



Compliance List OM-D

№ FSD05-3/D

თარიღი/date 07.11.2017

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ორგანიზაციის დასახელება Audited Organization/	დასახელება/ Title			თარიღი/ Date	
				№	
აუდიტის ტიპი/ Audit Type	<input type="checkbox"/> შიდა/ Internal		<input type="checkbox"/> გარე/ External		<input type="checkbox"/> მესამე მხარის/ Third Party
გამოყენებული სტანდარტები/ Audit Scope	<input type="checkbox"/>				
	<input type="checkbox"/> სხვა/ Other				
აუდიტორთა ჯგუფი/ Audit Team			გამოკითხული პირები/ Persons Interviewed		

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The compliance list is based on AIR CODE and GCAA Orders: N142 (date: 19.08.2013), N203 (date: 11.10.2013), N220 (date: 22.10.2013), N 17 (date:05.02.2014), 137 (date:14.08.2013), N202 (date: 11.10.2013) and other orders

ეჟსპლუატანტის დასახელება: Operator Names:	AOC Number:				
ეჟსპლუატანტის მისამართი: Operator Address:	Aeroplane/Helicopter type and frame number(s):				
OM-D Revision №:	OM-D Revision Date:				
List created by - Operators responsible person (s):	Date:		List checked by - Operators responsible person(s):	Date:	
Accountable Manager (name/sign):	Manager Flight OPS (name/sign)				
GCAA POI/FOI	Approved			Not Approved	



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Content of the OM-D compliance list:

This compliance list is a tool for the Operator and the Authority to prepare and check the required Operations Manual part D.

Each line contains a reference to one or more GCAA Order N203 (11.10.2013) §§ or N220 (22.10.2013) §§ to call the user's attention when determining or checking the OM-D reference.

This list can be edited by the operator either "handwritten" by printing it before use, or as computer version (preferably).

When finished, the operator must send the edited version to GCAA either by Mail or E-Mail (preferably) for further processing.

GCAA Order Paragraph column:

In this column the relevant GCAA Order N203 (11.10.2013) §§ or N220 (22.10.2013) §§ are listed.

REQUIREMENT column:

In this column the relevant GCAA Order N203 (11.10.2013) §§ or N220 (22.10.2013) §§, or other Orders are listed.

REQUIREMENT column:

The Operations Manual must use the headings and subheadings given in GCAA Order N203 (11.10.2013) §§ or N220 (22.10.2013) §§ as applicable, which are introduced this

column. The text in the REQUIREMENT column is only a short description of the original text, so the user is supposed to read the original text in each GCAA orders paragraph mentioned.

OM-D reference column:

The correlation between GCAA Order N203 (11.10.2013) §§ or N220 (22.10.2013) §§ and the Operations Manual shall be entered here.

If an GCAA Order N203 (11.10.2013) §§ or N220 (22.10.2013) §§ is not applicable to the Operator, N/A should be Operator, entered in the OM-D reference column.

NOTE: All lines in this compliance list must have a remark either stating which OM reference is concerned, or N/A if not applicable.

APP/ACC column:

This column reminds the operator if an authority acceptance (AC) or approval (AP) is needed.

REMARKS column:

This column is for (Operator and Authority) user notes and declarations if needed.

DOC STAT (US) column:

✓ Operators OM is in accordance with the relevant GCAA Orders §§

N Operators OM is NOT in accordance with the relevant GCAA Orders §§

N/A Not Applicable for relevant Operator / Operation

The user should read and check the items in accordance with the published information on the GCAA Homepage in force.

In case any error or deficiency is found in this list, it should be notified to GCAA to make the corrections needed.

All suggestions or corrections to this compliance list will be considered for improving and developing the list, and to make it easier for the operator and the Authority to use.

Continue with checklist on next page.



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კითხვის № Ch. №	ცვლილების ტიპი Type of Amendments		რევიზიის ნომერი Revision №	გვერდი Page	თარიღი Date	ცვლილების აღწერილობა Description of Amendment
	ახალი შეკითხვა New	ცვლილება Revised				
0	<input type="checkbox"/>	<input type="checkbox"/>				
1	<input type="checkbox"/>	<input type="checkbox"/>				
2	<input type="checkbox"/>	<input type="checkbox"/>				
3	<input type="checkbox"/>	<input type="checkbox"/>				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ACC	REMARKS	DOC STAT
PART D 0. ADMINISTRATION AND CONTROL OPERATIONS MANUAL					
Order 203, Chapter 12, par. 1. Order 220, Chapter 11, par. 1.	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operational Manual Part D in the English language.		AP		
Order 203, Attachment 2, Chapter 1, par. 8; Chapter 12, par. 22. Order 220, Attachment 1, Chapter 1, par. 8; Chapter 11, par. 2.	An operator shall ensure that the content of the Operations Manual are in accordance with Order 203/220 and relevant to the area and type of operation. An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority.		AC		
Order 203, Attachment 2, Chapter 1. Order 220, Attachment 1, Chapter 1.	General Rules for Operations Manuals.				
Order 203, Chapter 3; Order 220, Chapter 3.	Explanations and definitions of terms and words needed for the use of the manual.				
Order 203, Attachment 2, Chapter 1, par. 9 "ა"; Order 220, Attachment 1, Chapter 1, par. 9, "ა".	Details of the person(s) responsible for the issuance and insertion of amendments and revisions.				
Order 203, Attachment 2, Chapter 1, par. 9 "დ", "ე"; Order 220, Attachment 1, Chapter 1, par. 9, "დ", "ე".	A record of amendments and revisions with insertion dates and effective dates.				
Order 203, Attachment 2, Chapter 1, par. 9 "ზ"; Order 220, Attachment 1, Chapter 1, par. 9, "ზ".	A description of the system for the annotation of pages and their effective dates.				
Order 203, Attachment 2, Chapter 1, par. 9 "ი"; Order 220, Attachment 1, Chapter 1, par. 9, "ი".	A list of effective pages.				
Order 203, Attachment 2, Chapter 1, par. 9 "კ"; Order 220, Attachment 1, Chapter 1, par. 9, "კ".	Annotation of changes (on text pages and, as practicable, on charts and diagrams).				
Order 203, Attachment 2, Chapter 1, par. 9 "ლ"; Order 220, Attachment 1, Chapter 1, par. 9, "ლ".	System of amendment and revision for temporary revisions.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1. GENERAL					
Order 203, Attachment 2, Chapter 5; Order 220, Attachment 1, Chapter 5.	Training syllabi and checking programs for all operations personnels assigned to operational duties in connection with preparation and/or conduct of a flight.				
Order 203, Chapter 86, par. 4. Order 220, Chapter 69, par. 4.	Preservation of documentation. Description of documentation to be stored. Training records.				
	Document storage periods.				
Order 203, Attachment 2, Chapter 2, par. 2. Order 142, Chapter 4, par. 3, s/p "ვ". Order 220, Attachment 1, Chapter 2, par. 2.	The operator must have nominated post holders, acceptable to the Authority, who are responsible for the management and supervision of the Crew training.		AC		
Order 142, Chapter 6, par. "ბ".	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder of the Crew training.				
Order 203, Attachment 15, Chapter 1, par. 1; Attachment 15, Chapter 1, par. 2. Order 220, Attachment 1, Chapter 1, par. 2.	The operator must make arrangements for the production of manuals, amendments and other documentation.				
Order 203, Chapter 82, par. 5. Chapter 14. Order 220, Chapter 66, par. 2; Chapter 13.	An operator shall establish procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures and simulation of IMC by artificial means are not simulated during commercial air transportation flight.				
Order 203, Chapter 82, par. 2, "ო". Order 220, Chapter 66, par. 2, "ო".	Accident prevention and flight safety program must be included in training programs.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, chapter 50, par. 7, "გ". Air Law, Chapter 26, "ე".	An operator shall ensure that all flight crew members hold an applicable and valid licence acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them;		AC		
Order 150, Chapter 40, par. 6.	An operator shall ensure that Procedures are established, acceptable to the Authority, to prevent the crewing together of inexperienced flight crew members.		AC		
Order 150, Chapter 30.	An operator shall ensure that when engaging the services of flight crew members who are self-employed and/or working on a freelance or part time basis, the requirements of Subpart N are complied with.				

