**OM-C**

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## TABLE OF CONTENTS

[TABLE OF CONTENTS 3](#_Toc386318270)

[EXPLANATIONS AND DEFINITIONS 5](#_Toc386318271)

[0 MANUAL ADMINISTRATION 7](#_Toc386318272)

[0.1 CONTENT 7](#_Toc386318273)

[0.2 RECORD OF REVISIONS 7](#_Toc386318274)

[0.3 LIST OF EFFECTIVE PAGES 8](#_Toc386318275)

[1 MINIMUM FLIGHT LEVEL/ALTITUDE 11](#_Toc386318276)

[1.1 GENERAL 11](#_Toc386318277)

[1.2 DEFINITIONS 11](#_Toc386318278)

[1.3 CALCULATION 11](#_Toc386318279)

[1.4 OPERATIONAL FLIGHT PLAN 11](#_Toc386318280)

[1.5 JEPPESEN CHARTS 11](#_Toc386318281)

[2 OPERATING MINIMA FOR DEPARTURE, DESTINATION AND ALTERNATE AERODROMES 12](#_Toc386318282)

[2.1 GENERAL 12](#_Toc386318283)

[3 COMMUNICATION FACILITIES AND NAVIGATION AIDS 12](#_Toc386318284)

[3.1 GENERAL 12](#_Toc386318285)

[4 RUNWAY DATA AND AERODROME FACILITIES 13](#_Toc386318286)

[4.1 GENERAL 13](#_Toc386318287)

[5 APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES INCLUDING NOISE ABATEMENT PROCEDURES 13](#_Toc386318288)

[5.1 GENERAL 13](#_Toc386318289)

[6 COMMUNICATION FAILURE PROCEDURES 14](#_Toc386318290)

[6.1 GENERAL 14](#_Toc386318291)

[7 SEARCH AND RESCUE FACILITIES IN THE AREA OVER WHICH THE AEROPLANE IS TO BE FLOWN 14](#_Toc386318292)

[7.1 GENERAL 14](#_Toc386318293)

[8 AERONAUTICAL CHARTS TO BE CARRIED AND THEIR VALIDITY 15](#_Toc386318294)

[8.1 GENERAL 15](#_Toc386318295)

[9 AVAILABILITY OF AERONAUTICAL INFORMATION AND MET SERVICES 15](#_Toc386318296)

[9.1 GENERAL 15](#_Toc386318297)

[9.2 AERONAUTICAL INFORMATION 15](#_Toc386318298)

[9.2.1 NOTAM´s 15](#_Toc386318299)

[9.2.2 WEATHER REPORTS 16](#_Toc386318300)

[9.2.3 NAVIGATION REPORTS 16](#_Toc386318301)

[9.2.4 OVERFLYING CLEARENCES 16](#_Toc386318302)

[9.2.5 FMS NAVIGATION DATA BASE REPORTS 16](#_Toc386318303)

[9.2.6 MINIMUM OFF-ROUTE ALTITUDE (MORA) 16](#_Toc386318304)

[10 EN-ROUTE COM/NAV PROCEDURES 17](#_Toc386318305)

[10.1 GENERAL 17](#_Toc386318306)

[11 AERODROME CATEGORISATION FOR FLIGHT CREW COMPETENCE QUALIFICATION 17](#_Toc386318307)

[12 SPECIAL AERODROME LIMITATIONS 17](#_Toc386318308)

## EXPLANATIONS AND DEFINITIONS

Please refer to the Jeppesen Route Manual and OM-A 1.1.4 and 1.1.5

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# MANUAL ADMINISTRATION

## CONTENT

## RECORD OF REVISIONS

|  |  |  |
| --- | --- | --- |
| Rev. No. | Page(s) | Date |
| 1 | all pages | 26.04.2014 |
|  |  |  |
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If a revision has to be made a complete revision of OM-C will be distributed to all recipients concerned.

