



## Compliance List OM-A

№

FSD05-3/A

თარიღი/date

07.11.2017

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ორგანიზაციის დასახელება Audited Organization/	დასახელება / Title	თარიღი o/ Date
		№
აუდიტის ტიპი/ A udit Type	შიდა/ Internal	გარე/ External
		მესამე მხარის/ Third Party
გამოყენებული სტანდარტები/ Audit Scope		
	სხვა/ Other	
აუდიტორთა ჯგუფი/ Audit Team		გამოკითხული პირები Persons Interviewed
Compliance List OM-A		
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		
ექსპლუატანტი ს დასახელება: Operator Names:	AOC Number:	
ექსპლუატანტის მისამართი: Operator Address:	Aeroplane/Helicopter type and frame number(s):	
OM-A Revision №:	OM-A 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-A compliance list:

This compliance list is a tool for the Operator and the Authority to prepare and check the required Operations Manual part A.  
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-A 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 Orders 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) §§ 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-A 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-A 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						
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GCAA ORDER and PARAGRAPH	REQUIREMENT	OM-A REFERENCE	APP/ACC	REMARKS	DOC STAT
<b>PART A 0. ADMINISTRATION AND CONTROL OPERATIONS MANUAL</b>					
Order 203, Chapter 12, paragraph 1; Order 220, Chapter 11	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operational Manual in the English language.		AP		
Order 203, Chapter 49, par.4; Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Operations Manual are prescribed in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Attachment 2, Chapter . 2; Chapter 12, par. 2. Order 220, Attachment 1, Chapter 1, par.2.	An operator shall ensure that the contents of the Operations Manual, including all amendments or revisions, do not contravene the conditions contained in the Air Operator Certificate (AOC) or any applicable regulations and are acceptable to, or, where applicable, approved by, the Authority.		AC		
Order 203, Chapter 12, par. 2; Order 220, Chapter 11.	An operator shall ensure that the contents of the Operations Manual are in accordance with Order 203, Attachment 2 and relevant to the area and type of operation.				
Order 203, Chapter 12, par. 2; Order 220, Chapter 11.	An operator shall ensure that, the detailed structure of the Operations Manual is acceptable the Authority.		AC		
	A statement that the manual complies with all applicable with all applicable regulations and with the terms and conditions of the applicable Air Operator Certificate.				
Order 203, Chapter 12, par. 2; Order 220, Chapter 11.	A statement that the manual contains operational instructions that the relevant personnel must comply with.				
Order 203, Chapter 4, paragraphs 1,2 Order 220, Chapter 4, par. 1; 2.	All employees are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and which are pertinent to the performance of their duties.				
Order 203, Attachment 2, Chapter 2; 3; 4; 5. Order 220, Attachment 1, Chapter 2; 3; 4;5.	A list and brief description of the various part, their contents, applicability and use.				

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GCAA ORDER and PARAGRAPH	REQUIREMENT	OM-A REFERENCE	APP/ACC	REMARKS	DOC STAT
Cont'd 0. ADMINISTRATION AND CONTROL OPERATIONS MANUAL					
Order 203, Attachment 2, Chapter 1, par. 8, s/p. "b"; Order 220, Attachment 1, Chapter 1, par. 8, s/p "b"	Explanations and definitions of terms and words needed for the use of the manual.				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "a"; Order 220, Attachment 1, Chapter 1, par. 9, s/p "a".	Details of the person(s) responsible for the issuance and insertion of amendments and revisions.				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "b"; Order 220, Attachment 1, Chapter 1, par.9., s/p "b".	A record of amendments and revisions with insertion dates and effective dates.				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "g"; Order 220, Attachment 1, Chapter 1, par.9., s/p "g".	A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety.				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "d"; Order 220, Attachment 1, Chapter 1, par.9., s/p "d".	A description of the system for the annotation of pages and their effective dates.				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "e"; Order 220, Attachment 1, Chapter 1, par.9., s/p "e".	A list of effective pages.				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "v"; Order 220, Attachment 1, Chapter 1, par.9., s/p "v".	Annotation of changes (on text pages and, as practicable, on charts and diagrams).				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "z"; Order 220, Attachment 1, Chapter 1, par.9., s/p "z".	System of amendment and revision for temporary revisions.				
Order 203, Attachment 2, Chapter 1, paragraph 9, s/p "th"(თ); Order 220, Attachment 1, Chapter 1, par.9., s/p "th (თ)".	A description of the distribution for the manuals, amendments and revisions.				

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GCAA ORDER and PARAGRAPH	REQUIREMENT	OM-A REFERENCE	APP/ACC	REMARKS	DOC STAT
1. ORGANISATION AND RESPONSIBILITIES					
Order 203, Chapter 49, par. 4; Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Operations Manual are prescribed in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Chapter 12, par. 2; Order 220, Chapter 11.	An operator shall ensure that the contents of the Operations Manual are in accordance with Order 203, Attachment 2 and relevant to the area and type of operation.				
Order 203, Attachment 2, Chapter 2, paragraph 2; Order 220, Attachment 1, Chapter 2, s/p 2.	Organizational structure. A description of the organizational structure including the general company organization chart and operations department organization chart. The organization chart must depict the relationship between the Operations Department and the other Departments of the company. In particular, the subordination and reporting lines of all Divisions, Departments, etc., which pertains to the safety flight operations, must be shown.				
	The operator must have nominated an accountable manager (by name) acceptable to the Authority.  The nominated accountable manager has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority.				
Order 203, Attachment 2, Chapter 2, par. 1.; Order 220, Attachment 1, Chapter 2, s/p 2.	The name of each nominated post holder responsible for flight operations, the maintenance system, crew training and ground operations acceptable to the Authority, (as prescribed in Order 203, Attachment 2. A description of the functions and the responsibilities of the nominated post holders must be contained in the Operations Manual.		AC		
Order 203, Attachment 2, Chapter 2, paragraph 2; Order 220, Attachment 1, Chapter 2, s/p 2.	A description of the functions and the responsibilities of the nominated post holders, including their names, must be contained in the Operations Manual and the Authority must be given notice in writing of any intended or actual change in appointments or functions.				
Order 142 (19.08.2013), Chapter 16, paragraph "v"(შესაცვლელია შინაარსი მითითებული პუნქტის შესაბამისად)	Other than in exceptional circumstances, the Authority of company must be given immediately prior notice Authority of GCAA of a proposed change of a nominated post holder.				
	For operators who employ 20 or less full time staff, one or more of the nominated posts may be filled by the accountable manager if acceptable to the Authority.		AC		
	Responsibilities and duties of operations management personnel. A description of the duties, responsibilities and authority of operations management personnel pertaining to the safety of flight operations and the compliance with the applicable regulations.				


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Cont'd 1. ORGANISATION AND RESPONSIBILITIES					
	Nominated post holders must have managerial competency together with appropriate technical/operational qualifications in aviation.				
	A person nominated as a post holder by the holder of an AOC must not be nominated as a post holder by the holder of any other AOC, unless acceptable to the Authorities concerned.				
	A person may hold more than one of the nominated posts if acceptable to the Authority but, for operators who employ 21 or more full time staff, a minimum of two persons are required to cover the four areas of responsibility.				
	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder of Accountable Manager.				
	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for flight operations.				
	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for the maintenance system.				
	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for crew training.				
	The operator must make arrangements to ensure continuity of supervision in the absence of nominated post holder for ground operations.				
Order 203, Attachment 22, Chapter 4.	The duties and responsibilities of the Quality Manager.				


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Cont'd 1. ORGANISATION AND RESPONSIBILITIES					
	The Quality System and the Quality Manager must be acceptable to the Authority.				
Order 142, Chapter 4, par. 3, s/p "v".	The duties and responsibilities of staff supervisions must be defined, and any flying commitments arranged so that they can discharge their supervisory responsibilities. The supervision of crew members and ground staff must be exercised by individuals possessing experience and personal qualities sufficient to ensure the attainment of the standards specified in the operations manual. An operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operations as a whole.				
1.4. Duties and responsibilities of the commander					
Order 203, Chapter 39; Order 220, Chapter 36.	Authority duties and responsibilities of the commander. A statement defining the authority, duties and responsibilities of the commander.				
Order 203, Chapter 39, par. 1; Order 220, Chapter 36, par. 1.	A commander shall be responsible for the proper execution of his/her duties that are related to the safety of the aeroplane and its occupants.				
Order 203, Chapter 39, par. 1; Order 220, Chapter 36, par. 1.	A commander shall be responsible for the proper execution of his/her duties that are specified in the instructions and procedures laid down in the Operations Manual.				
Order 17 (05.02.2014), Chapter 4, Paragraph 2, s/p "a"	Make use of the operator's occurrence reporting schemes in accordance with GCAA Order N17 (date: 05.02.2014)				
Order 203, Chapter 8; Order 220, Chapter 8.	A commander shall not perform duties on an aeroplane while under influence of any drug that may affect his/her faculties in a manner contrary to safety.				
	A commander shall not perform duties on an aeroplane following deep sea diving except when a responsible time period has elapsed.				




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Cont'd 1.4. Duties and responsibilities of the commander					
	A commander shall not perform duties on an aeroplane following blood donation except when a reasonable time period has elapsed.				
Order N202, Chapter 8, paragraph 3	A commander shall not perform duties on an aeroplane if applicable medical requirements are not fulfilled, or if he/she is in any doubt of being able to accomplish his/her assigned duties.				
Order 5, Chapter 2, par. 6.	A commander shall not perform duties on an aeroplane if he/she knows or suspects that he/she is suffering from fatigue, or feels unfit to the extent that the flight may be endangered.				
	No alcohol shall be consumed less than 8 hours prior to the specified reporting time for flight duty or the commencement of standby.				
	The blood alcohol level shall not exceed 0.2 per mill at the start of a flight duty period.				
Order 202, Chapter 8, paragraph 4	No alcohol shall be consumed during the flight duty period or whilst on standby.				
Air Code, Chapters: 35 and 36; Order 203, Chapter 39, paragraph 1; Order 220, Chapter 36.	The commander shall be responsible for the safety of all crew members, passengers and cargo on board, as soon as he/she arrives on board, until he/she leaves the aeroplane at the end of the flight.				
Order 203, Chapter 39, par. 6.	The pilot in command of an aircraft shall, upon identifying suspected case(s) of communicable disease, or other public health risk on the board of the aircraft, promptly notify the destination airport's ATC and make a record in the General Declaration. Report promptly to air traffic control (ATC) a suspected communicable disease, with transmission of the information according Order 203, Attachment 2, Chapter 2, par. 38/ Order 220, Attachment 1, Chapter 2 par. 37.				
Order 203, Chapter 39, paragraph 1; Order 220, Chapter 36.	The commander shall be responsible for the operation and safety of the aeroplane from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut down.				
Air Code, Chapters: 35 and 36;	The commander shall have authority to give all commands he/she deems necessary for the purpose of securing the safety of the aeroplane and of persons or property carried therein.				