2. TRAINING SYLLABI AND CHECKING PROGRAMMES

2.1. FLIGHT CREW

2.1.1. Conversion Training and checking

Order 203, Chapter 82, par. 1; par. 2, "გ". Order 220, Chapter 66, par. 2, "გ".	Training syllabi and checking programs for flight crew.				
Order 150, Chapter 33.	A flight crew member completes a Type Rating course which satisfies the requirements applicable to the issue of Flight Crew Licenses when changing from one type of aeroplane to another type or class for which a new type or class rating required.				
Order 203, Chapter 86, par., 2, "გ". Order 220, Chapter 66, par. 2, "გ".	The operator's conversion course and the Type or Class Rating course required for the issue of Flight Crew Licenses may be combined.				
Order 203, Chapter 83. Order 220, Chapter 67.	An operator shall ensure that a flight crew member does not operate on more than one type or variant unless the flight crew member is competent to do so.				
Order 150, Chapter 35; 37.	An operator shall ensure that a flight crew member operating more than one type or variant complies with all of the requirements prescribed in Order 150 for each type or variant unless the Authority has approved the use of credit(s) related to the training, checking and recent experience requirements. An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 82, par. 2, "გ". Order 220, Chapter 66, par. 2, "გ".	A flight crew member completes an operator's conversion course before commencing unsupervised line flying: (i) When changing to an aeroplane for which a new type or class rating is required; o (ii) When changing operator.r				
Order 203, Chapter 82, par. 3. Order 220, Chapter 66, par. 1, "ა".	Conversion training is conducted by suitably qualified personnel in accordance with a detailed course syllabus included the Operator Manual.		AC		
Order 203, Chapter 82, par. 3, Note 2. Order 220, Chapter 66, par. 2, Note 3.	The amount of training required by the operator's conversion course is determined after due note has been taken of the flight crew member's previous training as recorded in his/her training records prescribed in OPS 1.945.		AP		
Order 203, Chapter 82, par. 3, "ბ". Order 220, Chapter 66, par. 1, "ბ".	An operator's convention course shall include: Ground training and checking including aeroplane systems, normal, abnormal and emergency procedures.				
Order 203, Chapter 82, par. 3, "გ". Order 220, Chapter 66, par. 1, "გ".	An operator's conversion course shall include: Emergency and safety equipment training and checking which must be completed before aeroplane training commences.		AC		
Order 203, Chapter 82, par. 2, "ლ". Order 220, Chapter 66, par. 2, "ლ".	Elements of Crew Resource Management shall be integrated into the conversion course, and conducted by suitably qualified personnel.		AC		
Order 203, Chapter 82, par. 3, "ა". Order 220, Chapter 66, par. 1, "ა".	The supervisor nominated by the operator has to be acceptable to the Authority.		AC		
Order 203, Chapter 82, par. 3, NOTE 1. Order 220, Chapter 66, par. 2, Note 2.	An operator's conversion course shall include Aeroplane/flight simulator and checking.				
Order 203, Chapter 87, par. 2	An operator's conversion course shall include Line flying under supervision and line check.		AC		
Order 203, Chapter 81, par. 2. Order 220, Chapter 65, par. 2.	Previous certificated ditching training accepted for initial conversion training.		AC		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 82. Order 220, Chapter 66.	The conversion course conducted in the order set out by paragraphs above.				
	A Zero Flight time Training (ZFTT) course.				
	When recommended by a Joint Operational Evaluation Board (JOEB) and approved by the Authority, the number of take-offs and landing may be reduced.		AP		
	When a flight crew member has not previously completed an operator's conversion course, the operator shall ensure that in addition to subparagraph (a) above, the flight crew member undergoes general first aid training.				
	When a flight crew member has not previously completed an operator's conversion course, the operator shall ensure that in addition to subparagraph (a) above, the flight crew member undergoes ditching procedures training using the equipment in water				
	Conversion training for system panel operators.				
Order 150, Chapter 37.	The minimum standards of qualification and experience required of flight crew members before undertaking conversion training are specified in the Operations Manual.				
	Each flight crew member undergoes the checks required by OPS 1.965 (b) and the training and checks required by OPS 1.965(d) before commencing line flying under supervision.				
	Line Flying under Supervision.				
	Upon completion of the flying under supervision, the check required by OPS 1.965(c) is undertaken.				
Order 150,, Chapter 36, par. 1.	Once an operator's conversion course has been commenced, a flight crew member does not undertake flying duties on another type or class until the course is completed or terminated.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.2. Different Training and Familiarization Training					
Order 203, Chapter 82, par. 2, "ა". Order 220, Chapter 66, par. 2, "ა".	In the case of changing aeroplane type or class, the check required by OPS 1.965(b) may be combined with the type or class rating skill test under the requirements applicable to the issue of Flight Crew Licenses.				
Order 203, Chapter 82, par. 2, "ბ"; "გ". Order 220, Chapter 66, par. 2, "ბ"; "გ".	The operator shall specify in the Operations Manual when such differences training is required.				
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	The operator shall specify in the Operations Manual when such differences training is required.				
Order 203, Chapter 82, par. 6.	The operator shall establish simulator differences compared to the aircraft. The operator will be given reasonable timeframe to describe the differences and implement the process.				
2.1.3. Nomination as commander					
Order 203, Chapter 82, par. 2, "დ". Order 220, Chapter 66, par. 2, "დ". Order 150, Chapter 40.	An operator shall ensure that for upgrade to commander from co-pilot and for those joining as commanders a minimum level of experience, acceptable to the Authority, is specified in the Operations manual.		AC		
Order 203, Chapter 82, par. 2, "დ". Order 220, Chapter 66, par. 2, "დ".	For multi-crew operations, the pilot completes an appropriate command course.				
Order 203, Chapter 82, par. 2, "დ". Order 220, Chapter 66, par. 2, "დ".	The command course required by Order 203/220 must be specified in the Operations Manual Order 203/220.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.4. Recurrent Training and Checking					
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	Each flight crew member undergoes recurrent training and checking and that all such training and checking is relevant to the type or variant of aeroplane on which the flight crew member operates.				
Order 203, Chapter 82, par. 2, "ბ"; Attachment 2, Chapter 5, par.1. Order 220, Chapter 66, par. 2, "ბ"; Attachment 1, Chapter 5, par. 1.	A recurrent training and checking program is established in the Operations Manual and approved by the Authority.		AP		
Order 203, Chapter 82, par. 3, "ა". Order 220, Chapter 66, par. 1, "ა".	Recurrent training conducting personnel.				
Order 203, Chapter 82, par. 3, "ა". Order 220, Chapter 66, par. 1, "ა".	Recurrent checking conducting personnel.		AC		