## LIST OF EFFECTIVE PAGES

| **Revision** | **Date** | **Page** | **Revision** | **Date** | **Page** |
| --- | --- | --- | --- | --- | --- |
| 1 | 28.04.2012 | 1 | 1 | 28.04.2012 | 16 |
| 1 | 28.04.2012 | 2 | 1 | 28.04.2012 | 17 |
| 1 | 28.04.2012 | 3 |  |  |  |
| 1 | 28.04.2012 | 4 |  |  |  |
| 1 | 28.04.2012 | 5 |  |  |  |
| 1 | 28.04.2012 | 6 |  |  |  |
| 2 | 28.04.2012 | 7 |  |  |  |
| 1 | 28.04.2012 | 8 |  |  |  |
| 2 | 28.04.2012 | 9 |  |  |  |
| 2 | 28.04.2012 | 10 |  |  |  |
| 1 | 28.04.2012 | 11 |  |  |  |
| 1 | 28.04.2012 | 12 |  |  |  |
| 1 | 28.04.2012 | 13 |  |  |  |
| 1 | 28.04.2012 | 14 |  |  |  |
| 1 | 28.04.2012 | 15 |  |  |  |

# MINIMUM FLIGHT LEVEL/ALTITUDE

## GENERAL

When establishing minimum flight altitudes the Commander shall take into account the following factors:

* the accuracy with which the position of the airplane can be determined
* possible inaccuracies in aeronautical charts
* the probable inaccuracies in the indications of the altimeters used
* corrections for temperature and pressure variations from standard values
* the characteristics of the terrain (e.g. sudden changes in the elevation) along the route or in the areas where operations are to be conducted
* the probability of encountering unfavourable meteorological conditions (e.g. severe turbulence and descending air currents)
* Aircraft performance and Oxygen requirements
* ATC requirements

Please also refer to OM-A Chapter 8.1.3 Minimum Flight Altitudes

## DEFINITIONS

Definitions related to minimum flight levels and altitudes are specified in OM-A Chapter 8.1.3 Minimum Flight Altitudes

## CALCULATION

Instructions for the calculation of minimum altitudes are contained in OM-A Chapter 8.1.3 Minimum Flight Altitudes

## OPERATIONAL FLIGHT PLAN

The minimum off-route altitude between waypoints is specified for each route segment on the Operational Flight Plan produced by the Flight-Star Software.

Please also refer to OM-A Chapter 8.1.3 (Minimum Flight Altitudes) and OM-B Chapter 5 (Flight Planing)

## JEPPESEN CHARTS

The minimum flight level or altitude applicable to a particular route or airspace is specified in the AIP published by the relevant State authority. This information is reproduced on the Enroute, Area and SID/STAR charts contained in the Jeppesen Route Manual.

Further explanation is provided in the INTRODUCTION section of the Jeppesen Route Manual and in the AIR TRAFFIC CONTROL section of the Jeppesen Route Manual.

# OPERATING MINIMA FOR DEPARTURE, DESTINATION AND ALTERNATE AERODROMES

## GENERAL

Operating Minima for Departure, Destination and Alternate Aerodromes are contained in the Jeppesen Airway Manual printed on separate pages prior to the aerodrome approach charts or alternatively at the foot of the relevant approach procedure chart page.

Information on the calculation, presentation and application of aerodrome operating minima for is contained in OM-A Chapter 8.1.4 to 8.1.6

# COMMUNICATION FACILITIES AND NAVIGATION AIDS

## GENERAL

Information on communication facilities and navigational aids can be found in:

* Approach, Airport, SID/STAR and Enroute Charts contained in the Jeppesen Route Manual
* RADIO AIDS section of the Jeppesen Route Manual
* ENROUTE and CHART NOTAM’s section of the Jeppesen Route Manual

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# RUNWAY DATA AND AERODROME FACILITIES

## GENERAL

Detailed information and data concerning runways and aerodrome facilities is contained in the following references:

* Jeppesen Route Manual (i.e. on the Airport Charts, in the AIRPORT DIRECTORY section of the Jeppesen Route Manual, and in the CHART NOTAMs section of the Jeppesen Route Manual).
* Operations Manual Part C, Chapter 12 – Aerodrome Categorisation for Flight Crew Competence Qualification.

# APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES INCLUDING NOISE ABATEMENT PROCEDURES

## GENERAL

Approach, missed approach and departure procedures (including noise abatement procedures) are specified in OM-A Chapter 8.3 (Flight Procedures), OM-B Chapter 2 (Normal Procedures) and the Jeppesen Route Manual, as follows:

* Standard Terminal Arrival Routes (STAR) charts (10-2 series)
* Standard Instrument Departure (SID) charts (10-3 series)
* Noise Abatement Procedures charts (10-4 series)
* Instrument Approach Charts (11-, 12-, 13- and 16-series)
* AIR TRAFFIC CONTROL section of the Jeppesen Route

# COMMUNICATION FAILURE PROCEDURES

## GENERAL

Communications failure procedures (both ICAO standard procedures and State specific procedures) are specified in the Jeppesen Route Manual:

* EMERGENCY section of the Jeppesen Airway Manual.
* AIR TRAFFIC CONTROL section of the Jeppesen Route Manual (Procedures related to Emergencies, Communication Failure and Contingencies)

Where State requirement is specifically stated for Communication Failure procedures, it is detailed in the EMERGENCY section of the Jeppesen Route Manual (Emergency Data – State Pages).

These requirements have priority over standard procedures.

Please also refer to OM-A Chapter 12.3 (Communication Procedures including COM Failure Procedures)

# SEARCH AND RESCUE FACILITIES IN THE AREA OVER WHICH THE AEROPLANE IS TO BE FLOWN

## GENERAL

Search and rescue procedures and facilities are specified in the Jeppesen Route Manual under following chapters:

* EMERGENCY section of the Jeppesen Route Manual (Search and Rescue Procedures and Facilities).
* ATC (Air Traffic Control) section of the Jeppesen Route Manual (Alerting Service).

# AERONAUTICAL CHARTS TO BE CARRIED AND THEIR VALIDITY

## GENERAL

Aeronautical maps and charts covering the entire approved operations are contained in the Jeppesen Route Manual.

For a description of the Enroute Charts, including the method to check their validity, refer to the INTRODUCTION section (Chart Legend) of the Jeppesen Route Manual.

# AVAILABILITY OF AERONAUTICAL INFORMATION AND MET SERVICES

## GENERAL

Details of the aeronautical information and meteorological services in the AOC area of operation are contained in the Meteorology and Air Traffic Control Sections of the Jeppesen Airway Manual carried on the aeroplane flight deck.

## AERONAUTICAL INFORMATION

Aeronautical Information gives an overview of reports and information available to crews with respect to BatagonAir area of operation.

### NOTAM´s

Issued by relevant Authorities and provided by the briefing software. It should include relevant information about departure, destination, destination alternate(s), en-route alternates and possible take-off alternate aerodromes. All other relevant/important information relating to the predicted area of operation shall be passed to the flight crews as well.

In out stations these data should be provided/updated by handling agents.

### WEATHER REPORTS

Issued by relevant Meteorological Services and provided by Flight Operations by the briefing software or other network. Should include relevant weather information about departure, destination, destination alternate(s), en-route alternates and possible take-off alternate aerodromes (METAR, TAF…). All other relevant/important weather information relating to the predicted route shall be passed to the flight crews as well (SIGMET, AIRMET, wind charts, Significant WX Chart…).

In out stations this information should be provided by handling agents.

### NAVIGATION REPORTS

Issued by Flight Operations Department (or by the crew) and updated regularly to advise crew of known anomalies in the FMS databases or OFP, as applicable. If diplomatic clearance is required, it is entered into the Journey Log.

### OVERFLYING CLEARENCES

Issued by Commercial Department and updated as required. Overflying Clearance reference numbers can be quoted by crew if questioned by ATC.

### FMS NAVIGATION DATA BASE REPORTS

Any anomaly specifically on lateral or vertical NAV guidance detected in the FMS

Navigation Database can be reported through the Pilots Report by crew in order to enable a quick resolution of FMS Navigation Database problems by Flight Operations Department.

Crews are encouraged to provide as much relevant information as possible

### MINIMUM OFF-ROUTE ALTITUDE (MORA)

Refer to Operations Manual Part A Chapter 8 for guidance.

# EN-ROUTE COM/NAV PROCEDURES

## GENERAL

# AERODROME CATEGORISATION FOR FLIGHT CREW COMPETENCE QUALIFICATION

# SPECIAL AERODROME LIMITATIONS