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<b>Cont'd 1.4. Duties and responsibilities of the commander</b>					
Air Code, Chapter 36, paragraph 1, s/p "b" and "d"	The commander shall have authority to disembark any person, or any part of the cargo, which, in his/her opinion, may represent a potential hazard to the safety of the aeroplane or its occupants.				
Air Cod, Chapter 36, paragraph 1, s/p "d"	The commander shall not allow a person to be carried in the aeroplane who appears to be under the influence of alcohol or drugs to the extent that the safety of the aeroplane or its occupants is likely to be endangered.				
Air Code, Chapter 36, paragraph 1, s/p "d"	The commander shall have the right to refuse transportation of inadmissible passengers, deportees or persons in custody if their carriage poses any risk to the safety of the aeroplane or its occupants.				
Order 203, Chapter 19; Order 220, Chapter 19.	The commander shall ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment.				
Order 203, Chapter 15; Chapter 39, paragraph 2; Order 220, Chapter 14.	The commander shall ensure that all operational procedures and check lists are complied with in accordance with the Operations Manual.				
Order 203, Chapter 32, paragraphs 1, 2, 3; Order 220, Chapter 31.	The commander shall not permit any crew member to perform any activity during take-off, initial climb, final approach and landing except those duties required for the safe operation of the aeroplane.				
Order 203, Chapter 52, par. 3;4;5. Attachment 8, paragraphs 5, 6, 7. Order 220, Chapter 47, par. 20;21; 22.	The commander shall not permit a flight data recorder to be disabled, switched off or erased during flight not permit recorder data to be erased after flight in the event of an accident or an incident subject to mandatory reporting. Operator responsible for record keeping. To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13. <i>Note 1. -- The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.</i>				
Order 203, Chapter 52, par. 6.; Order 220, Chapter 47, par. 23.	Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders.				
Order 203, Chapter 96. Order 220, Chapter 80.	An operator shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.				

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<b>Cont'd 1.4. Duties and responsibilities of the commander</b>					
Order 203, Chapter 52; Attachment 8, paragraphs 5,6; Order 220, Chapter 47, par. 20.	The commander shall not permit a cockpit voice recorder to be disabled or switched off during flight unless he/she believes that the recorder data, which otherwise would be erased automatically, should be preserved for incident or accident investigation nor permit recorder data to be manually erased during or after flight in the event of an accident or an incident subject to mandatory reporting.				
Order 203, Chapter 49, paragraph 3; Order 220, Chapter 43, par. 3.	The commander shall decide whether or not to accept an aeroplane with unserviceabilities allowed by the CDL or MEL.				
Order 203, Chapter 22; Order 220, Chapter 21.	The commander shall Ensure that pre-flight inspection has been carried out.				
Air Code, Chapter 36, paragraph 1, s/p "z" (ზ)	The commander or the pilot to whom conduct of the flight has been delegated shall, in an emergency situation that requires immediate decision and action, take any action he/she considers necessary under the circumstances. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.				
Order 203, Attachment 2, Chapter 2, par. 14; Order 220, Attachment 1, Chapter 2, par. 40.	The final decision regarding the admission to the flight deck shall be the responsibility of the commander. An operator shall ensure that any person authorised by the Authority is permitted at any time to board and fly in any aeroplane operated in accordance with an AOC issued by that Authority and to enter and remain on the flight deck provided that the commander may refuse access to the flight deck of, in his/her opinion, the safety of the aeroplane would thereby be endangered.				
<b>1.5. Duties and responsibilities of crew members other than the commander</b>					
Order 203, Attachment 2, Chapter 2, paragraph 2; Order 220, Attachment 1, Chapter 2, par. 2.	Duties and responsibilities of crew members other than the commander.				
Order 203, Attachment 2, Chapter 2, paragraph 2; Order 220, Attachment 1, Chapter 2, par. 2.	A crew member shall be responsible for the proper execution of his/her duties that are related to the safety of the aeroplane and its occupants.				
Order 203, Chapter 13, par. 1. Order 220, Chapter 12, par. 1.	A crew member shall be responsible for the proper execution of his/her duties that are specified in the instructions and procedures laid down in the Operations Manual.				
Order 203, Attachment 2, Chapter 3, par. 2.; Order 220, Attachment 1, Chapter 3, par.2.	A crew member shall report to the commander any failure, malfunction or defect which he/she believes may effect the airworthiness or safe operation of the aeroplane including emergency systems.				
Order 203, Attachment 2, Chapter 3, par. 2.; Order 220, Attachment 1, Chapter 3, par.2.	A crew member shall report to the commander any incident that endangered, or could have endangered, the safety of operation.				



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GCAA ORDER and PARAGRAPH	REQUIREMENT	OM-A REFERENCE	APP/ACC	REMARKS	DOC STAT
Cont'd 1.5. Duties and responsibilities of crew members other than the commander					
	A crew member shall make use of the operator's occurrence reporting schemes in accordance with GCAA Order 17 (05.02.3014). In all such cases, a copy of the report(s) shall be communicated to the commander concerned.				
Order N202 (11.10.2013), Chapter 8, paragraph 4; Order 203, Chapter 8; Order 220, Chapter 8.	1A crew member shall not perform duties on an aeroplane while under the influence of any drug that may effect his/her faculties in a manner contrary to safety.				
	A crew member shall not perform duties on an aeroplane following deep sea diving except when a reasonable time period has elapsed.				
	A crew member shall not perform duties on an aeroplane following blood donation except when a reasonable time period has elapsed.				
Order N202, Chapter 8, paragraph 3	A crew member shall not perform duties on an aeroplane of applicable medical requirements are not fulfilled, or if he/she is any doubt of being able to accomplish his/her assigned duties.				
Order 5, Chapter 2, par. 6..	A crew member shall not perform duties on an aeroplane if he/she knows or suspects that he/she is suffering from fatigue, or feels unfit to the to the extent that the flight may be endangered.				
	No alcohol shall be consumed less than 8 hours prior to the specified reporting time for flight duty or the commencement of standby.				
	The blood alcohol level shall not exceed 0,2 per mill at at he start of a flight duty period.				
Order 202, Chapter 8, paragraph 4	No alcohol shall be consumed during the flight duty period or whilst on standby.				

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<b>Cont'd 1.5. Duties and responsibilities of crew members other than the commander</b>					
Air Code, Chapter 36, paragraph 1, s/p "z" (ზ)	The commander or the pilot to whom conduct of the flight has been delegated shall, in an emergency situation that requires immediate decision and action, take any action he/she considers necessary under the circumstances. In such cases he/she may deviate from rules, operational procedures and methods in the interest of safety.				
Air Code, Chapter 35, paragraph 3	An operator shall take all reasonable measures to ensure that all persons carried in the aeroplane obey all lawful commands given by the commander for the purpose of securing the safety of the aeroplane and of persons or property carried therein.				
<b>2. OPERATIONAL CONTROL AND SUPERVISION</b>					
Order 203, Chapter 49, par. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Operations Manual are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Chapter 12, par. 2; Order 220, Chapter 11.	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to GCAA Order 203, Attachment 2 and relevant to the area and type of operation.				
Order 203, Chapter 4, par. 3; 4. Order 220, Chapter 4, par. 4; 5.	An operator shall establish and maintain a method of exercising operational control approved by the Authority.				
Order 203, Attachment 2, chapter 2, paragraph 2; Order 220, Attachment 1, Chapter 2, par. 2.	Supervision of the operation by the operator. A description of the system for supervision of the operation by the operator. This must show how the safety of flight operations and the qualifications of personnel are supervised.				
Order 203, Attachment 2, Chapter 2, par. 2.; Order 220, Attachment 1, Chapter 2, par. 2.	The procedures related to the following items must be described license and qualification validity.				
Order 203, Attachment 2, Chapter 2, par. 2.; Order 220, Attachment 1, Chapter 2, par. 2.	The procedures related to the following items must be described Competence of operations personnel.				
Order 203, Attachment 2, Chapter 2, par. 2.; Order 220, Attachment 1, Chapter 2, par. 2.	The procedures related to the following items must be described control, analysis and storage of records, flight documents, additional information and data.				

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Cont'd 2. OPERATIONAL CONTROL AND SUPERVISION					
Order 203, Chapter 6, paragraph 5; Attachment 15, Chapter 1. Attachment 22; Order 220, Chapter 6.	System of promulgation of additional instructions and information. A description of any system for promulgation which may be of an operational nature but is supplementary to that in the Operations Manual. The applicability of this information and the responsibilities for its promulgation must be included.				
Order 142. Chapter 4, paragraph 3, s/p "k" (3); Order 203, Chapter 6; Attachment 2, Chapter 2, par. 35; Order 220, Chapter 6; Attachment 1, Chapter 2, par. 34.	Accident prevention and flight safety programme. A description of the main aspects of the flight safety programme.				
Order 203, Chapter 6, paragraph 1. Order 220, Chapter 6, par. 1.	Programmes to achieve and maintain risk awareness by all persons involved in operations.				
142, Chapter 4, paragraph 3, s/p "k" (3); Order 17; Order ;	An occurrence reporting scheme to enable the collation and assessment of relevant incident and accident reports in order to identify adverse trends or to address deficiencies in the interests of flight safety.				
Order 17 (05.02.2014), Chapter 12;	The scheme shall protect the identify of the reporter and include the possibility that reports may be submitted anonymously.				
Order 17 (05.02.2014);	Occurrence Reporting Scheme				
Order 17 (05.02.2014)	Evaluation of relevant information relating to accidents and incidents and the promulgation of related information, but not the attribution of blame.				
Order 203, Chapter 6, par. 4.	A flight data monitoring programmes for those aeroplanes in excess of 27.000kg MTOM. Flight Data Monitoring (FDM) is the pro-active use of digital flight data from routine operations to improve aviation safety. The flight data monitoring programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data. Occurrence should remain in the database when judged reportable by the person submitting the report as a significance of such reports may only become obvious at a later date.				
Order 206, Chapter 5, paragraph 4	The appointment of a person accountable for managing the accident prevention and flight safety programme.				


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Cont'd 2. OPERATIONAL CONTROL AND SUPERVISION					
Order 206, Chapter 5, paragraph 8	Proposals for corrective action resulting from the accident prevention and flight safety program shall be the responsibility of the person accountable for managing the program.				
Order 206, Chapter 5, paragraph 8	Operational control. A description of the procedures and responsibilities necessary to exercise operational control with respect to flight safety.				
Order 142, Chapter 15, Par. 3.	Powers of the Authority. A description of the powers of the Authority and guidance to staff on how to facilitate inspections by Authority personnel.				
Order 137 (14.08.2013), Chapter 4, par. 1, s/p. "b", "d"; Order 203, Attachment 2, Chapter 2, par. 41.; Order 220, Attachment 1, Chapter 2, par. 40	An operator shall ensure that any person authorized by the Authority is permitted at any time to board and fly in any aeroplane operated in accordance with an AOC issued by that Authority and to enter and remain on the flight deck provided that the commander may refuse access to the flight deck if, in his/her opinion, the safety of the aeroplane would thereby be endangered.				
Order 137 (14.08.2013), Chapter 4, paragraph 1, s/p "b" (ბ)	Give any person authorized by the Authority access to any documents and records which are related to flight operations maintenance.				
	Produce all such documents and records, when requested to do so by the Authority, within a reasonable period of time.				
Order 203, Chapter 50, paragraph 8; Order 220, Chapter 45, par. 2	The commander shall within a reasonable time of being requested to to so by a person authorised by an Authority, produce to that person the documentation required to be carried on board.				
Order 137 (14.08.2013), Chapter 5, Par.2.	An applicant for an AOC, or variant of an AOC, shall allow the Authority to examine all safety aspects of the proposed operation. An operator shall grant the Authority access to his organization and aeroplanes and shall ensure that, with respect to maintenance, access is granted to any associated Part-145 maintenance organization, to determine continued compliance with GCAA Order 203.				