2.1.5. Operator Proficiency Check					
Order 203, Chapter 87, par. 1. Order 220, Chapter 70, par. 1,2.	Each flight crew member undergoes operator proficiency checks to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures.				
Order 203, Chapter 87, par. 1. Order 220, Chapter 70, par. 1,2.	The check is conducted without external visual reference when the flight crew member will be required to operate under IFR.				
	Each flight crew member undergoes operator proficiency checks as part of a normal flight crew complement.				
Order 203, Chapter 87, par. 1. Order 220, Chapter 70, par. 2.	The period of validity of an operator proficiency check shall be 6 calendar month in addition to the remainder of the month of issue.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	Recurrent checking shall comprise rejected take-off when flight simulator is available, otherwise touch drills only.				
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	Recurrent checking shall comprise Take-off with engine failure between V1 and V2 or as soon touch drills only.				
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	Recurrent checking shall comprise Precision instrument approach to minima with, in the case of multi-engined aeroplanes, one engine inoperative.				
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	Recurrent checking shall comprise Non-precision approach to minima.				
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	Recurrent checking shall comprise missed approach on instruments from minima with, in the case of multy-engined aeroplanes, one engine inoperative.				
Order 203, Chapter 82, par. 2, "ბ". Order 220, Chapter 66, par. 2, "ბ".	Recurrent checking shall comprise landing with one engine inoperative. For single-engined aeroplanes a practice forced landing is required.				
	When engine out maneuvers are carried out in an aeroplane, the engine failure must be simulated.				
Order 150, Chapter 10, par. 6; 5.	In addition to the checks prescribed in subparagraphs (i)(A) to (F) above the requirements governing the issue of flight crew licenses must be completed every 12 month and may be combined with the operator proficiency check.				
	For a pilot operating VFR only, the checks prescribed in subparagraphs above may be omitted except for an approach and go-around in a multi-engine aeroplane with one engine inoperative.				
Order 150, Chapter 12, par. 2.	Operator proficiency checks must be conducted by a Type Rating Examiner.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.6. Recurrent Training and Checking					
Order 203, Chapter 87, par. 2.	An operator shall ensure that each flight crew member undergoes a line check on the aeroplane to demonstrate his/her competence in carrying out normal line operations described in the Operations Manual.				
Order 203, Chapter 87, par. 2.	The period of validity of a line check shall be 12 calendar month, in addition to the remainder of the month of issue.				
Order 203, Chapter 87, par. 2.	Line checks must establish the ability to perform satisfactory a complete line operation including pre-flight and post-flight procedures and use of the equipment provided, as specified in the Operations Manual.				
Order 203, Chapter 82, par. 2, "ლ". Order 220, Chapter 66, par. 2, "ლ".	The flight crew must be assessed on their Crew Resource Management CRM skills in accordance with a methodology acceptable to the Authority and published in the Operations Manual.		AC		
Order 203, Chapter 82, par. 2, "ლ". Order 220, Chapter 66, par. 2, "ლ".	CRM assessment alone shall not be used as a reason for a failure of the line check.				
Order 203, Chapter 87, par. 1; 2. Order 220, Chapter 70, par. 1.	When pilots are assigned duties as pilot flying and pilot non-flying they must be checked in both functions.				
Order 203, Chapter 87, par. 2. Order 220, Chapter 70, par. 1.	Line checks must be completed in an aeroplane.				
Order 203, Chapter 87, par. 1; 2. Order 220, Chapter 70, par. 1.	Line checks must be conducted by commanders nominated by the operator and acceptable to the Authority.		AC		
Order 203, Chapter 87, par. 1; 2. Order 220, Chapter 70, par. 1.	Line checks for a pilot operating as a pilot flying and pilot non-flying.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.7. Emergency and Safety Equipment training and checking					
Order 203, Attachment 2, Chapter 3, par. 11. Order 220, Attachment 1, Chapter 3, par. 11.	An operator shall ensure that each flight crew member undergoes training and checking on the location and use of all emergency and safety equipment carried.				
Order 203, Chapter 81, par. 2. Order 220, Chapter 65, par. 2.	The period of validity of an emergency and safety equipment check shall be 12 calendar months.				
Order 203, Chapter 82, par. 2, "ბ". Order 220 Chapter 66, par. 1, "ბ".	The emergency and safety equipment training program may be combined with emergency and safety equipment checking and shall be conducted in an aeroplane or suitable alternative training device.				
Order 203, Chapter 82, par. 2, "ბ". Order 220 Chapter 66, par. 2, "ბ".	The contents of every year the emergency and safety equipment training program.				
Order 203, Chapter 82, par. 2, "ვ". Order 220, Chapter 66, par. 1, "ბ".	The contents of every 3 years the program of training.				
Order 203, Chapter 82, par. 2, "ე". Order 220, Chapter 66, par. 1, "ე".	Actual fire-flight using equipment representative of that carried in the aeroplane on an actual or simulated fire except that, with Halon extinguishers, an alternative method acceptable to the Authority may be used.		AC		
Order 203, Attachment 2, Chapter 3, par. 10. Order 220, Attachment 1, Chapter 3, par. 10.	Emergency and safety equipment checks.				
Order 203, Chapter 81. Order 220, Chapter 65.	Annual emergency and safety equipment training and checking must cover all requirements for each type.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.8. Crew Resource Management training (CRM)					
Order 203, Chapter 82, par. 2, "ლ". Order 220, Chapter 66, par. 2, "ლ".	Each flight crew member undergoes specific modular CRM training. All major topics of CRM training shall be covered over a period not exceeding 3 years.				
Order 203, Chapter 82, par. 2, "ლ". Order 220, Chapter 66, par. 2, "ლ".	Prior to the introduction of CRM skills assessments, a detailed description of the CRM methodology including terminology used, acceptable to the Authority, should be published in the Operations Manual.		AC		
2.1.9. Ground and Refresher training					
Order 203, Chapter 82, par. 2, "ბ", par. 3, "ბ". Order 220, Chapter 66, par. 2, "ბ", par. 4.	An operator shall ensure that each flight crew member undergoes ground and refresher training at least every 12 calendar months.				
Order 203, Chapter 82, par. 1; par. 2, "ბ". Order 220, Chapter 66, par. 1; par. 2, "ბ".	The contents of ground and refresher training program.				
Order 203, Chapter 82, par. 3; Note 3. Order 220, Chapter 66, par. 2; Note 2.	Knowledge of the ground and refresher training shall be verified by a questionnaire of other suitable methods.				
2.1.10. Aeroplanes/STD training					
Order 203, Chapter 87, par. 1. Order 220, Chapter 70, par. 1; 2.	An operator shall ensure that each flight crew member undergoes aeroplane/STD training at least every 12 calendar months				
	The aeroplane/STD training program shall be established such that all major failures of aeroplane systems and associated procedures will have been covered in the preceding 3-year period.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
	When engine-maneuvers are carried out in an aeroplane, the engine failure shall be simulated.				
Order 203, Chapter 87, par. 1. Order 220, Chapter 70, par. 1; 2.	Aeroplane/STD training may be combined with the operator proficiency check.				
Order 203, Chapter 87, par. 1; Note 1; 2. Order 220, Chapter 70 , par. 2.	All Synthetic Training Devices (STD), such as Flight Simulators or Flight Training Devices (FTD), replacing an aeroplane for training and/or checking purposes is not be qualified in accordance with the requirements applicable to Synthetic Training Devices. An operator intending to use STD must obtain approved from the Authority.		AP		
	Supervision flying with an acceptable, nominated flight crew member.		AC		
Order 203, Chapter 82, Par. 5	The FSTD shall replicate the aircraft used by the operator, as far as practicable. Differences between the FSTD and the aircraft shall be described and addressed through a briefing or training, as appropriate.				
2.1.11. Recurrent training and checking - System Panel Operators					
	Recurrent training and checking - System Panel Operators.				
2.1.12. Route and aerodrome competence qualification					
Order 203, Chapter 82, par. 2, "ფ". Order 220, Chapter 66, par. 2, "ფ".	A pilot who may be assigned to operate in either pilot's seat completes appropriate training and checking.				
Order 203, Chapter 82, par. 1. Order 220, Chapter 66, par. 1.	The training and checking program is specified in the Operations Manual and is acceptable to the Authority.		AC		
Order 203, Chapter 86, par. 1. Order 220, Chapter 69, par. 1.	An operator shall ensure that, prior to being assigned as commander or as pilot to whom the conduct of the flight may be delegated by the commander the pilot has obtained adequate knowledge of the route to be flown and of the aerodromes (including alternates), facilities and procedures to be used.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 86, par. 2. Order 220, Chapter 69, par. 2.	The contents of Route competence training.				
Order 203, Chapter 86, par. 3. Order 220, Chapter 69, par. 3.	The methods of familiarization for Route competence training.				
Order 203, Chapter 86, par. 2; 3. Order 220, Chapter 69, par. 2; 3.	Aerodrome competence.		AC AP		
Order 203, Chapter 86, par. 2; Note, par. 3. Order 220, Chapter 69, par. 2; Note, par. 3.	Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a Flight Simulator. This instruction should be certified by the operator. An operator intending to use such STD must obtain approval from the Authority.		AP		
Order 203, Chapter 86, par. 5. Order 220, Chapter 69, par. 5.	The period of validity of the route and aerodrome competence qualification shall be 12 calendar months.				
Order 203, Chapter 86, par. 6. Order 220, Chapter 69, par. 6.	Route and aerodrome competence qualification.				
	Alternative Training and Qualification Program.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.13. Low visibility operations _ Training and Qualifications					
2.1.13. 1. General - Low Visibility Operations					
1.435	Terminology.				
1.005 (d) 1.450 Appendix 1 (d)(2)	LVO conversion training; Simulator approval for practice approaches.		AP		
1.440 Appendix 1 (b)(1)	Operational demonstration: if the DH is less then 50 ft, at least 100 approaches and landings will need to be accomplished unless otherwise approved by the Authority.		AP		
1.440 Appendix 1 (b)(2)	Operational Demonstration: The Authority may accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator with an AOC issued in accordance with OPS 1 using the same aeroplane type or variant and procedures.		AC		
1.450 (1)	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 utilizing EVS each flight crew member completes the training and checking requirements (see Appendix 1 to OPS 1.450).				
1.450 (2)	The training and checking is conducted in accordance with a detailed Syllabus approved by the Authority and included in the Operations Manual.		AP		
1.450 (3) and 1.455 (b)(3)	The flight crew qualification is specific to the operation and the aeroplane type. The flight crew member are property qualified prior to commencing a Low Visibility Take-off in an RVR of le than 150m (Category A, B and C aeroplanes) or 200m (Cat D aeroplanes), an Approach utilizing EVS, a Lower than Standard Category I, an Other than Standard Category II or a Category II or III approach.				
1.450 Appendix 1 (a)	Abbreviated course of LVO training to be acceptable.		AC		
1.455 Appendix 1 (a) Note 2	Other forms of guidance systems or displays for LVO may be certificated an approved.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (a)(1)	Flight crew members with no Category II or III experience must complete the full training program prescribed in OPS 1.450 Appendix 1.		AC		
1.450 Appendix 1 (a)(2)(ii)	Flight crew members with Category II or Category III experience with a similar type of operation or Category II with manual land if appropriate with another Community operator.		AP		
1.450 Appendix (a)(3)	Flight crew members with Category II or Category III experience with the operator may undertake an abbreviated ground, Flight simulator and/or flight training course.				
1.450 Appendix 1 (a)(4)	An operator must ensure when undertaking Category II or Category III operations with different variant(s) of aeroplane within the same type or class rating that the differences and/or similarities of the aeroplanes concerned justify such operations.				

