies in the indications of the altimeters used; (3) The characteristics of the terrain (e.g. 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 (e.g. severe turbulence and descending air currents); and (5) Possible inaccuracies in aeronautical charts. (e) In fulfilling the requirements prescribed in subparagraph (d) above due consideration shallbe given to: (1) Corrections for temperature and pressure variations from standard values; (2) The ATC requirements; and (3) Any foreseeable contingencies along the planned route. 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. 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; and (b) a procedure to establish the minimum altitudes/flight levels for instrument flight rules (IFR) flights. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight	OM-C 1 OM-A 8.1.3	AP		OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: (a) minimum flight level/altitude The following are examples of some of the methods available for calculating minimum flight altitudes. 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				
1.1045 Appendix 1 A 8.3.3, B 2.1(c) AMC3 ORO.MLR.100	Altimeter setting procedures including use, where appropriate, of • metric altimetry and conversion tables, and • QFE operating procedures. The normal procedures and duties assigned to the crew, the appropriate check-lists, the system for use of the check-lists and a statement covering the necessary coordination procedures between flight and cabin crew. The following normal procedures and duties must be included: altimeter setting and checking; Altimeter setting procedures, including, where appropriate, use of: (a) metric altimetry and conversion tables; and (b) QFE operating procedures. The normal procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination procedures between flight and cabin/other crew members. The normal procedures and duties should include the following: (c) altimeter setting and checking,	OM-B 2.1.3			OK
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.	OM-A 8.3.4 OM-B 2.1.20			OK
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).	OM-A 8.3.5 OM-B 3.17			OK

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
1.1045 Appendix 1 A 8.3.6, B 3.1(l) and 1.398 AMC3 ORO.MLR.100 and CAT.OP.MPA.295	Policy and procedures for the use of TCAS/ACAS The abnormal and emergency procedures and duties assigned to the crew, the appropriate check-lists, the system for use of the check-lists and a statement covering the necessary coordination procedures between flight and cabin crew. The following abnormal and emergency procedures and duties must be included: TCAS warning; An operator shall establish procedures to ensure that: (a) 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. (b) 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. (c) prescribed ACAS ATC communications are specified. (d) when the conflict is resolved the aeroplane is promptly returned to the terms of the ATC instructions or clearance. Policy and procedures for the use of traffic collision avoidance system (TCAS)/airborne collision avoidance system (ACAS) for aeroplanes and, when applicable, for helicopters. 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).				N/A

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART C 2	**ALL WEATHER OPERATIONS**				
1.1045 Appendix 1 A 8.1.3, C 1 and 1.430 AMC3 ORO.MLR.100 and AMC1 CAT.OP.MPA.115 and AMC2 CAT.OP.MPA.115 and AMC3CAT.OP.MPA.115 and GM1 CAT.OP.MPA.115	REFERE TO RULE REFERE TO RULE				
1.1045 Appendix 1 A 8.4, A 8.1.3, C 1 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). 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. Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway data and aerodrome facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) COM-failure procedures; (g) search and rescue facilities in the area over which the aeroplane is to be flown; (h) a description of the aeronautical charts that must be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route COM/NAV procedures; (k) aerodrome categorisation for flight crew competence qualification; (l) special aerodrome limitations (performance limitations and operating procedures). Low visibility operations (LVO). A description of the operational procedures associated with LVO. Methods and responsibilities for establishing aerodrome operating minima. Reference should be				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	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. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway/final approach and take-off area (FATO) data and aerodrome/operating site facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) communication-failure procedures; (g) search and rescue facilities in the area over which the aircraft is to be flown; (h) a description of the aeronautical charts that should be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route communication/navigation procedures; (k) aerodrome/operating site categorisation for flight crew competence qualification; (l) special aerodrome/operating site limitations (performance limitations and operating procedures etc.).				
1.1045 Appendix 1 A 8.1.3, C 1 and 1.435 AMC3 ORO.MLR.100	REFERE TO RULE 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. Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway/final approach and take-off area (FATO) data and aerodrome/operating site facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) communication-failure procedures; (g) search and rescue facilities in the area over which the aircraft is to be flown; (h) a description of the aeronautical charts that should be carried on board in relation				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route communication/navigation procedures; (k) aerodrome/operating site categorisation for flight crew competence qualification; (l) special aerodrome/operating site limitations (performance limitations and operating procedures etc.). Annex 1				
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). Low visibility operations (LVO). A description of the operational procedures associated with LVO.				
1.1045 Appendix 1 D 2.1 and 1.450 AMC3 ORO.MLR.100 and SPA.LVO.120	Training for flight crew. All relevant items prescribed in Subpart E and N; An operator shall ensure that, prior to conducting low visibility take-off, lower than Standard Category I, other than Standard Category II, Category II and III operations or approaches utilising EVS: (1) Each flight crew member: (i) Completes the training and checking requirements prescribed in Appendix 1 including Flight simulator training in operating to the limiting values of RVR/CMV and Decision Height appropriate to the operator's approval; and (ii) Is qualified in accordance with Appendix 1; (2) The training and checking is conducted in accordance with a detailed syllabus approved by the Authority and included in the Operations Manual. This training is in addition to that prescribed in Subpart N; and (3) The flight crew qualification is specific to the operation and the aeroplane type. Training syllabi and checking programmes should include the following: for flight crew, all relevant items prescribed in Annex IV (Part-CAT), Annex V (Part-SPA) and ORO.FC; 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.		AP		
1.1045 Appendix 1 A 8.4, 1.455 and 1.455 Appendix 1 AMC3 ORO.MLR.	REFERE TO RULE Low visibility operations (LVO). A description of the operational procedures associated with LVO. (a) The operator shall establish procedures and instructions to be used for LVOs. These		AP		