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<b>3. QUALITY SYSTEM</b>					
Order 203, Chapter 6, par. 3.; Order 142, Chapter 4, par. 3, s/p "j".	An operator must ensure that the content of the Quality System in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Chapter 6, par. 4; Order 142, Chapter 4, par. 3, s/p "j".	An operator shall ensure that the content of the Quality system is in accordance with Order 203, Attachment 22 and relevant to the area and type of operation.				
Order 203, Attachment 22, Chapter 2	A description of the quality system adopted including Quality policy. An operator shall establish one Quality System and designate one Quality Manager to monitor compliance with, and adequacy of, procedures required to ensure safe operational practices and airworthy aeroplanes. Compliance monitoring must include a feedback system to the Accountable Manager to ensure corrective action as necessary.				
Order 203, Attachment 22, Chapter 3	The Quality System should enable the operator to monitor compliance with the Operations Manual, the Operator's Continuing Airworthiness Management Exposition (CAME previous MME), and any other standards specified by that operator, or the Authority, to ensure safe operations and airworthy aircraft.				
Order 203, Attachment 22, Chapter 7, par 2. s/p "b"	The terms used in the context of the requirement for an operator's Quality System defined in OM-A chapter 0 according to AMC.				
	The Quality Manager, acceptable to the Authority, is responsible for the management of the Quality System, monitoring function and requesting corrective actions.				
Order 203, Attachment 22, Chapter 7, par 2. s/p "d"	A description of the organization of the Quality System . The Quality System must be described in relevant documentation.				
Order 203, Attachment 22, Chapter 7, par 2. s/p "z.g"	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include reporting procedures.				
Order 203, Attachment 22, Chapter 13.	The Quality System OM-A should include scope introduced in AMC.				




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Cont'd 3. QUALITY SYSTEM					
Order 203, Attachment 22, Chapter 21, Chapter 4; par. 5.	Allocation of duties and responsibilities.  Quality System: in the case of a very small operator, the post of Quality Manager may be held by a nominated post holder if external auditors are used. This applies also where the Accountable Manager is holding one or several of the nominated posts.				
Order 203, Attachment 22, Chapter 26, par. 2.	Am operator shall establish one Quality System and designate one Quality Manager to monitor compliance with, and adequacy of, procedures required to ensure safe operational practices and airworthy aeroplanes. Compliance monitoring must include feed-back system to the Accountable Manager to ensure corrective action as necessary.				
Subject areas for Quality Inspections					
Order 203, Attachment 22, Chapter 9, par. 2 s/p "a"	Actual Flight Operations.				
Order 203, Attachment 22, Chapter 9, par. 2 s/p "b"	Ground De-icing/Anti-icing.				
Order 203, Attachment 22, Chapter 9, par. 2 s/p "g"	Flight Support Services.				
Order 203, Attachment 22, Chapter 9, par. 2 s/p "d"	Load Control.				
Order 203, Attachment 22, Chapter 9, par. 2 s/p "e"	Maintenance.				
Order 203, Attachment 22, Chapter 9, par. 2 s/p "v"	Technical Standards.				
Order 203, Attachment 22, Chapter 9, par. 2 s/p "z"	Training Standards.				

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Audit monitor					
Order 203, Attachment 22, Chapter 13, s/p "a".	Organization.				
Order 203, Attachment 22, Chapter 13, s/p "b".	Plans and Company objectives.				
Order 203, Attachment 22, Chapter 13, s/p "g".	Operational Procedures.				
Order 203, Attachment 22, Chapter 13, s/p "d".	Flight Safety.				
Order 203, Attachment 22, Chapter 13, s/p "e".	Operator certification (AOC/Operations specification).				
Order 203, Attachment 22, Chapter 13, s/p "v".	Supervision.				
Order 203, Attachment 22, Chapter 13, s/p "z".	Aircraft Operations.				
Order 203, Attachment 22, Chapter 13, s/p "i".	All Weather Operations.				
Order 203, Attachment 22, Chapter 13, s/p "k".	Communications and Navigational Equipment and Practices.				

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Cont'd Audit monitor					
Order 203, Attachment 22, Chapter 13, s/p "l".	Mass, Balance and Aircraft Loading.				
Order 203, Attachment 22, Chapter 13, s/p "m".	Instruments and Safety Equipment.				
Order 203, Attachment 22, Chapter 13, s/p "n".	Manuals, Logs and Records.				
Order 203, Attachment 22, Chapter 13, s/p "p".	Flight and Duty Time Limitations, Rest Requirements, and scheduling.				
Order 203, Attachment 22, Chapter 13, s/p "j".	Aircraft Maintenance / Operations Interface.				
Order 203, Attachment 22, Chapter 13, s/p "r".	Use of MEL.				
Order 203, Attachment 22, Chapter 13, s/p "s".	Maintenance Programs and Continued Airworthiness.				
Order 203, Attachment 22, Chapter 13, s/p "t".	Airworthiness Directives management.				
Order 203, Attachment 22, Chapter 13, s/p "u".	Maintenance Accomplishment.				

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Cont'd Audit monitor					
Order 203, Attachment 22, Chapter 13, s/p "გ".	Detect Deferral.				
Order 203, Attachment 22, Chapter 13, s/p "ქ".	Flight Crew.				
Order 203, Attachment 22, Chapter 13, s/p "ღ".	Cabin Crew.				
Order 203, Attachment 22, Chapter 13, s/p "ყ".	Dangerous Goods.				
Order 203, Attachment 22, Chapter 13, s/p "შ".	Security.				
Order 203, Attachment 22, Chapter 13, s/p "ჩ".	Training.				
The Quality procedures and processes included in Audits					
Order 203, Attachment 22, Chapter 10, par.1.	A statement explaining the scope of the audit.				
Order 203, Attachment 22, Chapter 14, par.1; 2..	A Quality Assurance Program should include a defined audit schedule and periodic review area by area (and unscheduled and follow-up audits). All aspects of the operation should be reviewed within every period of 12 month. The frequency of audits should not be decreased without the agreement of the Authority.		AP		
Order 203, Attachment 22, Chapter 14, par.1;	The Quality Assurance Program, reflecting schedule of the monitoring process.				

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Cont'd The Quality procedures and processes included in Audits					
Order 203, Attachment 22, Chapter 10, par.2.	Audit procedures description.				
Order 203, Attachment 22, Chapter 10, par.2., s/p "b"	Planing and preparation.				
Order 203, Attachment 22, Chapter 10, par.2., s/p "g"	Gathering and recording evidence.				
Order 203, Attachment 22, Chapter 10, par.2., s/p "d"	Analysis of the evidence.				
Order 203, Attachment 22, Chapter 10, par.3., s/p "a"	Techniques which contribute to an effective audit as interviews or discussions with personnel.				
Order 203, Attachment 22, Chapter 10, par.3., s/p "b"	Techniques which contribute to an effective audit as a review published documents.				
	Techniques which contribute to an effective audit as the examination of an adequate sample of records.				
Order 203, Attachment 22, Chapter 10, par.3., s/p "d"	Techniques which contribute to an effective audit as the witnessing of the activities which make up the operation.				
Order 203, Attachment 22, Chapter 10, par.3., s/p "g"	Techniques which contribute to an effective audit as the preservation of documents and the recording of observations.				

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Auditors					
Order 203, Attachment 22, Chapter 12, par.1.	Auditors should not have any day-to-day involvement in the area of the operation and/or maintenance activity which is to be audited.				
Order 203, Attachment 22, Chapter 12, par.2, s/p. "a".	The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibilities and authority to perform quality inspections and audits as part of ongoing Quality Assurance.				
Order 203, Attachment 22, Chapter 12, par.2, s/p. "b".	The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibility and authority to identify and record any concerns or findings, and the evidence necessary to substantiate such concerns or findings.				
Order 203, Attachment 22, Chapter 12, par.2, s/p. "g".	The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibility and authority to initiate or recommended solutions to concerns or findings through designated reporting channels.				
Order 203, Attachment 22, Chapter 12, par.2, s/p. "d".	The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibility and authority to certify the implementation of solutions within specific timescales.				
Order 203, Attachment 22, Chapter 12, par.2, s/p. "3".	The operator's Quality Assurance Program should identify the persons within the company who have the experience, responsibility and authority to report directly to the Quality Manager.				
Monitoring and Corrective Action					
Order 203, Attachment 22, Chapter 7, par. 2, s/p. "z.d"	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include follow-up and corrective action procedures.				
Order 203, Attachment 22, Chapter 15, par. 2.	Any non-compliance identified as a result of monitoring should be communicated to the manager responsible for taking corrective action or, if appropriate, the Accountable Manager.				
Order 203, Attachment 22, Chapter 15, par. 2.	The Quality Assurance Program should include procedures to ensure that corrective action are taken in response to findings.				


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Cont'd Monitoring and Corrective Action					
Order 203, Attachment 22, Chapter 15, par. 4.s/p "a".	For corrective action the seriousness of the any findings.				
Order 203, Attachment 22, Chapter 15, par. 4.s/p "a".	For corrective action of any need for immediate corrective action.				
Order 203, Attachment 22, Chapter 15, par. 4.s/p "b".	For corrective action the origin of the finding.				
Order 203, Attachment 22, Chapter 15, par. 4.s/p "g".	What corrective actions are required to ensure that the non-compliance does recur.				
Order 203, Attachment 22, Chapter 15, par. 4.s/p "d".	A schedule for corrective action.				
Order 203, Attachment 22, Chapter 15, par. 4.s/p "e".	The identification of individuals or departments responsible for implementing corrective action.				
Order 203, Attachment 22, Chapter 15, par. 4.s/p "v".	Allocation of resources by the Accountable Manager, when appropriate.				
Order 203, Attachment 22, Chapter 15, par. 5. s/p "a".	The Quality Manger should verify the corrective action os taken by the manager responsible i response to any finding of non-compliance.				
Order 203, Attachment 22, Chapter 15, par. 5. s/p "b".	The Quality Manager should verify that corrective action includes the elements outlined in Order 203, Attachment 22.				


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Cont'd Monitoring and Corrective Action					
	<p>The effectiveness of changes resulting from proposals for corrective action identified by the accident and flight safety programme shall be monitored by the Quality Manager.</p> <p>The Quality Manager should monitor the implementation and completion of corrective corrective action.</p>				
Order 203, Attachment 22, Chapter 15, par. 5. s/p "g"; "d".	The quality Manager should provide management with an independent assessment of corrective action, implementation.				
Order 203, Attachment 22, Chapter 15, par. 5. s/p "d"; "e".	The Quality Manager should evaluate the effectiveness of corrective action thorough the follow-up process.				
Management Evaluation					
Order 203, Attachment 22, Chapter 16, par. 1.	Description for the management evaluation: a comprehensive, systematic, documented review by the management of the quality system, operational policies and procedures.				
Order 203, Attachment 22, Chapter 16, par. 2.	A management evaluation should identify and correct trends, and prevent, where possible, future non-conformities. Conclusions and recommendations made as a result of an evaluation should be submitted in writing to the responsible manager for action. The responsible manager should be an individual who has the authority to resolve issues and take action.				
Order 203, Attachment 22, Chapter 16, par. 1, s/p. "a".	A management evaluation should consider the result of quality inspections, audits and any other indications.				
Order 203, Attachment 22, Chapter 16, par. 1, s/p. "b".	A management evaluation should consider the overall effectiveness of the management organization in achieving stated objectives.				
Order 203, Attachment 22, Chapter 16, par. 3.	The Accountable Manager should decide upon the frequency, format, and structure of internal management evaluation activities.				



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The Quality Assurance Program Recording					
Order 203, Attachment 22, Chapter 17, par. 1.	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include recording system.				
Order 203, Attachment 22, Chapter 17, par. 1.	Relevant Documentation for the Quality System OM-A (Quality Manual) should document control.				
Order 203, Attachment 22, Chapter 17, par. 2, s/p "a".	Audit Schedules should be retained for a period of 5 years.				
Order 203, Attachment 22, Chapter 17, par. 2, s/p "b".	Audit inspection and Audit reports should be retained for a period of 5 years.				
Order 203, Attachment 22, Chapter 17, par. 2, s/p "g".	Responses to findings should be retained for a period of 5 years.				
Order 203, Attachment 22, Chapter 17, par. 2, s/p "d".	Corrective action reports should be retained for a period of 5 years.				
Order 203, Attachment 22, Chapter 17, par. 2, s/p "e".	Follow-up and closure reports should be retained for a period of 5 years.				
Order 203, Attachment 22, Chapter 17, par. 2, s/p "v".	Management evaluation reports should be retained for a period of 5 years.				