2.1.13.2. Initial ground training course for Low Visibility Operations

1.1040 Appendix 1 (a)(4)	The characteristics and limitations of the ILS and/or MLS.				
1.1040 Appendix 1 (b)(2)	The characteristics of the visual aids.				
1.1040 Appendix 1 (b)(3)	The characteristics of fog.				
1.1040 Appendix 1 (b)(4)	The operational capabilities and limitations of the particular airborne system to include HUD symbology and EVS characteristics if appropriate.				
1.1040 Appendix 1 (b)(5)	The effects precipitation, ice accretion, low level shear and turbulence.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (b)(6)	The effect of specific aeroplane/system malfunctions.				
1.450 Appendix 1 (b)(7)	The use and limitations of RVR assessment systems.				
1.450 Appendix 1 (b)(8)	The principles of obstacle clearance requirements.				
1.450 Appendix 1 (b)(9)	Recognition of and action to be taken in the event of failure of ground equipment.				
1.450 Appendix 1 (b)(10)	The procedures and precautions to be followed with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150m (200m for Category D aeroplanes).				
1.450 Appendix 1 (b) (11)	The significance of decision heights based upon radio altimeters and the effect of terrain profile in the approach area in radio altimeter readings and on the automatic approach/landing systems.				
1.450 Appendix 1 (b) (12)	The importance and significance of Alert Height if applicable and the action in the event of any failure above and below the Alert Height.				
1.450 Appendix 1 (b) (13)	The qualification requirements for pilots to obtain and retain approval to conduct Low Visibility Take-offs and Category II or III operations.				
1.450 Appendix 1 (b) (14)	The importance of correct seating and eye position.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.13. 3. Flight Simulator training and/or flight training					
1.450 Appendix 1 (c)(1)(i)	An operator must ensure that Flight Simulator and/or flight training for Low Visibility Operations includes checks of satisfactory functioning of equipment, both on the ground and in flight.				
1.450 Appendix 1 (c)(1)(ii)	An operator must ensure that Flight Simulator and/or flight training for Low Visibility Operations includes effect on minima caused by changes in the status of ground installations.				
1.450 Appendix 1 (c)(1)(iii)	An operator must ensure that Flight Simulator and/or flight training for Low Visibility Operations includes monitoring of Automatic flight control systems and HUD/HUDLS/EVS guidance status.				
1.450 Appendix 1 (c)(1)(iv)	Actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems.				
1.450 Appendix 1 (c)(1)(v)	The effect of known unserviceabilities and use of minimum equipment lists.				
1.450 Appendix 1 (c)(1)(vi)	Operating limitations resulting from airworthiness certification.				
1.450 Appendix 1 (c)(1)(vii)	Guidance on the visual cues requirement at decision height together with information on maximum deviation allowed glide path or localizer.				
1.450 Appendix 1 (c)(1)(viii)	The importance and significance of Alert Height if applicable and the action in the event of any failure above and below the Alert Height.				
1.450 Appendix 1 (c)(4)	Incapacitation procedures appropriate to Low Visibility Take-offs and Category II and III operations shall be practiced.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (c)(2)	An operator must ensure that each flight crew member is trained to carry out his/her duties and instructed on the coordination required with other crew members.				
1.450 Appendix 1 (c)(3)	Training must be divided into phases covering normal operation with no aeroplane or equipment failures and equipment failure which could affect Category II or III operations.				
1.450 Appendix 1 (c)(5) 1.005 (d)	For aeroplanes with no Flight Simulator available to represent that specific aeroplane operators must ensure that the flight training phase specific to the visual scenarios of Category II operations is conducted in a specifically approved Flight Simulator. Such training must include a minimum of 4 approaches.		AP		
1.450 Appendix 1 (c)(5)	The training and procedures that are type specific shall be practiced in the aeroplane.				
1.450 Appendix 1 (c)(8)	The training program must provide practice in handling faults which require a reversion to higher minima.				
1.450 Appendix 1 (c)(10)	Where take-off are conducted in RVRs of 400 m and below, training must be established to cover systems failures and engine failure resulting in continued as well as rejected take-off.				