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
100 and SPA.LVO.125 and AMC1 SPA.LVO.125	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. (b) Prior to commencing an LVO, the pilot-in-command/commander shall be satisfied that: (1) the status of the visual and non-visual facilities is sufficient; (2) appropriate LVPs are in force according to information received from air traffic services (ATS); (3) flight crew members are properly qualified. (a) LVOs should include the following: (1) manual take-off, with or without electronic guidance systems or HUDLS/hybrid HUD/HUDLS; (2) approach flown with the use of a HUDLS/hybrid HUD/HUDLS and/or EVS; (3) auto-coupled approach to below DH, with manual flare, hover, landing and rollout; (4) auto-coupled approach followed by auto-flare, hover, auto-landing and manual rollout; and (5) auto-coupled approach followed by auto-flare, hover, auto-landing and auto-rollout, when the applicable RVR is less than 400 m. PROCEDURES AND INSTRUCTIONS (b) The operator should specify detailed operating procedures and instructions in the operations manual. (1) The precise nature and scope of procedures and instructions given 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 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. (2) The instructions should be compatible with the limitations and mandatory procedures contained in the AFM and cover the following items in particular: (i) checks for the satisfactory functioning of the aircraft equipment, both before departure and in flight; (ii) effect on minima caused by changes in the status of the ground installations and airborne equipment; (iii) procedures for the take-off, approach, flare, hover, landing, rollout and missed approach; (iv) procedures to be followed in the event of failures, warnings to include HUD/HUDLS/EVS and other non-normal situations; (v) the minimum visual reference required; (vi) the importance of correct				

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	seating and eye position; (vii) action that may be necessary arising from a deterioration of the visual reference; (viii) allocation of crew duties in the carrying out of the procedures according to (b)(2)(i) to (iv) and (vi), to allow the pilot-in-command/commander to devote himself/herself mainly to supervision and decision making; (ix) the rule for all height calls below 200 ft to be based on the radio altimeter and for one pilot to continue to monitor the aircraft instruments until the landing is completed; (x) the rule for the localiser sensitive area to be protected; (xi) the use of information relating to wind velocity, wind shear, turbulence, runway contamination and use of multiple RVR assessments; (xii) procedures to be used for: (A) LTS CAT I; (B) OTS CAT II; (C) approach operations utilising EVS; and (D) practice approaches and landing on runways at which the full CAT II or CAT III aerodrome procedures are not in force; (xiii) operating limitations resulting from airworthiness certification; and (xiv) information on the maximum deviation allowed from the ILS glide path and/or localiser				
1.1045 Appendix 1 A 8.1.4, 1.465 and 1.465 Appendix 1 AMC3 ORO.MLR.100	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: (1) VFR flights are conducted in accordance with the Visual Flight Rules and in accordance with the Table in Appendix 1to 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. Minimum Visibilities for VFR Operations Grafik nicht darstellbar Note 1: VMC minima for Class A airspace are included for guidance but do not imply acceptance of VFR Flights in Class A airspace Note 2: When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft. Note 3: Cat A and B aeroplanes may be operated in flight visibilities down to 3 000 m, provided the appropriate ATS authority permits use of a flight visibility less than 5 km, and the circumstances are such, that the probability of encounters with other traffic is low, and the IAS is 140 kt or less. 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.				