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Sub-Contractors and Quality					
Order 203, Attachment 22, Chapter 18, par. 2.	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include statement that the ultimate responsibility for the product or service provided by the sub-contractor always remains with the operator.				
Order 203, Attachment 22, Chapter 18, par. 3.	Relevant Documentation for the Quality System in OM-A (Quality Manual) should include description of a written agreement between operator and the sub-contractor clearly defining the safety related services and quality to be provided. The sub-contractor's safety related activities relevant to the agreement should be included in the operator's Quality Assurance Program.				
	If the operator requires the sub-contractor to conduct activity which exceed the sub-contractor's authorization/approval, the operator is responsible for ensuring that the sub-contractor's quality assurance takes account of such additional requirements.				
4. CREW COMPOSITION					
Order 203, Chapter 80, par. 1; Attachment 2, Chapter 2, par. 12. Order 220, Chapter 64, par. 1.	An operator must ensure that the contents of the Crew Composition in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Chapter 80, par. 1; Attachment 2, Chapter 2, par. 12. Order 220, Chapter 64, par. 1; Attachment 1, par. 12.	An operator shall ensure that the content of the Crew Composition is in accordance with GCAA Order 203 and relevant to the area and type of operation.				
Order 203, Chapter 80, par. 1; Attachment 2, Chapter 2, par. 12. Order 220, Chapter 64, par. 1; Attachment 1, par. 12.	An explanation of the method for determining crew composition taking account of the type of aeroplane being used.				
Order 203, Chapter 80; Order 220, Chapter 64.	An explanation of the method for determining crew composition taking account of the area and type of operation being undertaken.				
Order 203, Chapter 80; Order 220, Chapter 64.	An explanation of the method for determining crew compositions taking account of the phase of the flight.				
	An explanation of the method for determining crew compositions taking account of the minimum crew requirement and flight duty period planned.				



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Cont'd 4. CREW COMPOSITION					
Order 203, Attachment 2, Chapter 2, paragraph 3; Order 220, Attachment 1, Chapter 2, par. 3; Order 5, Chapter 2.	Flight and duty time limitations and rest requirements. If variations each operator will have to demonstrate to the Authority, using operational experience and taking into account other relevant factors such as current scientific knowledge, that its request for a variation procedures an equivalent level of safety.  Maximum daily flight duty period (FDP) (NOT for single pilot operations or emergency medical service operations). An operator shall specify reporting times that realistically reflect the time for safety related ground duties as approved by the Authority.		AP		
	An explanation of the method for determining crew composition taking account of experience (total and on type), recency and qualification of the crew members.				
Order 203, Attachment 2, Chapter 2, paragraph 12; Order 220, , Attachment 1, Chapter 2, par. 3.	An explanation of the method for determining crew compositions taking account of the designation of the commander and, if necessitated by the duration of the flight, the procedures for the relief of the commander or other members of the flight crew.				
	An explanation of the method for determining crew compositions taking account of the designation of the senior cabin crew member and, if necessitated by the duration of the flight, the procedures for the relief of the senior cabin crew member and any other member of the cabin crew.				
Order 203, Chapter 20, par. 1; Order 220, Chapter 18, par. 1.	The rules applicable to the designation of the commander.				
Order 203, Attachment 2, Chapter 2, paragraph 12; Order 220, Attachment 1, Chapter 2, par. 12	Instructions on the succession of command in the event of flight crew incapacitation.				
	A statement indicating which aeroplanes are considered as one type for the purpose of Flight crew scheduling.				
	A statement indicating which aeroplanes are considered as one type for the purpose of cabin crew scheduling.				


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Cont'd 4. CREW COMPOSITION					
Order 203, Chapters: 82, 83, 84, 100; Order 220, Chapter 66.	An operator shall ensure that all operating flight and cabin crew members have been trained in, and proficient to perform, their assigned duties.				
	Procedures are established, acceptable to the Authority, to prevent crewing together of inexperienced flight crew members.  OPS 1.005 (a) Appendix 1 (b)(31) Operations of performance class B aeroplanes: Subparagraphs OPS 1.940 (a)(2), (a)(4) and (b) are not applicable to VFR operations by day, except that (A)(4) must be applied in full where 2 pilots are required by OPS 1.		AC		

5. QUALIFICATION REQUIREMENTS					
	An operator must ensure that the content of the Qualification requirements in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 150, Part III	An operator shall ensure that the contents of the Qualification requirements are in accordance with Order 150 and relevant to the area and type of operations.				
Air Law, Order 150, Chapter 10, par. 1; Chapter 30, par. 1; 3.	All flight crew members hold an applicable and valid license acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them.		AC		
Order 150, Chapter 10.	A description of the required license, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. - Commander.				
	- Pilot relieving the commander.				
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		

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Cont'd 5. QUALIFICATION REQUIREMENTS					
Order 150, Chapter 30.	- Co-pilot.				
Order 150, Chapter 40.	- Pilot under supervision.				
Order 150, Chapter 26.	- System panel operator.				
	When a dedicated System Panel Operator is required by the AFM, the flight crew includes one crew member who holds a Flight Engineer's license or is a suitably qualified flight crew member and acceptable to the Authority.				
	A system panel operator may be relieved in flight by a crew member who holds a Flight Engineer's license or by a flight crew member with a qualification acceptable to the Authority.				
Order 150, Chapter 35	- Operation on more than one type or variant.				
Order 203, Attachment 21, Chapter 9, par. 3; Order 150, Chapter 41, par. 4.	A description of the required license, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operation personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. - Senior cabin crew member.				
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. Such procedures must be acceptable to the authority and take account of a cabin crew member's operational experience.		AC		
Order 150, Chapter 25.	- Required cabin crew member.				

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Cont'd 5. QUALIFICATION REQUIREMENTS					
Order 203, Attachment 21, Chapter 4.	- Additional cabin crew member and cabin crew member during familiarisation flights.				
Order 203, Attachment 21, Chapter 11.	- Operation on more than one type or variant.				
Order 150, Chapter 41.	Training, checking and supervision personnel for flight crew.				
Order 150, Chapter 41.	Training, checking and supervision for cabin crew.				
Order 203, Chapter 83-87; Order 220, Chapter 68; 69; 70.	A description of the required license, rating(s), qualification/competency (e.g. for routes and aerodromes), experience, training, checking and recency for operations personnel to conduct their duties. Consideration must be given to the aeroplane type, kind of operation and composition of the crew. - Other operations personnel (all personnel assigned to, or directly involved in, ground and flight operations, for example Despatcher).				
FSD 03-6 Procedure LVO" par. 7.4; 7.3. Order 203, Chapter 72, par. 2, s/p "g".	An operator shall ensure that, prior to conduct Low Visibility Take-off, Lower than Standard Category I, Other than Standard Category II, Category II and III operations or approaches utilising EVS Each flight crew member competes the training and checking requirements prescribed in Procedure LVO including Flight simulator training in operating to the limiting values of RVR/CMV and Decision Height appropriate to the operator's approval.				
Order 203, Chapter 83, Chapter 82, s/p "თ"; Order 220, Chapter 70.	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. When considering operations of more than one type or variant, an operator shall ensure that the differences and/or similarities of the aeroplanes concerned justify such operations, taking account of the following: (1) The level of technology; (2) Operational procedures; (3) Handling characteristics.		AP		



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## 5. QUALIFICATION REQUIREMENTS

Order 150, Chapter 35, par. 3.	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.		AP		
Order 150, Chapter 35, par. 3.	An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering the flight crew members minimum experience level.		AP		
Order 150, Chapter 35, par. 3.	An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant for and operation of another type or variant.		AP		
Order 150, Chapter 37.	An operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering the process whereby flight crew qualified on the type or variant will be trained and qualified on another type or variant.		AP		
Order 203, Chapter 84,; Order 220, Chapter 68; Chapter 70.	An operator shall appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual, for any operation on more than one type or variant covering All applicable recent experience requirements for each type or variant.		AP		
	When a flight crew member operates combinations of aeroplane types or variants as defined in Flight Crew Licensing and associated procedures for class- single pilot and type - multi pilot an operator must demonstrate that specific procedures and/or operational restrictions are approved in accordance with OPS 1.980(d).				
Order 203, Chapter 2; 5, par. 1; Chapter 82, s/p "ვ"; Order 220, Chapter 70.	Description on Operations Manual needed for operation on more than one type or variant (training, Operator Difference Requirement, ODR)				
Order 203, Chapter 13, par. 2; Order 220, Chapter 12, par. 2.	Authority to taxi an aeroplane.				

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Operation of helicopter and aeroplanes					
	When a flight crew member operates both helicopters and aeroplanes: An operator shall ensure that operations of helicopter and aeroplane are limited to one type of each. OPS 1.981 Operation of helicopters and aeroplanes: Subparagraph (a)(1) is not applicable if operations are limited to single pilot classes of position engine aeroplanes.				
	The operator shall specify appropriate procedures and/or operational restrictions, approved by the Authority, in the Operations Manual. OPS 1.981 Operation of helicopters and aeroplanes: Subparagraph (a)(1) is not applicable in operations are limited to single pilot classes of piston engine aeroplanes.				
Order 203, Chapter 43.	Additional requirements for single pilot operations under the instrument flight rules (IFR) or at night.				
Operation on more that one type or variant, -single pilot and/or type-single pilot, but not within a single license endorsement					
	When a flight crew member operates more than one aeroplane class, type or variant listed according to applicable flight crew licensing requirements and associated procedures for class-single pilot and/or type-single pilot, but not within a single license endorsement, an operator must comply with the following: A flight crew member shall not operate more than three piston-engined aeroplane types or variants.				
	A flight crew member shall not operate more than three turbo propeller aeroplane types or variants.				
	A flight crew member shall not operate more than one turbo-propeller aeroplane type or variant and any aeroplane type or variant.				
	A flight crew member shall not operate more than one turbo-propeller aeroplane type or variant and any aeroplane within a particular class.				
	OPS 1.965 for each type or variant operated unless the operator has demonstrated specific procedures and any aeroplane restrictions, which are acceptable to the Authority.				



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Operation on more than one type or variant, - multi-pilot, within one or more license endorsement as defined by Flight Crew Licensing					
	When flight crew member operates more than one aeroplane type or variant within one or more license endorsement as defined by Flight Crew Licensing and associated procedures for type - multi-pilot, an operator shall ensure that: The minimum flight crew complement specified in the Operations Manual is the same for each type or variant to be operated.				
	A flight crew member does not operate more than two aeroplane types or variants for which a separate license endorsement is required.				
	Only aeroplanes within one license endorsement are flown in any one flight duty period unless the operator has established procedures to ensure adequate time for preparation.				

Operation on more than one type or variant, - single pilot and multi-pilot, but not within a single license endorsement					
	When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type single pilot and type multi pilot, but not within a single license endorsement, an operator must comply with OPS 1.980 Appendix 1 (b)(1), (b)(2) and (b)(3).				
	When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type - multi pilot, but not within a single license endorsement, an operator must comply with OPS 1.980 Appendix 1(d).				