2.1.13.3.1. Flight Simulator training and/or flight training for initial Category II and III training

1.450 Appendix 1 (c)(6)(i)	Approach using the appropriate flight guidance, autopilots and control systems installed in the aeroplane, to the appropriate decision height and to include transition to visual flight and landing.				
1.450 Appendix 1 (c)(6)(ii)	Approach with all engines operating using the appropriate flight guidance systems, autopilots, HUDLS and/or EVS and control systems installed in the aeroplane down to the appropriate decision height followed by missed approach; all without external visual reference.				
1.450 Appendix 1 (c)(6)(iii)	Where appropriate, approaches utilizing automatic flight systems to provide automatic flare, landing and roll-out.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (c)(6)(iv)	Normal operation of the applicable system both with and without acquisition of visual cues at decision height.				
1.450 Appendix 1 (c)(8)	The training program must provide practice in handling faults which require a reversion to higher minima.				
1.450 Appendix 1 (c)(9)	The training program must include the handling of the aeroplane when, during a fail passive Category III approach, the fault causes the autopilot to disconnect at or below decision height when the last reported RVR 300 m or less.				
1.450 Appendix 1 (c)(11)	The training program must include, where appropriate, approaches where failures of the HUDLS and/or EVS equipment at low level require either: (i) Reversion to head down displays to control missed approach; or (ii) Reversion to flight with no, or downgraded, HUDLS Guidance to control missed approaches from decision height or below, including those which may result in a touchdown on the runway.				
1.450 Appendix 1 (c)(12)	An operator shall ensure that when undertaking Low Visibility Take-off; Lower than Standard Category I, Other than Standard Category II, and Category II and III Operations utilizing a HUD/HUDLS or Hybrid HUD/HUDLS or an EVS, that the training and checking program includes, where appropriate, the use of the JUD/HUDLS in normal operations during all phases of flight.				
2.1.13.3.2. Flight Simulator training and/or flight training for subsequent phases of training					
1.450 Appendix 1 (c)(7)(i)	Subsequent phases of training must include Approaches with engine failure at various stages on the approach.				
1.450 Appendix 1 (c)(7)(ii)	Subsequent phases of training must include Approaches with critical equipment failures (e.g. electrical systems, auto flight systems, ground and/or airborne ILS/MLS systems and status monitors).				
1.450 Appendix 1 (c)(7)(iii) (A)	Approaches where failures of auto flight equipment and/or HUD/ HUDLS/EVS at low level require Reversion to manual flight to control flare, landing and roll out or missed approach.				
1.450 Appendix 1 (c)(7)(iii) (B)	Approaches where failures of auto flight equipment and/or HUD/ HUDLS/EVS at low level require Reversion to manual flight or a downgraded automatic mode to control missed approaches from, at or below decision height including those which may result in a touchdown in the runway.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (c)(7)(iv)	Subsequent phases of training must include failures of the systems which will result in excessive localizer and/or glide slope deviation.				
1.450 Appendix 1 (c)(7)(v)	Subsequent phases of training must include failures and procedures specific to aeroplane type or variant.				
2.1.13. 4. Conversion Training Requirements to conduct Low Visibility Take-off, Category II and Operations					
1.450 Appendix 1 (d)	An operator shall ensure that each flight crew member competes the following Low Visibility Procedures training if converting to a new type/class or variant of aeroplane in which Low Visibility Take-off, Lower than Standard Category I, Other than Standard Category III, Approach utilizing EVS with an RVR of 800m or less and Category II and III Operations will be conducted.				
1.450 Appendix 1 (d)	The flight crew member experience requirements to undertake an abbreviated course.				
1.450 Appendix 1 (d)(1)	Conversion Training Requirements including Ground Training for Low Visibility Operations.				
1.450 Appendix 1 (d)(2)(i)	A minimum of 6 (8 for JUDLS with or without EVS) approaches and/or landings in a Flight Simulator.				
1.450 Appendix 1 (d)(2)(ii)	Where no Flight simulator is available to represent that specific aeroplane, a minimum of 3 (5 for HUDLS and/or EVS) approaches including at least 1 go-around is required on the aeroplane.				
1.450 Appendix 1 (d)(2)(iii)	Aeroplane additional training if any special equipment is required such as head-up displays or enhanced vision equipment.				
1.450 Appendix 1 (d)(3)(i)	The operator must ensure that each flight crew member completes a check before conducting Category II or III operations.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (d)(3)(ii)	The check prescribed in 1.450 Appendix 1(d)(3) (i) above may be replaced by successful competition of the Flight Simulator and/or flight training prescribed in 1.450 Appendix 1(d)(2).				
1.450 Appendix 1 (d)(4)(i)	An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS) for Category II when a manual landing of a HUDLS approach to touchdown is required, a minimum of 3 landings from autopilot disconnect or 4 landings with HUDLS used to touchdown.				
1.450 Appendix 1 (d)(4)(ii)	An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS) for Category III a minimum of 2 auto lands.				
1.450 Appendix 1 (d)(4)(iii)	For Category III approaches using HUDLS to touchdown a minimum of 4 approaches.				
2.1.13. 5. Type and command experience					
1.450 Appendix 1 (e)(1)	Before commencing Category II operations the following additional requirements are applicable to the commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aeroplane type/class: (i) 50 hours or 20 sectors on the type, including line flying under supervision; and (ii) 100m must be added to the applicable Category II RVR minima when the operation requires a Category II manual landing or use of HUDLS to touchdown.				
1.450 Appendix 1 (e)(2)	Before commencing Category III operations, the following additional requirements are applicable to commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aeroplane type: (i) 50 hours or 20 sectors on the type, including line flying under supervision; and (ii) 100m must be added to the applicable Category II or Category III RVR minima unless he has previously qualified for Category II or III operations with a Community operator, until a total of 100 hours or 40 sectors, including line flying under supervision, has been achieved on the type.				
1.450 Appendix 1 (e)(3)	The Authority may authorize a reduction in the above command experience requirements for flight crew members who have Category II or Category III command experience.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (f)(1)(i)	An operator must ensure that prior to authorization to conduct take-offs in RVRs below 150m (below 200m for Category D aeroplanes) the following training is carried out: Normal take-off in minimum authorized RVR conditions;				
1.450 Appendix 1 (f)(1)(ii)	An operator must ensure that prior to authorization to conduct take-offs in RVRs below 150m (below 200m for Category D aeroplanes) the following training is carried out: Take-off in minimum authorized RVR conditions with an engine failure between V1 and V2, or as soon as safety considerations permit.				
1.450 Appendix 1 (f)(1)(iii)	An operator must ensure that prior to authorization to conduct take-offs in RVR below 150m (below 200m for Category D aeroplanes) the following training is carried out: Take-off in minimum authorized RVR conditions with an engine failure before V1 resulting in a rejected take-off.				
1.450 Appendix 1 (f)(2)	The training required by OPS 1.450 Appendix 1(f)(1)(i) - (iii) above is carried out in a Flight Simulator or where no flight Simulator is available to represent that specific aeroplane, the Authority may approve such training in an aeroplane without the requirement for minimum RVR conditions (See Appendix 1 to OPS 1.965).		AP		
1.450 Appendix 1 (f)(3)	A flight crew member has completed a check before conducting low visibility take-offs in RVRs of less than 150m (less than 200m for Category D aeroplanes) if applicable.				

2.1.13. 7. Recurrent Training and Checking - Low Visibility Operations

1.450 Appendix 1 (g)(1)	An operator must ensure that, in conjunction with the normal recurrent training and operator proficiency checks, a pilot's knowledge and ability to perform the tasks associated with the particular category of operation, for which he/she is authorized is checked.				
1.450 Appendix 1 (g)(1)	The required number of approaches to be undertaken in the Flight Simulator within the validity period of the operators proficiency check (as prescribed in OPS 1.965 (b)) is to be a minimum of 2, (4 when HUDLS and/or EVS is utilized to touchdown) one of which must be a landing at the lowest approved RVR. In addition 1 (2 for HUDLS and/or operations utilizing EVS) of these approaches may be substituted by an approach and landing in the aeroplane using approved Category II and III procedures.				
1.450 Appendix 1 (g)(1)	One missed approach shall be flown during the conduct of the operators proficiency check.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
1.450 Appendix 1 (g)(1)	If the operator is authorized to conduct take-off RVR less than 150/200m at least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators proficiency check.				
1.450 Appendix 1 (g)(2)	For Category III operations an operator must use a Flight Simulator.				
1.450 Appendix 1 (g)(3)	An operator must ensure that, for Category III operations on aeroplanes with a fall passive flight control system, including HUDLS, a missed approach is competent at least once over the period of there consecutive operator proficiency checks as the result of an autopilot failure at or below decision height when the last reported RVR was 300m or less.				
1.450 Appendix 1 (g)(4)	The authority may authorize recurrent training and checking for Category II and LVTO operations in an aeroplane type where no Flight Simulator to represent that specific aeroplane or an alternate is available.		AP		

2.1.13.8. Additional Training Requirements - Lower than Standard Category I, Approach utilizing EVS and Other than Standard Category II Operations

1.450 Appendix 1 (h)(1)	Operators conducting Lower than Standard Category I operations.				
1.450 Appendix 1 (h)(2)	operations conducting Other than Standards Category II operations.				
1.450 Appendix 1 (h)(3)	Operators conducting Approach Operations utilizing EVS with RVR of 800m or less.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.14. Dangerous Goods - Training programs					
Order 203, Chapter 82, par. 2, "5", par. 1; Order 220, Chapter 66, par. 2, "5", par. 1.	An operator shall establish and maintain staff training programs, as required by the Technical Instructions, which shall be approved by the Authority.		AP		
Order 263, Chapter 17, par. 4; Order 203, Chapter 82, par. 1; Order 220, Chapter 66, par. 1.	An operator must ensure that staff receives training in the requirements commensurate with their responsibilities.				
Order 263, Chapter 3, par. 13.	An operator must ensure that training is provided or verified upon the employment of a person in a position involving the transport of dangerous goods by air.				
Order 263, Chapter 17, par. 6.	An operator shall ensure that all staff who receives training undertakes a test to verify understanding of their responsibilities.				
Order 263, Chapter 17, par. 11.	An operator shall ensure that records of dangerous goods training receives recurrent training at intervals of no longer than 2 years.		AP		
Order 263, Chapter 17, par. 1.	An operator shall ensure that all staff who requires dangerous goods training are maintained for all staff as required by the Technical Instructions.		AP		
Order 263, Chapter 17, par. 2.	An operator shall ensure that this handling agent's staff is trained as required by the Technical instructions.		AP		
	Application for Approval of Training Programs.		AC		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.1.15. Security - Training programs					
1.1240	An operator shall establish, maintain and conduct approved training programs which enable the operator's crew members to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aeroplanes and to minimize the consequences of such events should they occur. The training program shall be compatible with the National Aviation Security program. Individual crew member shall have knowledge and competence of all relevant elements of the training program.				
2.2.CABIN CREW					
Order 203, Chapter 100, par. 1; 2. Order 220, Chapter 83.	Training syllabi and checking program for cabin crew.				
Order 203, Chapter X.	An operator shall ensure that all cabin crew members comply with the requirements of this Chapter X, Order 203 and any other safety requirements applicable to cabin crew.				
Order 203, Chapter 3, par. 5.	Definition of Cabin Crew member.				
2.2.1. Initial safety training					
Order 203, Attachment 21, Chapter 2, par. 1; 3.	An operator shall ensure that each cabin crew member has successfully completed initial training in accordance with Order 203 and holds in attestation of safety training.				
Order 202, Chapter 9, par. 1; Order 220, Chapter 9, par. 1.	The initial medical examination or assessment and any re-assessment of cabin crew members should be conducted by, or under supervision of, a medical practitioner acceptable to the Authority.		AC		
Order 203, Attachment 21, par. 4.	An operator shall ensure that each cabin crew member has, before undertaking conversion training, successfully completed initial safety training covering at least the subjects listed in Appendix 1 to Order 203, Annex 21.				