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PART C 3	**PERFORMANCE CLASS A, B AND C**				
1.485, 1.525, 1.560, 1.1045 Appendix 1 B 4 and 1.1045 Appendix 1 C 1(l) CAT.POL.A.200 and CAT.POL.A.300 and CAT.POL.A.105 and AMC3 ORO.MLR.100	REFERE TO RULE REFERE TO RULE				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART C 4	**CHARTS**				
1.1045 Appendix 1 C AMC3 ORO.MLR.100	Instructions and information relating to communications, navigation and aerodromes including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome planned to be used, including: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway data and aerodrome facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) COM-failure procedures; (g) search and rescue facilities in the area over which the aeroplane is to be flown; (h) a description of the aeronautical charts that must be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route COM/NAV procedures; (k) aerodrome categorisation for flight crew competence qualification; (l) special aerodrome limitations (performance limitations and operating procedures). Instructions and information relating to communications, navigation and aerodromes/operating sites including minimum flight levels and altitudes for each route to be flown and operating minima for each aerodrome/operating site planned to be used, including the following: (a) minimum flight level/altitude; (b) operating minima for departure, destination and alternate aerodromes; (c) communication facilities and navigation aids; (d) runway/final approach and take-off area (FATO) data and aerodrome/operating site facilities; (e) approach, missed approach and departure procedures including noise abatement procedures; (f) communication-failure procedures; (g) search and rescue facilities in the area over which the aircraft is to be flown; (h) a description of the aeronautical charts that should be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity; (i) availability of aeronautical information and MET services; (j) en-route communication/navigation procedures; (k) aerodrome/operating site categorisation for flight crew competence qualification; (l) special aerodrome/operating site limitations (performance limitations and operating procedures etc.).				
1.1045(a) - Part C ORO.MLR.101	Route and Aerodrome Instructions and Information. This part shall comprise all instructions and information needed for the area of operation. The main structure of the OM shall be as follows: (c) Part C:				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
	Commercial air transport operations, comprising route/role/area and aerodrome/operating site instructions and information;				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
PART C 5	**TOTAL EVALUATION**				
1.025 and 1.1045 Appendix 1 A - D CAT.GEN.MPA.120 and ORO.MLR.100(k) and AMC3 ORO.MLR.100	REFERE TO RULE REFERE TO RULE				
1.180(a)(3) ORO.AOC.100(c)	An operator will not be granted an AOC, or a variation to an AOC, and that AOC will not remain valid unless: he has satisfied the Authority that he has the ability to: (i) Establish and maintain an adequate organisation; (ii) Establish and maintain a quality system in accordance with OPS 1.035; (iii) Comply with required training programmes; (iv) Comply with maintenance requirements, consistent with the nature and extent of the operations specified, including the relevant items prescribed in OPS 1.175 (g) to (o); and (v) Comply with OPS 1.175. (b) Notwithstanding the provisions of OPS 1.185 (f), the operator must notify the Authority as soon as practicable of any changes to the information submitted in accordance with OPS 1.185 (a) below. (c) If the Authority is not satisfied that the requirements of subparagraph (a) above have been met, the Authority may require the conduct of one or more demonstration flights, operated as if they were commercial air transport flights. (c) Applicants shall demonstrate to the competent authority that: (1) they comply with all the applicable requirements of Annex IV to Regulation (EC) No 216/2008, this Annex and Annex IV (Part-CAT) and Annex V (Part-SPA) to this Regulation, as applicable; (2) all aircraft operated have a certificate of airworthiness (CofA) in accordance with Regulation (EC) No 1702/2003; and (3) its organisation and management are suitable and properly matched to the scale and scope of the operation.				
1.200 ORO.MLR.100(a), (d)	An operator shall provide an Operations Manual in accordance with Subpart P for the use and guidance of operations personnel. (a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.				
1.1045 and 1.1045 Appendix 1 A 0.1(c)	(a) An operator shall ensure that the main structure of the Operations Manual is as follows: • Part A: General/basic This part				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
ORO.MLR.101 and AMC3 ORO.MLR.100	shall comprise all non type-related operational policies, instructions and procedures needed for a safe operation. • Part B: Aeroplane operating matters This part shall comprise all type-related instructions and procedures needed for a safe operation. It shall take account of any differences between types, variants or individual aeroplanes used by the operator. • Part C: Route and aerodrome instructions and information This part shall comprise all instructions and information needed for the area of operation. • Part D: Training This part shall comprise all training instructions for personnel required for a safe operation. (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. A list and brief description of the various parts, their contents, applicability and use. 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 A list and brief description of the various parts, their contents, applicability and use.				
1.1045 Appendix 1 A 0.1 AMC3 ORO.MLR.100	Introduction. (a) A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable Air Operator Certificate. (b) A statement that the manual contains operational instructions that are to be complied with by the relevant personnel. (c) A list and brief description of the various parts, their contents, applicability and use. (d) Explanations and definitions of terms and words needed for the use of the manual. Introduction: (a) A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable air operator certificate (AOC). (b) A statement that the manual contains operational instructions that are to be complied with by the relevant personnel. (c) A list and brief description of the various parts, their contents, applicability and use. (d) Explanations and definitions of terms and words needed for the use of the manual.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat

Additional remarks

End of Compliance List