Operation on more than one type or variant, multi-pilot, but not within a single license endorsement					
	When a flight crew member operates more than one aeroplane type or variant listed in Flight Crew Licensing and associated procedures for type - multi pilot, but not within a single license endorsement, an operator must comply with OPS 1.980 Appendix 1 (b)(1), (b)(2) and (b)(3).				
	Before exercising the privileges of 2 license endorsements: Flight crew members must have completed two consecutive operator proficiency checks and must have 500 hours in commercial air transport operations with the same operator.				
	In the case of a pilot having experience with an operator and exercising the privileges of 2 license endorsements, and then being promoted to command with the same operator on one of those types, the required minimum experience as commander is 6 month and 300 hours, again being eligible to exercise 2 license endorsements.				



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Cont'd Operation on more than one type or variant, multi-pilot, but not within a single license endorsement					
	Before commencing training for and operation of another type or variant, flight crew members must have completed 3 months and 150 hours flying on the base aeroplane, and this must include at least one proficiency check.				
	After completion of the initial line check on the new type, 50 hours flying or 20 sectors must be achieved solely on aeroplanes of the new type rating.				
	Recent experience must with OPS 1.970 for each type operated unless credits have been allowed by the Authority in accordance with subparagraph (7) below.				
	The period within which the flying experience is required on each type must be specified in the Operations Manual.				
	Where credits are sought to reduce the training and checking and recent experience requirements between aeroplane types, the operator must demonstrate to the Authority which items need not be repeated on each type or variant because of similarities (Description in the Operations Manual).				
	- Operator proficiency checks				
	- Line checks				
	Annual emergency and safety equipment training checking must cover all requirements for each type.				
	OPS 1.965 for each type or variant operated unless credits have been allowed by the Authority in accordance with OPS 1.980 Appendix 1 (d)(7)				



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## 6. CREW HEALTH PRECAUTIONS

An operator must ensure that the content of the Crew Health Precautions in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.

An operator shall ensure that the content of the Crew Health Precautions is in accordance with Appendix 1 to OPD 1.1045 and relevant to the area and type of operation.

Order 203, Chapter 89, Order 220, Chapter 71.

A flight crew member assessed as fit to exercise the privileges of a licence, subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.

The relevant regulations and guidance to crew members concerning health including:  
- Alcohol and other intoxicating liquor;

- Narcotics;


- Drugs;

- Sleeping tablets;

- Pharmaceutical preparations;

- Immunization;

- Deep diving;

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Cont'd 6. CREW HEALTH PRECAUTIONS					
	- Blood donations;				
	- Meal precautions prior to and during flight;				
	- Sleep and rest;				
	- Surgical operations.				
7. FLIGHT TIME LIMITATIONS					
Order 203, Attachment 2, Chapter 2, par. 3; Order 220, Chapter 3.	An operator must ensure that the content of the Flight Time Limitations in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Chapter 44; Attachment 2, Chapter 2, par. 3; Order 220, Attachment 1, Chapter 2, par. 3; Chapter 72.	An operator shall ensure that the contents of the flight Time Limitations is in accordance with Order #5 and relevant to the area and type of operation.				
Order 203, Attachment 2, Chapter 2, par. 3; Order 220, Chapter 3.	Flight and Duty Time Limitations and Rest Requirements. The scheme developed by the operator in accordance with applicable requirements according the Order #5.				
Order #5, Chapter 3; Order 203, Attachment 2, Chapter 2, par. 3;; Order 220, Chapter 3.	Exceedance of flight and duty time limitations and/or reductions of rest periods. Conditions under which flight and duty time may be exceeded or rest periods may be reduces and the procedures used to report these modifications according Order #5.				



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8. OPERATING PROCEDURES					
Order 203, Chapter 12,; Chapter 49, par. 4; attachment 2, Chapter 2. Order 220, Chapter 11, Attachment 1, Chapter 2, par. 2.	An operator must ensure that the content of the Operating Procedures in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Oder 203, Attachment 2, Chapter 2; Order 220, Attachment 1, Chapter 2, par. 2.	An operator shall ensure that the content of the Operations Procedures is in accordance with Oder 203/220 and relevant to the area and type of operation.				
8.1. Flight preparation Instructions					
Order 203, Chapter 23; Order 220, Chapter 22.	An operator shall ensure that an operational flight plan is completed for each intended flight.				
Order 20, Order 220, Chapter 23.	An operator shall establish procedures for the selection of destination and/or alternate aerodromes in accordance with Order 203/220 when planing a flight.				
Order 203, Chapter 24, par. 2, Order 220, Chapter 23, par. 2.	An operator must select and specify in the operational flight plan a take-off alternate aerodrome of it would not be possible to return to the departure aerodrome of departure for meteorological or performance reasons. An operator shall specify any required alternate aerodrome(s) in the operational flight plan.				
Order 203, Chapter 24, par. 2, s/p "a".	The take-off alternate aerodrome, in relation to the departure aerodrome, shall be located within for two-engined aeroplanes one hour flight time at at one-engine-inoperative cruising speed according to the AFM in still air standard conditions based on the actual take-off mass or The operator's approved ETOPS diversion time, subject to any MEL restriction, up to a maximum of two hours, at the one-engine-inoperative cruising speed according to the Aircraft Flight Manual (AFM) in still air standard conditions based on the actual take-off mass for aeroplanes and crews authorised for ETOPS.  If the AFM does not contain a one-engine-inoperative cruising speed,the speed to be used for calculation must be that which is achieved with the remaining engine(s) set at maximum continuous power.				

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<b>Cont'd 8.1. Flight preparation Instructions</b>					
	Two hours flight time at a one-engine-inoperative cruising speed according to the AFM in still air standard condition based on the actual take-off mass for there and four-engined aeroplanes. If the AFM does not contain a one-engine-inoprative cruising speed, the speed to be used for calculation must be that which os achieved with the remaining engine(s) set at maximum continuous power.				
Order 203, Chapter 24, par. 5; Order 220, Chapter 23, par., 2.	An operator must select at least one destination alternate for each IFR flight unless the requirements defined in this Order 203/220.				
Order 203chapter 24, par. 7; Order 220, Chapter 23, par. "g".	An operator must select two destination alternate aerodromes when the appropriate weather reports of forecasts for the destination aerodrome indicate the weather condition will be below the applicable planing minima or No meteorological information is available.				
<b>8.1.1. Minimum Flight Altitudes</b>					
Order 88, Chapter 2.	The commander or the pilot to whom conduct of the flight has been delegated shall not fly below specified minimum altitudes except when necessary for take-off or landing defined in the Operations Manual.				
	Permanent change of category (maximum landing mass) (1) An operator may impose a permanent, lower, landing mass, and use this mass for determining the VAT if approved by the Authority.  (2) The category defined for a given aeroplane shall be a permanent value and thus independent of the changing conditions of day-to-day operations.				
Order 203, Attachment 2, Chapter 2, par. 7. Chapter 16, par. 2, 3, 4. Or0, Attachment 1, Chapter 2, Par. 7, Chapter 15, par. 2, 3, 4.	A description of the method of determination of minimum altitudes including a procedure to establish the minimum altitudes/flight levels for VFTR flights.  An operator shall establish minimum flight altitudes and the methods to determine those altitudes for all route segments to be flown which provide the required terrain clearance taking into account the requirements of Order 203/220..  For FVFR operations by day, this requirement is applicable as follows. An operator shall ensure that operations are only conducted along such routes or within such areas for which a safe terrain clearance can be maintained and shall take account of such factors as temperature, terrain, unfavourable meteorological conditions (e.g. severe turbulence and descending air currents, corrections for temperature and pressure variations from standard values).				



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Cont'd	8.1.1. Minimum Flight Altitudes				
Order 203, Chapter 16, par. 2, 3, 4. Order 220, Chapter 15, par. 2, 3, 4.	A description of of the method of determination and application of minimum altitudes including a procedure to establish the minimum altitudes/flight levels for IFR flights.  An operator shall establish minimum flight altitudes and the methods to determine those altitudes for all route segments to be flown which provide the required terrain clearance taking into account the requirements of Order 203/220.				
Order 203, Chapter 16, par. 3, 4; Order 220, Chapter 15, par. 3.	Every method for establishing minimum flight altitudes must be approved by the Authority.		AP		
Order 203r 16, par.1; Order 220, Chapter 15, par. 1.	Where minimum flight altitudes established by States over flown are higher than those established by the operator, the higher values shall apply.				
Order 203r 16, par.4, s/p "a"; Order 220, Chapter 15, par. 4, s/p "a".	An operator shall take into account the following factors when establishing minimum flight altitudes <u>the accuracy with which the position of the aeroplane can be determined.</u>				
Order 203r 16, par.4, s/p "b"; Order 220, Chapter 15, par. 4, s/p "b".	An operator shall take into account the following factors when establishing minimum flight altitudes <u>the portable inaccuracies in the indications of the altimeters used.</u>				
Order 203r 16, par.4, s/p "g"; Order 220, Chapter 15, par. 4, s/p "g".	An operator shall take into account the following factors when establishing minimum flight altitudes <u>the characteristics of the terrain (e.g. sudden changes in the elevation) along the routes or in the areas where operations are to be conducted.</u>				
Order 203r 16, par.4, s/p "d"; Order 220, Chapter 15, par. 4, s/p "d".	An operator shall take into account the following factors when establishing minimum flight altitudes <u>the probability of encountering unfavourable meteorological conditions (e.g. severe turbulence and descending air currents).</u>				
Order 203r 16, par.4, s/p "e"; Order 220, Chapter 15, par. 4, s/p "e".	An operator shall take into account the following factors when establishing minimum flight altitudes <u>possible inaccuracies in aeronautical charts.</u>				

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Cont'd 8.1.1. Minimum Flight Altitudes					
Order 203r 16, par.4, s/p "b"; Order 220, Chapter 15, par. 4, s/p "b".	In fulfilling the requirements prescribed in subparagraph (d) above due consideration shall be given to <u>corrections for temperature and pressure variations from standard values</u> .				
	In fulfilling the requirements prescribed in subparagraph (d) above due consideration shall be given to <u>the requirements</u> .				
Order 203r 16, par.4, s/p "v"; Order 220, Chapter 15, par. 4, s/p "v".	In fulfilling the requirements prescribed in Order 203/220 above due consideration shall be given to <u>any foreseeable contingencies along planned route</u> .				

8.1.2. Criteria and responsibilities for the authorisation of the use of aerodromes 8.1.3. methods for establishing of aerodrome operating minima 8.1.4. En-route Operating Minima for VFR Flights or VFR portions of a flight 8.1.5. Presentation and Application of Aerodrome and En-route Operating Minima 8.1.6. Interpretation of meteorological information					
Order 203, Chapter 9, par. 1; 3; 5. Order 220, Chapter 9, par. 1.	An operator shall only authorise use of aerodromes that are adequate for the type(s) of aeroplane and operation(s) concerned.				
	All aerodromes to which an operator operates should be categorized in one of three categories (A, B and C). The operator's categorisation should be acceptable to the Authority.		AC		
	Criteria and responsibilities for the authorisation of the use of aerodromes taking into account the applicable requirements of Subparts D, E, F, G, H, I and J.				