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Order 203, Attachment 21, Chapter 2, par. 4, "ა".	The subjects that must be covered as a minimum by a course of initial safety training: Fire and smoke training according to Order 203, Annex 21.				
Order 203, Attachment 21, Chapter 2, par. 4, "ბ".	Water survival training.				
Order 203, Attachment 21, Chapter 2, par. 4, "გ".	Survival training.				
Order 203, Attachment 21, Chapter 2, par. 4, "დ".	medical aspects and first aid. Medical aspects and first aid training .				
Order 203, Attachment 21, Chapter 2, par. 4, "ე".	Passenger handling including advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive.				
Order 203, Attachment 21, Chapter 2, par. 4, "ე.ბ".	Passenger handling including methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation.				
Order 203, Attachment 21, Chapter 2, par. 4, "ე.გ".	Passenger handling including regulations covering the safe stowage of cabin baggage (including cabin service items) and the risk of it becoming a hazard to occupants of the cabin or otherwise obstruction or damaging emergency equipment or aeroplane exits.				
Order 203, Attachment 21, Chapter 2, par. 4, "ე.დ".	Passenger handling the importance of correct seat allocation with reference to aeroplane mass and balance. Particular emphasis shall also be given on the seating of disabled passengers, and the necessity of seating able-bodied passengers adjacent to unsupervised exist.				
Order 203, Attachment 21, Chapter 2, par. 4, "ე.ე".	Passenger handling including duties to be undertaken in the event of encountering turbulence.				
Order 203, Attachment 21, Chapter 2, par. 4, "ე.ვ".	Passenger handling including precautions to be taken when live animals are carried in the cabin.				



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Order 203, Attachment 21, Chapter 2, par. 4, "ე.ზ".	Passenger handling including dangerous goods training, including provisions under Subpart R.				
Order 263, Chapter 3, par. 13.	An operator must ensure that dangerous goods training is provided or verified upon the employment of a person in a position involving the transport of dangerous goods by air.				
Order 263, Chapter 17, par. 6.	An operator shall ensure that all staff who receives training for the transport of dangerous goods by air undertakes a test to verify understanding of their responsibilities.				
Order 203, Attachment 21, Chapter 2, par. 4, "ე.თ".	Passenger handling including security procedures.				
Order 203, Attachment 20; par. 1.	An operator shall establish, maintain and conduct approved training program which enable the operator's crew members to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aeroplanes and to minimize the consequences of such events should they occur. The training program shall be compatible with the National Aviation Security program. Individual crew member shall have knowledge and competence of all relevant elements of the training program.				
Order 203, Attachment 21, Chapter 2, par. 4, "ვ".	Communication.				
Order 203, Attachment 21, Chapter 2, par. 4, "ზ".	Discipline and responsibilities including the importance of cabin crew performing their duties in accordance with the Operations Manual.				
Order 203, Attachment 21, Chapter 2, par. 4, "ზ.ბ".	Discipline and responsibilities including continuing competence and fitness to operate as a cabin crew member with special regard to flight and duty time limitations and rest requirements.				
Order 203, Attachment 21, Chapter 2, par. 4, "ზ.გ".	Discipline and responsibilities including an awareness of the aviation regulations relating to cabin crew and the role of the Civil Aviation Authority.				



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Order 203, Attachment 21, Chapter 2, par. 4, "ბ.დ".	Discipline and responsibilities including general knowledge of relevant aviation terminology, theory flight, passenger distribution, meteorology and areas of operation.				
Order 203, Attachment 21, Chapter 2, par. 4, "ბ.ე".	Discipline and responsibilities including pre-flight briefing of the cabin crew and the provision of necessary safety information with regards to their specific duties.				
Order 203, Attachment 21, Chapter 2, par. 4, "ბ.ვ".	Discipline and responsibilities including the importance of ensuring that relevant documents and manuals are kept up-to-date with amendments provided by the operator.				
Order 203, Attachment 21, Chapter 2, par. 4, "ბ.ზ".	Discipline and responsibilities including the importance of identifying when cabin crew members have the authority and responsibility to initiate an evacuation and other emergency procedures.				
Order 203, Attachment 21, Chapter 2, par. 4, "ბ.თ".	Discipline and responsibilities including the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations.				
Order 203, Attachment 21, Chapter 2, par. 4, "ბ.ი".	Discipline and responsibilities including awareness of the effects of surface contamination and the need to inform the flight crew observed surface contamination.				
Order 203, Attachment 21, Chapter 2, par. 4, "ო".	Crew resource management. (see also CRM Training)				
Order 203, Attachment 21, Chapter 2, par. 2.	Training courses shall, at the discretion of the Authority, and subject to its approval, be provided either by the operator or by an approved training organization.		AP		
Order 203, Attachment 21, Chapter 1, par. 1.	The program and structure of the initial training courses shall be in accordance with the applicable requirements and shall be subject to prior approval of the Authority.		AP		
Order 203, Attachment 21, Chapter 1, par.3. "ბ.გ".	At the discretion of the Authority, the Authority, the operator or the approved training organization providing the training course, shall deliver an attestation of safety training to a cabin crew member after he/she has completed the initial safety training and successfully passed the check referred to in OPS 1.1025.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 21, Chapter 1, par. 1; par. 3	Where the Authority authorizes an operator or an approved training organization to deliver the attestation of safety training to a cabin crew member, such attestation shall clearly state a reference to the approval of the Authority.		AP		
Order 203, Attachment 21, Chapter 1, par. 3, "ბ"; "გ".	At the discretion of the Authority, the Authority, the operator or the approved training organization providing the training course shall ensure that during or following completion of the training required by Order 203, Annex 21 and 1.1020 each cabin crew member undergoes a check covering the training received in order to certify his/her proficiency in carrying out normal and emergency safety duties. At the discretion of the Authority, the Authority, the operator or the approved training organization providing the training course shall ensure that the personnel performing these checks shall be suitably qualified.		AP		
Order 203, Attachment 21, Chapter 1, par. 3, "ბ".	An operator shall ensure that each cabin crew member undergoes checks for Initial Safety Training.				
Order 203, Attachment 21, Chapter 9, par. 3.	Where required by Order 203, Annex 21 to carry more than one cabin crew member, an operator shall not appoint to the post of senior cabin crew member unless that person has at least one year's experience as an operating cabin crew member and has completed an appropriate course according to Order 203, Annex 21.				
Order 203, Attachment 21, Chapter 9, par. 4.	An operator shall establish procedures to select the next most suitably qualified cabin crew member to operate as senior cabin crew member in the event of the nominated senior cabin crew member becoming unable to operate.		AC		
Order 203, Attachment 21, Chapter 9, par. 10.	An operator shall ensure that each cabin crew member completes before operating as a single cabin crew member the training introduced in Order 203, Annex 21.				
Order 203, Attachment 21, Chapter 10.	Suitability for single cabin crew operations shall be addressed in the criteria for cabin crew selection, recruitment, training and assessment of competence.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
2.2.2. Conversion and Differences training					
Order 203, Attachment 21, Chapter 3, par. 1.	An operator shall ensure that each cabin crew member does not operate on more than there aeroplane types that, with the approval of the Authority.		AP		
Order 203, Attachment 21, Chapter 3, par. 2; 3.	An operator shall ensure that each cabin crew member has completed the appropriate conversion and/or differences training covering at least the subjects listed in Order 203, Annex 21.				
Order 203, Attachment 21, Chapter 3.	An operator shall ensure that each cabin crew member has completed appropriate conversion and differences training, in accordance with the applicable rules and at least the subjects listed in Order 203, Annex 21.				
Order 203, Attachment 21, Chapter 3, par. 1.	The training course shall be specified i the Operations Manual. The program and structure of the training course shall be subject prior approval by the Authority.		AP		
Order 203, Attachment 21, Chapter 3, par. 4.	An operator shall determine the content of the conversion and differences training taking account of the cabin crew member's previous training as recorder in the cabin crew member's training records required by Order 203, Annex 21, Article 12.				
Order 203, Attachment 21, Chapter 3, par. 5.	Related elements of both initial training (OPS 1.1005) and conversion and differences training may be combined.				
Order 203, Attachment 21, Chapter 3, par. 6, "ა".	Conversion training is conducted in a structured and realistic manner.				
Order 203, Attachment 21, Chapter 3, par. 6, "ბ".	Differences' training is conducted in a structured manner.				
Order 203, Attachment 21, Chapter 3, par. 6, "გ".	Conversion training, and if necessary differences training, includes the use of all safety equipment and all normal and emergency procedures applicable to the type or variant of aeroplane and involves training and practice on either a representative training device or on the actual aeroplane.				