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Order 203, Attachment 2, Chapter 2, par. 8; Order 220, Attachment 1, Chapter 2, par. 8.	An operator shall specify aerodrome operating minima, established in accordance with Order 203/220 f or each departure, destination or alternate aerodrome authorised to be used in accordance with Order 203, Attachment 19, Order 220.				
Order 203, Chapter 17; Chapter 25, par. 3.4; Order 220, Chapter 16.	The method for establishing aerodrome operating minima for IFR flights in accordance with Order 203/220. The method of determination of such minima must be acceptable to the Authority.		AC		
Order 203, Attachment 19,.	Aerodrome Operating Minima: For Minima: For VFR operations, the standard VFR operating minima will normally cover this requirement. Where necessary, the operator shall specify additional requirements taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.				
Order 203, Attachment 2, Chapter 4, par. 5. /Order 220, Attachment 1, Chapter 4, par. 5.	Instructions for the use of head-up displays (HUD) and enhanced vision systems (EVS) equipment as applicable.				
Order 203, Chapter 18	An operator shall establish operational procedures designed to ensure that an aeroplane being used to conduct 3D instrument approach operations crosses the threshold by a safe margin, with the aeroplane in the landing configuration and attitude.				
Order 20324, par. 5; Order 220, Chapter 23, par. 1, 2.	Planning minima for a take-off alternate aerodrome for IFR flights.				
Order 203, Chapter 24, par. 5; Order 220, Chapter 23, par. 3.	Planning minima for a destination aerodrome (except isolated destination aerodromes) for IFR flights.				
Order 203, Chapter 24; Order 220, Chapter 23.	Planing minima for a destination alternate aerodrome, or				
Order 203, Chapter 24, par. 6.	Planing minima for an isolated aerodrome, or				
	Planning minima for a 3% ERA aerodrome, or				



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Cont'd	8.1.2. Criteria and responsibilities for the authorisation of the use of aerodromes 8.1.3. methods for establishing of aerodrome operating minima 8.1.4. En-route Operating Minima for VFR Flights or VFR portions of a flight 8.1.5. Presentation and Application of Aerodrome and En-route Operating Minima 8.1.6. Interpretation of meteorological information				
Order 203, Chapter 24, par. 4.	Planning minima for an-route alternate aerodrome required at the planing stage.		AC		
Order 203, Chapter 24, par.2, "g".	Planning minima for an ETOPS en-route alternate aerodrome.				
	The minima for a specific type of approach and landing procedure are considered applicable if <u>the ground equipment shown on the perspective chart required for the intended procedure is operative.</u>  Note: OPS 1.005(a) Appendix 1 (b)(8) Operations of performance class B aeroplanes: OPS 1.225 Aerodrome Operating Minima: For VFR operations, the standard VFR operating minima will normally cover this requirement. Where necessary, the operator shall specify additional requirements taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.				
	The minima for a specific type of approach and landing procedure are considered applicable if <u>the aeroplane system required for the type of approach are operative.</u>  Note: OPS 1.005(a) Appendix 1 (b)(8) Operations of performance class B aeroplanes: OPS 1.225 Aerodrome Operating Minima: For VFR operations, the standard VFR operating minima will normally cover this requirement. Where necessary, the operator shall specify additional requirements taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.				
	The minima for a specific type of approach and landing procedure are considered applicable if <u>the required aeroplane performance criteria are met.</u>  Note: OPS 1.005(a) Appendix 1 (b)(8) Operations of performance class B aeroplanes: For VFR operations, the standard VFR operating minima will normally cover this requirement. Where necessary, the operator shall specify additional requirements taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.				
	The minima for a specific type of approach and landing procedure are considered applicable if <u>Crew is qualified accordingly.</u>  Note: OPS 1.005(a) Appendix 1 (b)(8) Operations of performance class B aeroplanes: For VFR operations, the standard VFR operating minima will normally cover this requirement. Where necessary, the operator shall specify additional requirements taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.				

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Cont'd	<p>8.1.2. Criteria and responsibilities for the authorisation of the use of aerodromes</p> <p>8.1.3. methods for establishing of aerodrome operating minima</p> <p>8.1.4. En-route Operating Minima for VFR Flights or VFR portions of a flight</p> <p>8.1.5. Presentation and Application of Aerodrome and En-route Operating Minima</p> <p>8.1.6. Interpretation of meteorological information</p>				
	<p>En-route Operating Minima for CFR Flights or VFR portions of a flight and, where single engined aeroplanes are used, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing.</p> <p>An operator shall specify aerodrome operating minima, established in accordance with OPS 1.430 for each departure, destination or alternate aerodrome authorised to be used in accordance with OPS 1.220.</p> <p>Note: OPS 1.005(a) Appendix 1 (b)(8) Operations of performance class B aeroplanes: For VFR operations, the standard VFR operating minima will normally cover this requirement. Where necessary, the operator shall specify additional requirements taking into account such factors as radio coverage, terrain, nature of sites for take-off and landing, flight conditions and ATS capacity.</p>				
Order 203, Chapter 45, par.2.	<p>En-route Operating Minima for VFR Flight or VFR portions of a flight and, where single engined aeroplanes are used, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing.</p> <p>An operator shall ensure that operations are only conducted along such routes or within such areas, for which if single-engine aeroplanes are used, surfaces are available which permit a safe forced landing to be executed.</p>				
Order 203, Chapter 45, par.2.	Presentation and Application of Aerodrome and En-route Operating Minima.				
Order 203, Chapter 50, s/par. "ე"; Order 325, Chapter 108 (2013 year)	Interpretation of meteorological information. Explanatory material on the decoding of MET forecasts and MET reports relevant to the area of operations, including the interpretation of conditional expressions.				

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8.1.7. Determination of the quantities of fuel, oil and water methanol carried. (Note: Information can also e in OM-B as applicable.)

Order 203, Chapter 1, "z"; Chapter 26, par. 1; Order 220, Chapter 25, par.1; Chapter 21, par. 1, "z".	A commander shall only commence a flight or continue in the event of in-flight re-planing when he/she is satisfied that the aeroplane carries at least the planned amount of usable fuel and oil to compliance the flight safety, taking into account the expected operating conditions. An operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the criteria in Order 203/220.				
Order 203, Chapter 27, par. 1, 2; Attachment 2, Chapter 2, par. 13; Order 220, Chapter 25, Attachment 1, Chapter 2, par. 13.	The methods by which the quantities of <u>fuel</u> , oil and water methanol to be carried are determined and monitored in flight. This section must also include instructions on the measurement and distribution of the fluid carried on board. Such instructions must take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight re-planning and of failure of one or more of the aeroplane's power plants. The system for maintaining fuel and oil records must also be described.		AP		
Order 203, Chapter 26; Order 220, CHapter 25.	An operator must establish a fuel policy for the purpose of flight planning and in-flight re-planing to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation.				
Order 203, Chapter 26. par. 2, s/p "b", "a". Order 220, Chapter 25.	An operator shall ensure that the planning of flights is at least based upon procedures contained in the Operations Manual and data derived from: (1) Data provided by the aeroplane manufacturer; or (2) Current aeroplane specific data derived from fuel consumption monitoring system.				
Order 203, Chapter 26. par. 2, s/p "g.e". Order 220, Chapter 25.	The operating conditions under which the flight is to be conducted including <u>realistic aeroplane fuel consumption data</u> .				
Order 203, Chapter 26. par. 2, s/p "g.a".	The operating conditions under which the flight is to be conducted including <u>anticipated masses</u> .				
Order 203, Chapter 26. par. 2, s/p "g.g". Order 220, Chapter 25;; Chapter 4, "a."	The operating conditions under which the flight is to be conducted including <u>expected meteorological conditions</u> .				
Order 203, Chapter 26. par. 2, s/p "g.d". Order 220, Chapter 25;; Chapter 4, "d".	The operating conditions under which the flight is to be conducted including <u>Navigation Services Provider(s) procedures and restrictions</u> .				

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Cont'd 8.1.7. Determination of the quantities of fuel, oil and water methanol carried. (Note: Information can also e in OM-B as applicable.)					
Order 203, Chapter 26, par. 3 "a"; Order 220, Chapter 25.	An operator shall that the pre-flight calculation of usable fuel required for a flight includes Taxi fuel.				
Order 203, Chapter 26, par. 3 "b"; Order 220, Chapter 25.	An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Trip fuel.				
Order 203, Chapter 26, par. 3 "z"; Order 220, Chapter 25, par. 3, "a. b".	An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Extra fuel if required by the commander.				
Order 203, Chapter 26, par. 3 "g"; Order 220, Chapter 25, par. 1.	An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of Contingency fuel .				
Order 203, Chapter 26, par. 3 "a. d"; Order 220, Chapter 25, par. 3, "b"..	An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of alternate fuel, if a destination alternate aerodrome is required.				
Order 203, Chapter 26, par. 4; 3, "e"; Order 220, Chapter 25.	An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of final reserve fuel.				
Order 203, Chapter 26, par. 3 "g"; Order 220, Chapter 25.	An operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes Reserve fuel consisting of Additional fuel, if required by the type of operation (e.g. ETOPS).				
Order 203, Chapter 27, par.2a"; Order 220, Chapter 25, par. 4. "e"..	An operator shall ensure that in-flight re-planing procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes trip fuel for the remainder of the flight.				



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Cont'd 8.1.7. Determination of the quantities of fuel, oil and water methanol carried. (Note: Information can also e in OM-B as applicable.)					
Order 203, Chapter 27, par. 2; Order 220, Chapter 25, par. 4 "e".	An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned extra fuel if required by the commander.				
Order 203, Chapter 27, par. 2; Order 220, Chapter 25, par. 4 "e".	An operator shall ensure that in-flight re-planning procedures for calculation usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of <u>contingency fuel</u> .				
Order 203, Chapter 27, par. 2; Order 220, Chapter 25, par. 4 "e".	An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of <u>Alternate fuel, if a destination alternate aerodrome is required.</u>				
Order 203, Chapter 27, par. 2; Order 220, Chapter 25, par. 4 "e".	An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of <u>Final reserve fuel</u> .				
Order 203, Chapter 27, par. 2; Order 220, Chapter 25, par. 4 "e".	An operator shall ensure that in-flight re-planning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes reserve fuel consisting of <u>Additional fuel, if required by the type of operation(e.g. ETOPS).</u>				
Order 203, Chapter 27, par. 3; Order 220, Chapter 25, par. 4 "e".	<u>Reduced Contingency Fuel (RCF) Procedure.</u>				
Order 203, Chapter 27, par. 2;	Contingency fuel: An amount of fuel based on a statistical method approved by the Authority which ensures an appropriate statistical coverage of the deviation from the planned to the actual trip fuel.		AP		
Order 203, chapter 26, par. 2, "b"; par. 5.	<u>Pre-Determined Point (PDP) Procedure.</u>				



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Cont'd 8.1.7. Determination of the quantities of fuel, oil and water methanol carried. (Note: Information can also e in OM-B as applicable.)					
Order 203, Chapter 24, par. 5 "b", par. 6.	<u>Isolated Aerodrome Procedure</u>				
Order 203, Chapter 27, Par. 1; 2; 3.	An operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria. Order 203 and ICAO Doc 9976.				
Order 203, Chapter 27, Par. 2.	A commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorder and evaluated to <u>compare actual consumption with planned consumption.</u>				
Order 203, Chapter 27, Par. 2.	A commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorded and evaluated to <u>check that the usable remaining fuel is sufficient to complete the flight, in accordance with ICAO Doc 9976.</u>				
Order 203, Chapter 27, Par. 2.	A commander must ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel must be recorded and evaluated to <u>determine the expected usable fuel remaining on arrival at the destination aerodrome.</u>				
Order 203,Chapter 19, Order 220, Chapter 17.	The relevant fuel must be recorded.				
Order 203,Chapter 19, Order 220, Chapter 17.	The expected usable fuel remaining on arrival at the destination aerodrome.				
Order 203,Chapter 27, par. 4.	An in-flight check, the expected fuel remaining on arrival at the destination aerodrome is less than the required alternate fuel plus final reserve fuel or the final reserve fuel if no alternate aerodrome is required.				