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Order 203, Attachment 21, Chapter 3, par. 6, "დ".	An operator shall ensure that each cabin crew member before being first assigned to duties completes the Operator's CRM training and Aeroplane Type Specific CRM.				
Order 203, Attachment 21, Chapter 3, par. 7.	An operator shall ensure that conversion and differences training is conducted by suitably qualified personnel.				
Order 203, Attachment 21, Chapter 3, par.8.	During conversion and differences training, training is given on the local, removal and use of all safety and survival equipment carried on the aeroplane, as well as all normal and emergency procedures related to the aeroplane type, variant and confirmation to be operated.				
Order 203, Attachment 21, Chapter 3, par. 9, "ა", "ა.ა".	Each cabin crew member is given realistic and practical training in the use of all fire-fighting equipment including protective clothing representative of that carried in the aeroplane. This training must include extinguishing a fire characteristic of an aeroplane interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used.				
Order 203, Attachment 21, Chapter 3, par. 9, "ა.ბ".	This training must include the donning and use protective breathing equipment an enclosed, simulated smoke-filled environment.				
Order 203, Attachment 21, Chapter 3, par. 9, "ბ", "ბ.ა".	Operations of doors and exits; Each cabin crew member operates and actually opens each type or variant of normal and emergency exits in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device.				
Order 203, Attachment 21, Chapter 3, par. 9, "ბ", "ბ.ბ".	The operation of all other exits, such as flight deck windows is demonstrated.				
Order 203, Attachment 21, Chapter 3, par. 9, "გ", "გ.ა".	Each cabin crew member descends an evacuation slide from a height representative of the aeroplane's main deck sill height.				
Order 203, Attachment 21, Chapter 3, par. 9, "გ", "გ.ა".	The slide fitted to an aeroplane or a representative training device.				



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Order 203, Attachment 21, Chapter 3, par. 9, "გ", "გ.ა"; Note	A further descent is made when the cabin crew member qualifies on an aeroplane type in which the main deck exit sill height differs significantly from any aeroplane type previously operated.				
Order 203, Attachment 21; Chapter 3, par. 9, "ბ.ა", "დ.ა".	Emergency evacuation training includes the recognition of planned or unplanned evacuations on land or water. This training must include recognition of when exits are unusable or when evacuation equipment is unserviceable.				
Order 203, Attachment 21; Chapter 3, par. 9, "დ.ბ.", "დ.ბ.ა".	Each cabin crew member is trained to deal with an in-flight fire, with particular emphasis on identifying the actual source on the fire.				
Order 203, Attachment 21; Chapter 3, par. 9, "დ.ბ.", "დ.ბ.ბ".	Each cabin crew member is trained to deal with severe air turbulence.				
Order 203, Attachment 21; Chapter 3, par. 9, "დ.ბ.", "დ.ბ.გ".	Each cabin crew member is trained to deal with sudden decompression, including the donning of portable oxygen equipment by each cabin crew member.				
Order 203, Attachment 21; Chapter 3, par. 9, "დ.ბ.", "დ.ბ.დ".	Each cabin crew member is trained to deal with other in-flight emergencies.				
Order 203, Attachment 21; Chapter 3, par. 9, "დ.ბ.", "დ.ბ.ე".	An operator shall ensure that training is provided on the practical aspects of crowd control in various emergency situations, as applicable to the aeroplane type.				
Order 203, Attachment 21; Chapter 3, par. 9, "დ.ბ.", "დ.ბ.ვ".	An operator shall ensure that, unless the minimum flight crew is more than two, each cabin crew member is trained in the procedure for flight crew member incapacitation and shall operate the seat and harness mechanisms. Training in the use of flight crew members' oxygen system and use of the flight crew member's check lists, where required by the operator's SOP's, shall be conducted by a practical demonstration.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-D REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 21; Chapter 3, par. 9, "ბ".	Each cabin crew member is given realistic training on, and demonstration of, the location and use of safety equipment including the following: (1) slides, and where non-self-supporting slides are carried, the use of any associated ropes; (2) life-rafts and slide-raft, including the equipment attached, and/or carried in, the raft; (3) lifejackets, infant lifejackets and flotation cots; (4) dropout oxygen system; (5) first-aid oxygen; (6) fire extinguishers; (7) fire axe or crown-bar; (8) emergency lights including torches; (9) communication equipment, including megaphones; (10) survival packs, including their contents; (11) pyrotechnics (actual or representative devices); (12) first-aid kits, emergency medical kits, their contents and emergency medical equipment; and (13) Other cabin safety equipment or systems where applicable.				
Order 203, Attachment 21; Chapter 3, par. 9, "ო".	Passenger briefing/safety demonstrations. An operator shall ensure that training is given in the preparation of passengers for normal and emergency situations in accordance with OPS 1.285.				
Order 203, Attachment 21; Chapter 3, par. 9, "ი".	When initial medical aspects and first aid training has not included the avoidance of infectious diseases, especially in tropical and sub-tropical climates, such training shall be provided if an operator's route network is extended or changed to include such areas.				
Order 203, Attachment 21; Chapter 3, par. 9, "კ".	Conversion and Differences training must include Crew Resource Management. (see also CRM Training)				
Order 203, Attachment 21; Chapter 1, par. 3, "ბ".	An operator shall ensure that each cabin crew member undergoes checks for Conversion and Differences training.				
Order 203, Attachment 21, Chapter 4	An operator shall ensure that, following completion conversion training, each cabin crew member completes familiarization prior to operating as one of the minimum number of cabin crew required by Order 203, Annex 21, Chapter 4.				



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2.2.3. Recurrent training					
Order 203, Attachment 21, Chapter 5, "ა.ბ".	An operator shall ensure that each cabin crew member shall undergo recurrent training in line with the provisions of Order 203, Annex 21, Article 5.				
Order 203, Attachment 21, Chapter 5.	An operator shall ensure that each cabin crew member undergoes recurrent training, covering the actions assigned to each crew member in normal and emergency procedures and drills relevant to the type(s) and/or variant(s) of aeroplane on which they operate.				
Order 203, Chapter 101.	An operator shall ensure that the requirement training program approved by the Authority includes theoretical and practical and practical instruction, together with individual practice.		AP		
Order 203, Attachment 21, Chapter 5, "ა".	An operator shall ensure that recurrent training is conducted by suitably qualified persons.				
Order 203, Attachment 21, Chapter 5, "ბ".	The period of validity of recurrent training and the associated checking required by Order 203, Annex 21, Article 5 shall be 12 calendar month.				
Order 203, Attachment 21, Chapter 5, "ბ.ა".	Every 12 calendar month the program of practical training includes Emergency procedures including pilot incapacitation;				
Order 203, Attachment 21, Chapter 5, "ბ.ბ".	Evacuation procedures including crowd control techniques;				
Order 203, Attachment 21, Chapter 5, "ბ.გ".	Touch-drills by each cabin crew member for opening normal and emergency exits for passenger evacuation;				
Order 203, Attachment 21, Chapter 5, "ბ.დ".	The location and handling of emergency equipment, including oxygen systems, and the donning by each cabin crew member of lifejackets, portable oxygen and protective breathing equipment (PBE);				



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Order 203, Attachment 21, Chapter 5, "ბ.ე".	Medical aspects and first-aid, first-aid kits, emergency medical kits, their contents and emergency medical equipment;				
Order 203, Attachment 21, Chapter 5, "ბ.ვ".	Stowage of articles in the cabin;				
Order 203, Attachment 21, Chapter 5, "ბ.ზ".	Security procedures;				
Order 203, Attachment 21, Chapter 5, "ბ.თ".	Incident and accident review;				
Order 203, Attachment 21, Chapter 5, "ბ.ი".	Awareness of the effects of surface contamination and the need to inform the flight crew of any observed surface contamination;				
Order 203, Attachment 21, Chapter 5, "ბ.კ.ა".	Every 12 calendar month the program of practical training includes Crew resource management (CRM).				
Order 203, Attachment 21, Chapter 5, "გ", "გ.ა".	At intervals not exceeding 3 years, recurrent training also includes: Each cabin crew member operating and actually opening each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assists systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device;				
Order 203, Attachment 21, Chapter 5, "გ", "გ.ბ".	At intervals not exceeding 3 years: Demonstration of the operation of all other exits including flight deck windows;				
Order 203, Attachment 21, Chapter 5, "გ", "გ.გ".	At intervals not exceeding 3 years: Each cabin crew member being given realistic and practical training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft including that each cabin crew member extinguishing a fire characteristic of an aeroplane interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used;				



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Order 203, Attachment 21, Chapter 5, "გ", "გ.ბ".	At intervals not exceeding 3 years: Each cabin crew member being given realistic and practical training in the donning and use of protective breathing equipment by each cabin crew member in an enclosed simulated smoke-filled environment.				
Order 203, Attachment 21, Chapter 5, "გ", "გ.დ".	At intervals not exceeding 3 years, recurrent training also includes use of pyrotechnics (actual representative devices);				
Order 203, Attachment 21, Chapter 5, "გ", "გ.ე".	At intervals not exceeding 3 years, recurrent training also includes demonstration of the use the Life-raft, or slide-raft, where fitted.				
Order 203, Attachment 21, Chapter 5, "გ", "გ.ვ".	At intervals not exceeding 3 years, recurrent training also includes that each cabin crew member is trained in the procedure for flight crew member incapacitation and shall operate the seat and harness mechanisms (unless the minimum flight crew is more than two). Training in the use of flight crew member's oxygen system and use of the flight crew members' check lists, where required by the operator's SOP's, shall be conducted by a practical demonstration.				
Order 203, Attachment 21, Chapter 5, "დ".	An operator shall ensure that all appropriate requirements of Order 203 Annex 21 included in the training of cabin crew members.				
Order 203, Attachment 21, Chapter 12, "ე".	An operator shall ensure that all staff who requires dangerous goods training receives recurrent training at intervals of no longer than 2 years.				
Order 203, Attachment 21, Chapter 3, "ზ".	An operator shall ensure that each cabin crew member undergoes checks for Recurrent training.				



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2.2.4. Refresher training					
	An operator shall ensure that each cabin crew member who has been absent from all flying duties for more than 6 month and still remains within the period of the previous check requirement by OPS 1.1025 (b)(3) completes refresher training specified in the Operations Manual as prescribed in Appendix 1 to OPS 1.1020.				
	An operator shall ensure that when a cabin crew member has not been absent from all flying duties, but has not, during the preceding from 6 month, undertaken duties on a type of aeroplane as a cabin crew member required by OPS 1.990(b), before undertaking such duties on that type, the cabin crew member either: (1) Completes refresher training on the type; or (2) Operates two re-familiarization sectors during commercial operations on the type.				
Order 203, Attachment 21, Chapter 6.	An operator shall ensure that refresher training is conducted by suitable qualified persons.				
Order 203, Attachment 21, Chapter 6, "ა".	Refresher training includes Emergency procedures including pilot incapacitation.				
Order 203, Attachment 21, Chapter 6, "ბ".	Refresher training includes Evacuation procedures including crowd control techniques.				
Order 203, Attachment 21, Chapter 6, "გ".	Refresher training includes the operation and actual opening of each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assist systems where fitted.				
Order 203, Attachment 21, Chapter 6, "დ".	Refresher training includes Demonstration of the operation of all other exits including flight deck windows.				
Order 203, Attachment 21, Chapter 6, "ე".	Refresher training includes The location and handling of emergency equipment, including oxygen systems, and the donning of lifejackets, portable oxygen and protective breathing equipment.				
Order 203, Attachment 21, Chapter 1, par. 3, "ბ".	An operator shall ensure that each cabin crew member undergoes checks for Refresher training.				



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2.2.5. CRM training					
Order 203, Attachment 21, Chapter 7, "ა".	The CRM training syllabi, together with CRM methodology and terminology, shall be included in the Operations Manual.				
Order 203, Attachment 21, Chapter 7, "ბ".	The operator shall ensure that all relevant elements in Order 203, Annex 21, Article 7, item "ბ" Table 1, Column (ს) are integrated into the training and covered to the level required by Column (გ), Senior Cabin Crew Course.				
Order 203, Attachment 21, Chapter 2, par. 4, "თ.ა.ა".	A cabin crew member shall complete an introductory CRM Course before being first assigned to operate as a cabin crew member.				
Order 203, Attachment 21, Chapter 2, par. 4, "თ.ა.ა".	Cabin crew who are already operating as cabin crew members in commercial air transportation and who have not previously completed an introductory course, shall complete an introductory CRM Course by the time of the next required recurrent training and/or checking.				
Order 203, Attachment 21, Chapter 2, par. 4, "თ.ა.ბ".	The training elements in Order 203, Annex 21, Article 7, Table 1, Column (ს) shall be covered to the level required in Column (ბ), Introductory CRM Course.				
Order 203, Attachment 21, Chapter 2, par. 4, "თ.ა.გ".	The Introductory CRM Course shall be conducted by at least one cabin crew CRM instructor.				
Order 203, Attachment 21, Chapter 7, Table 1.	Each cabin crew member completes the Operator's CRM Training covering the training elements in Table 1, Column (ს) shall be covered to the level required in Column (ბ), Aeroplane Type Specific CRM.				
Order 203, Attachment 21, Chapter 3, par. 9, "კ".	When a cabin crew member undertakes a conversion course on another aeroplane type, the training elements in Order 203, Annex 21, Article 7, Table 1, Column (ს) shall be covered to the required in Column (ბ), Aeroplane Type Specific CRM.				
Order 203, Attachment 21, Chapter 3, par. 9, "კ".	The Operator's CRM Training and Aeroplane Type Specific CRM shall be included by a least one cabin crew CRM instructor.				



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Order 203, Attachment 21, Chapter 7, Table 1..	The training elements in Order 203, Annex 21, Article 7, Table 1, Column (s) shall be covered within a three year cycle to the level required by Column (j), Annual Recurrent CRM Training.				
Order 203, Attachment 21, Chapter 3, par. 9, "ვ".	The definition and implementation of this syllabus shall be managed by a cabin crew CRM instructor.				
Order 203, Attachment 21, Chapter 2, par. 4, "თ.ა.გ".	When CRM training is provided by stand-alone modules, it shall be conducted by at least one cabin crew CRM instructor.				

2.3. OPERATIONS PERSONNEL CONCERNED, including crew members

Order 203, Attachment 2, Chapter 5. Order 220, Attachment 1, Chapter 5.	Training syllabi and checking programs for operations personnel concerned, including crew members.				
Order 263, Chapter 17, par. 1; 2.	All relevant items prescribed in Order 263 (Transport of Dangerous Goods by Air).				
Order 263, Chapter 17, par. 1.	An operator shall establish and maintain staff training programs for dangerous goods, as required by the Technical Instructions, which shall be approved by the Authority.		AP		
Order 263, Chapter 17, par. 4.	An operator must ensure that staff receives dangerous goods training in the requirements commensurate with their responsibilities.				
Order 263, Chapter 17, par. 13.	An operator must ensure that training is provided or verified upon the employment of a person in a position involving the transport of dangerous goods by air.				
Order 263, Chapter 17, par. 6.	An operator shall ensure that all staff who receives dangerous goods training undertakes a test verify understanding of their responsibilities.				



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Order 263, Chapter 17, par. 9.	An operator shall ensure that all staff who requires dangerous goods training receives recurrent training at intervals of no longer than 2 years.		AP		
Order 263, Chapter 17, par. 1.	An operator shall ensure that records of dangerous goods training are maintained for all staff as required by the Technical Instructions.		AP		
Order 263, Chapter 17, par. 2.	An operator shall ensure that his handling agent's staff is trained as required by the Technical Instructions.		AP		
	Application for Approval of Training Programs.		AP		
Order 203, Attachment 20.	<p>Training syllabi for all relevant items prescribed in Order 203, Attachment 20 (Security).</p> <p>An operator shall establish, maintain and conducted approved training programs which enable the operator's crew members to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aeroplanes and to minimize the consequences of such events should they occur. The training program shall be compatible with the National Aviation Security program. Individual crew member shall have knowledge and competence of all relevant elements of the training program.</p>				

2.4. OPERATIONS PERSONNEL OTHER CREW MEMBERS

Order 203, Chapter 90.	For operations personnel other than crew members (e.g. handling personnel, etc.). All other relevant items prescribed in to their duties.				
Order 203, Chapter 90; Order 220, Chapter 73.	For operations flight dispatcher personnel, according Order 203, Chapter 90, paragraph 3 / Order 220, Chapter 73, par. 90.				



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3. TRAINING PROCEDURES					
Order 203, Attachment 2, Chapter 5. Order 220, Attachment 1, Chapter 5.	Procedures for training and checking.				
Order 203, Chapter 82, par. 5. Order 220, Chapter 66, par. 2, Note 1.	Procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures and simulation of IMC by artificial means are not simulated during commercial air transportation flights.				

ADDITIONAL REMARKS

End of Compliance List