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Cont'd 8.1.7. Determination of the quantities of fuel, oil and water methanol carried. (Note: Information can also e in OM-B as applicable.)					
Order 203,Chapter 27, par. 5.	The commander shall declare an emergency when calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel.				
Order 203,Chapter 26; 27.	On flight using the RCF procedure, in order to protect to the Destination 1 aerodrome, the commander must ensure that the usable fuel remaining at the decision point is at least the total of: Trip fuel from the decision point to the Destination 1 aerodrome; and - Contingency fuel equal to 5% of trip fuel from the decision point to the Destination 1 aerodrome; and - Destination 1 aerodrome alternate fuel, if a Destination 1 alternate aerodrome is required; and -Final reserve fuel.				
Order 203,Chapter 26; 27.	On a flight using the PDP procedure in order to proceed to the destination aerodrome, the commander must ensure that the usable fuel remaining at the PDP is at least the total of: - Trip fuel from the PDP to the destination aerodrome; and - Contingency fuel from the PDP to the destination aerodrome calculated in accordance with Order 203,Chapter 26; 27; and - Fuel required according to Order 203,Chapter 26; 27.				
Order 203,Chapter 26; 27.	The methods by which the quantities of fuel, oil and water methanol to be carried are determined and monitored in flight. this section must also include instructions on the measurement and distribution of the fluid carried on board. Such instructions must take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight re-planning and of failure of one or more of the aeroplane's power plants. The system for maintaining oil records must also be described.				
Order 203,Chapter 26; 27.	The methods by which the quantities of fuel, oil and water methanol too be carried and monitored in flight. This section must also include instructions on the measurement and distribution of the fluid carried on board. Such instructions must take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight re-planing and of failure of one or more of the aeroplane's power plants.				
8.1.8.Mass and Centre of Gravity. (Note: Information can also be in OM-B as applicable.)					
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par.2; s/p 16.	The general principles of mass and centre of gravity including Definitions.				
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par.2; s/p 16.	The general principles of mass and centre of gravity including Methods, procedures and responsibilities for preparation and acceptance of mass and centre of gravity calculation.				




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Cont'd 8.1.8.Mass and Centre of Gravity. (Note: Information can also be in OM-B as applicable.)					
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The general principles of mass and centre of gravity including The policy for using either standard and/or actual masses.				
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The general principles of mass and centre of gravity including The methods for determining the applicable passenger, baggage and cargo mass.				
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The general principles of mass and centre of gravity including The applicable passenger and baggage masses for various types of operations and aeroplane type.				
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The general principles of mass and centre of gravity including General instruction and information necessary for verification of the various types of mass and balance documentation in use.				
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The general principles of mass and centre of gravity including Last Minute Changes procedures.				
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The general principles of mass and centre of gravity including Specific gravity of fuel, oil and water methanol.				
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The general principles of mass and centre of gravity including Seating policy/procedures.  The CG margin and associated operational procedures, including assumptions with regard to passenger seating, must be acceptable to the Authority.		AC		
Order 203, Attachment 2, Chapter 2, par. 15; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Terminology and definitions (Dry Operating Mass, Maximum Zero Fuel Mass, Maximum Structural Landing Mass, Maximum Structural Take off Mass, Passenger classification, Traffic Load).				

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Cont'd 8.1.8.Mass and Centre of Gravity. (Note: Information can also be in OM-B as applicable.)					
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	An operator shall compute the mass of passengers and checking baggage using either the actual weighted mass of each person and the actual weighed mass of baggage or the standard mass values specifies in Tables 1 to 3 below except where the number of passenger seats available is less than 10. In such cases passenger mass may be established by use of a verbal statement by, or on behalf of, each passenger and adding to it a predetermined constant to account for hand baggage and clothing. The procedure specifying when to select actual or standard masses and the procedure to be followed when using verbal statements must be included in the Operations Manual.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Where the total number of passenger seats available on an aeroplane is 20 or more, the standard masses of male and female in Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16 are applicable.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Where the total number of passenger seats available on an aeroplanes is 19 or less, the standard masses in Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16 are applicable.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Mass values for baggage.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Special standard masses for the traffic load. In addition to standard masses for passengers and checked baggage, an operator can submit for approval to the Authority standard masses for other items.		AP		
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	If an operator wishes to use standard mass values other than those contained in Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16, he must advise the Authority of his reasons and gain its approval in advance.		AP		
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Operators have the option to submit a detailed survey plan to the Authority for approved and subsequently a deviation from the revised standard mass value provided this deviation values is determined by use of the procedure explained in this Appendix. Such deviations must be reviewed at intervals not exceeding 5 years.		AP		
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	If an operator wishes to obtain approval for use of a different ratio on specific routes or flights then data must be submitted to the Authority showing that the alternative male/female ratio is conservative and covers at least 24% of the actual male/female ratios on a sample of at least 100 representative flights.		AP		

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Cont'd 8.1.8.Mass and Centre of Gravity. (Note: Information can also be in OM-B as applicable.)					
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	On any flight identified as carrying a significant number of passengers whose masses, including hand baggage, are expected to exceed the standard passenger mass, an operator must determine the actual mass of such passengers by weighing or by adding an adequate mass increment. If standard mass values for checking baggage are used a significant number of passengers check in baggage that is expected the standard baggage mass, an operator must determine the actual mass of such baggage by weighing or by adding an adequate mass increment.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	An operator shall ensure that a commander is advised when a non-standard method has been used for determining the mass of the load and that this method is stated in the mass and balance documentation.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	An operator shall establish mass and balance documentation prior to each flight specifying the load and its distribution.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Mass and balance documentation (contents).				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Subject to the approval of the Authority, an operator may omit some of this Data from the mass and balance documentation.		AP		
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	An operator must obtain the approval of the Authority if he wishes to use an onboard mass and balance computer system as a primary source for dispatch.		AP		
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	An operator must specify procedures for Last Minute Changes to the load.				
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	The last minute change must be entered on the mass and balance documentation. The maximum allowed change in the number of passengers or hold load acceptable as a last minute change must be specified in the Operational Manual.		AC		

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Cont'd 8.1.8.Mass and Centre of Gravity. (Note: Information can also be in OM-B as applicable.)					
Order 203, Attachment 2, Chapter 2, par. 15, Chapter 3, par. 6; Order 220, Attachment 1, Chapter 2, par. 2, s/p 16.	Subject to the approval of the Authority, an operator may use an alternative to the procedures required by paragraphs (a) and (b) above.		AP		
8.1.9. ATS Flight Plan 8.1.10. Operational Flight Plan 8.1.11. Operator's Aeroplane Technical Log					
Order 203, Chapter 50, par. 7, s/p "o"; Chapter 35, Chapter 40, par. 1, s/p "b"; Order 220, Chapter 45, par. 1, "p", Chapter 37, par. 1, "b", par. 2, "b".	An operator Flight Plan. Procedures and responsibilities for the preparation and submission of the air traffic services flight plan. Factors to be considered include the means of submission for both individual and repetitive flight plans.  An operator shall ensure that his in-flight operational instructions involving a change to the air traffic flight plan shall, when practicable, be coordinated with the appropriate Air Traffic Service Unit before transmission to an aeroplane.				
Order 88, Chapter 10, par. 1	An operator shall ensure that a flight is not commenced unless an ATS flight plan has been submitted, or adequate information has been deposited in order to permit alerting services to be activated if required.				
Order 88, Chapter 10, par. 1	An operator shall ensure that Air Traffic Services are used for all flights whenever available.  For VFR operations of single engine aeroplanes by day, non-mandatory contact with ATS shall be maintained to the extent appropriate to the nature of the operation. Search and rescue services must be ensured.				
Order 207, Order 203, Chapter 23; Attachment 2, Chapter 2, par. 17; Order 220, Attachment 1, chapter 2, par. 17; Chapter 22.	Operational Flight Plan. Procedures and responsibilities for the preparation and acceptance of the operational flight plan. The use of the operational flight plan must be described including samples of the operational flight plan formats in use.				
Order 203, Chapter 50, par. "z"; Order 220, Chapter 45, par. 1, "k".	Operator's Aeroplane Technical Log. The responsibilities and the use of the operator's Aeroplane Technical Log must be described, including samples of the format used.				

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8.1.12. List of documents, forms and additional information to be carried					
Order 203, Chapter 50, par. 7; 8. Order 220, Chapter 45.	List of documents, forms and additional information to be carried.				
	In case of loss or theft of documents specified in OPS 1.125, the operation is allowed to continue until the flight reaches the base or a place where a replacement document can be provided.				
Order 203, Chapter 50, par. 7, s/p "a"; Order 220, Chapter 45, par. 1, s/p "d".	An operator shall ensure that the following documents or copies thereof are carried on each flight: <u>the Certificate of Registration;</u>				
Order 203, Chapter 50, par. 7, s/p "b"; Order 220, Chapter 45, par. 1, s/p "e".	<u>The Certificate of Airworthiness;</u>				
Order 203, Chapter 50, par. 7, s/p "i"; Order 220, Chapter 45, par. 1, s/p "n".	The original or a copy of the <u>Noise Certificate</u> (if applicable), including an English translation, where one has been provided by the Authority responsible for issuing the noise certificate;				
Order 203, Chapter 50, par. 7, s/p "o"; Order 220, Chapter 45, par. 1, s/p "l".	The original or a copy of the <u>Air Operator Certificate;</u>				
Order 203, Chapter 50, par. 7, s/p "d"; Order 220, Chapter 45, par. 1, s/p "z".	<u>The Aircraft Radio License;</u>				
Order 203, Chapter 50, par. 7, s/p "ბ";	The original or a copy of the <u>third party liability Insurance Certificate.</u>				

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Cont'd 8.1.12. List of documents, forms and additional information to be carried					
Order203, Chapter 50, par. 7, s/p "ყ", Air Code, Chapter 26, "e".	Each flight crew member shall, on each flight, carry a valid <u>flight crew license</u> with appropriate rating(s) for the purpose of the flight.				
Order203, Chapter 50, par. 7, s/p "ლ", Air Code, Chapter 26, "a".	The current parts of the Operations Manual relevant to the duties of the crew are carried on each flight.				
	Those parts of the Operations Manual which are required for the conduct of a flight are easily acceptable to the crew on board the aeroplane.				
Order 203, Chapter 94; Order 220, Chapter 78.	<i>The aeroplane/helicopter journey log book should contain the following items according to the Order 203, Chapter 94/Order 220, Chapter 78.</i>				
Order203, Chapter 50, par. 7, s/p "კ", Air Code, Chapter 26, "b".	The current Aeroplane Flight Manual is carried in the aeroplane unless the Authority has accepted that the Operations Manual prescribed in Order 203/220 contains relevant information for that aeroplane.		AC		
Order 203, Chapter 23; Air Code, Chapter 26, "p".	To be carried on each flight Operational Flight Plan containing at least the information required in Order 203/220.				
Order203, Chapter 50, par. 7, s/p "ზ".	To be carried on each flight Aeroplane Technical Log.				
Order203, Chapter 50, par. 7, s/p "ო", Order 88, Chapter 10	To be carried on each flight Details of the filed ATS flight plan.				
Order203, Chapter 50, par. 7, s/p "პ", Order 220, Chapter 45, s/p ჟ"	To be carried on each flight Appropriate NOTAM/AIS briefing documentation.				

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Cont'd 8.1.12. List of documents, forms and additional information to be carried					
Order203, Chapter 50, par. 7, s/p "j", Order 220, Chapter 45, s/p r"	To be carried on each flight Appropriate meteorological information.				
Order203, Chapter 50, par. 7, s/p "r", Order 220, Chapter 45, s/p "b"	To be carried on each flight Mass and balance documentation as specified in Order 203/220.				
	To be carried on each flight Notification of special categories of passenger such as security personnel, if not considered as crew, handicapped persons, inadmissible passengers, deportees and persons in custody. Note: OPS 1.005(a) Appendix 1 (b)(6) Exceptions for Operations of performance class B aeroplanes.				
Order 203, Chapter 50, par. 7, "v".	To be carried on each flight Notification of special loads including dangerous goods including written information to the commander .				
Order203, Chapter 50, par. 7, s/p "s", Order 220, Chapter 45, s/p g"	To be carried on each flight Current maps and charts and associated documents .				
Order203, Chapter 50, par. 7, s/p "g", Order 220, Chapter 45, s/p "i", "u"	To be carried on each flight Any other documentation which may be required by the States concerned with this flight, such as cargo manifest, passenger manifest etc.				
Order203, Chapter 50, par. 7, s/p "t", Order 220, Chapter 45, s/p "t"	To be carried on each flight Forms to comply with the reporting requirements of the Authority and the operator.				
	The Authority may permit the information detailed in OPS 1.135(a) above, or parts thereof, to be presented in a form other than on printed paper. An acceptable standard of accessibility, usability and reliability must be assured.				

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Cont'd 8.1.12. List of documents, forms and additional information to be carried					
Order203, Chapter 50, par. 7, s/p "ქ", Order 220, Chapter 45, s/p "ვ"	An operator shall ensure that essential information pertained to the intended flight concerning search and rescue services is easily accessible on the flight deck.				

8.1.13. Information retained on the ground					
	An operator shall ensure that the information/documentation listen in 1.1065 Appendix 1 is stored in an acceptable form, accessible to the Authority, for the periods shown in the Tables in Appendix 1 to OPS 1.1065.		AC		
	An operator shall ensure that at least for the duration of each flight or series of flights <u>A copy of the operational flight plan where appropriate.</u>				
	An operator shall ensure that least for the duration of each flight or series of flights <u>Copies of the relevant part(s) of the aeroplane technical log.</u>				
	An operator shall ensure that a least for the duration of each flight or series of flights <u>Route specific NOTAM documentation if specifically edited by the operator.</u>				
	An operator shall ensure that at least for the duration of each flight or series of flights <u>Mass and balance documentation if required (OPS 1.625 refers).</u>				
	An operator shall ensure that at least for the duration of each flight or series of flights <u>Special loads notification.</u>				
	The information concerning OPS 1.140(b)(1-5) is retained until it has been duplicated at the place at which it will be stored in accordance with OPS 1.1065.				




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Cont'd					
8.1.13. Information retained on the ground					
	If this is impracticable to follow OPS 1.140(a)(ii) above, the same information is carried in a fireproof container in the aeroplane.				
8.2. Ground Handling Instructions					
8.2.1. Fuelling procedures					
Order 203, Chapter 22; Attachment 2, Chapter 2, par. 9. Order 220, , Chapter 26, Attachment 1, Chapter 2, par. 9.	A description of fuelling procedures.		AC		
Order 220, Chapter 26	A description of fuelling procedures, including safety precautions during refueling and defueling including when a APU is in operation or when a turbine engine is running and the prop-brakes are on.				
Order 203, Chapter 29, Attachment 5VI, par. 43. Order 220, Chapter 26.	A description of fuelling procedures, including re-fueling and defueling when passengers are embarking, on board disembarking. An operator shall ensure that no aeroplane is refueled/defueled with Avgas or wide cut type fuel (e.g. Jet-B or equivalent) or when a mixture of these types of fuel might occur, when passengers are embarking, on board or disembarking. An operator shall ensure that, whenever any passengers are on board an aeroplane, the minimum number of cabin crew required in accordance with Order 203are present in the passenger cabin.				
Order 203, Chapter 29, ; Order 220, Chapter 26.	An operator must establish operational procedures for re/defueling with passengers embarking, on board or disembarking according to Order 203.				
Order 203, Chapter 29, ; Order 220, Chapter 26.	An operator shall ensure that no aeroplane is refueled/defueled with Avgas or wide cut type fuel (e.g. Jet-B or equivalent) or when mixture of these types of fuel might occur, when passengers are embarking, on board or disembarking. In all other cases necessary precautions must be taken and the aeroplane must be properly manned by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.				
	An operator shall establish procedures for refueling/defueling with wide-cut fuel (e.g. Jet-B or equivalent) if this is required.				

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8.2. Ground Handling Instructions					
Cont'd	8.2.1. Fuelling procedures				
	Precautions to be taken to avoid mixing fuels.				
8.2.2. Aeroplane, passengers and cargo handling procedures related safety					
Order 203, Attachment 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aeroplane. Further procedures, aimed at achieving safety whilst the aeroplane is on the ramp, must also be given.				
Order 203, Attachment 5, VI, par. 21.	An operator must ensure that the loading of its aeroplanes is performed under the supervision of qualified personnel.  An operator shall ensure the, whenever any passengers are on board an aeroplane, the minimum number of cabin crew required in accordance with Order 203 and are present i the passenger cabin.				
Order 203, Attachment 2, Chapter 3, par. 7; Order 220, Attachment 1, Chapter3, par. 7.	An operator must ensure that the loading of the freight is consistent with the data used for the calculation of the aeroplane mass and balance.				
Order 203, Attachment 2, Chapter 3, par. 1; Order 220, Attachment 1, Chapter3, par. 1.	An operator must comply with additional structural limits such as the floor strength limitations, the maximum load per running meter, the maximum mass per cargo compartment, and/or the maximum seating limits.				
Order 203, Attachment 5, VI, par. 14, "a","b", "g", "d"..	An operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aeroplane.				
Order 203, Attachment 5, VI, par. 17, 18, 19, 20.	Handling procedures must include <u>Children/infants, sick passengers and Persons with Reduced Mobility</u> .				

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Cont'd 8.2.2. Aeroplane, passengers and cargo handling procedures related safety					
Order 203, Attachment 5, VI, par. 17, 18, 19, 20.	In normal circumstances a person with reduced mobility (PRM) should not be seated adjacent to an emergency exit.				
	The Number of PRMs should not exceed the number of able-bodied persons capable of assisting with an emergency evacuation				
Order 203, Attachment 5, VI, par. 17, 18, 19, 20.	An operator shall ensure that PRMs are not allocated, nor occupy, seats where their presence could impede the crew in their duties;				
Order 203, Attachment 5, VI, par. 17, 18, 19, 20.	An operator shall ensure that PRMs are not allocated, nor occupy, seats where their presence could obstruct access to emergency equipment;				
Order 203, Attachment 5, VI, par. 17, 18, 19, 20.	An operator shall ensure that PRMs are not allocated, nor occupy, seats where their presence could impede the emergency evacuation of the aeroplane.				
Order 203, Attachment 5, VI, par. 3.	The commander must be notified when PRMs are to be carried on board.				
Order 203, Attachment 5, II, par. 6; Attachment 5, VI, par. 20.	Handling procedures must include <u>Transportation of inadmissible passengers, deportees or persons in custody</u> . An operator shall establish procedures for the transportation of inadmissible passengers, deportees or persons in custody to ensure the safety of the aeroplane and its occupants.				
Order 203, Attachment 5, VI, par. 3.	The commander must be notified when the above-mentioned persons are to be carried on board.				



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8.2.2. Aeroplane, passengers and cargo handling procedures related safety					
Order 203, Chapter 42; Attachment 5; VI par. 39	Handling procedures must include <u>Permissible size and weight of hand baggage</u> .				
Order 203, Attachment 2; Chapter 3, par. 7; Order 220, Attachment 1, Chapter 3, par.7.	Handling procedures must include loading of items in the aeroplane.				
Order 203, Attachment 2; Chapter 3, par. 7; Order 220, Attachment 1, Chapter 3, par.7.	Handling procedures must include securing of items in the aeroplane.				
Order 203, Chapter 21, par. "b"; Order 220, Chapter 19, par. "b".	An operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.				
Order 203, Chapter 22, par. 1 "e"; Order 220, Chapter 21, par. 1 "e".	The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage is property secured.				
Order 203, Attachment 2, Chapter 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	Handling procedures must include special loads and classification of load compartments.				
Order 203, Attachment 2, Chapter 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	Handling procedures must include positioning of ground equipment and safety on the ramp, including fire prevention, blast and suction areas.				
Order 203, Attachment 2, Chapter 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	Handling procedures must include operation of aeroplane doors.				



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Cont'd 8.2.2. Aeroplane, passengers and cargo handling procedures related safety					
Order 203, Attachment 2, Chapter 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	Handling procedures must include start-up, ramp departure and arrival procedures including push-back towing operations.				
Order 203, Attachment 2, Chapter 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	Handling procedures must include servicing of aeroplanes.				
Order 203, Attachment 2, Chapter 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	Handling procedures must include Documents and forms for aeroplane handling.				
Order 203, Attachment 2, Chapter 2, par. 10; Order 220, Attachment 1, Chapter 2, par. 10.	Handling procedures must include the multiple occupancy of aeroplane seats.				
	An operator shall make provision for, and the commander shall ensure that multiple occupancy of aeroplane seats may only be allowed on specified seats and does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other certain device.				
	An operator shall take all measures to ensure that no person is in any part of an aeroplane in flight which is not a part designed for the accommodation of persons unless temporary access has been granted by the commander to any part of the aeroplane.  Note: OPS 1.005(a) Appendix 1 (b)(3) Operations of performance class B aeroplanes: OPS 1.075 Methods of carriage of persons: Not required for VFR operations of single engine aeroplanes.				
Order 203, Attachment 5, VI, par. 33.	An operator shall not permit any person to use, and take all reasonable measures to ensure that no person does use, on board an aeroplane a portable electronic device that can adversely affect the performance of the aeroplane's systems and equipment.				

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8.2.3. Procedures for the refusal of embarkation 8.2.4. De-icing and Anti-icing on the ground					
	An operator shall not permit any person to enter or be in, and take all responsible measures to ensure that no person enters or is an aeroplane when under the influence of alcohol or drugs to the extent that the safety of the aeroplane or its occupants is likely to be endangered.				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	A description of the de-icing policy and procedures for aeroplanes on the ground.				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	An operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aeroplane(s) are necessary.				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	A commander shall not commence take-off unless the external surfaces are clear of any deposit which might adversely effect the performance and/or controllability of the aeroplane except as permitted in the Aeroplane Flight Manual.				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	Description of the types and effects of icing and other contaminants on aeroplanes whilst stationary, during ground movements and during take-off.				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	A description of the fluid types used must be given including proprietary or commercial names;				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	A description of the fluid types used must be given including <u>characteristics</u> ;				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	A description of the fluid types used must given including <u>effects on aeroplane performance</u> ;				


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Cont'd					
8.2.3. Procedures for the refusal of embarkation					
8.2.4. De-icing and Anti-icing on the ground					
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	A description of the fluid types used must be given including <u>hold-over times</u> ;				
Order 203, Chapter 25, par. 6; Attachment 2, par. 16; Order 220, Chapter 24. par.4. Attachment 1, Chapter 2, par. 16.	A description of the fluid types used must be given including <u>precautions during usage</u> .				
8.3. Flight Procedures					
8.3.1. VFR/IFR Policy					
8.3.2. Navigation Procedures					
Order 203, Chapter 14; Order 220, 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 flights.				
Order 203, Chapter 48	Additional requirements for operations of single-engine turbine-powered aeroplanes at night and/or in Instrument Meteorological Conditions (IMC)				
Order 88 Chapters: 4, 5.	A description of the policy for allowing flights to be made under VFR, or of requiring flights to be made under IFR, or changing from one to the other.				
Order 88, Part 4, Chapter 18.	VFR flights are included in accordance with the Visual Flight Rules and in accordance with the table in Order 88, Attachment 4.. Special VFR flights are not commenced when the visibility is less than 3km and not otherwise conducted when the visibility is less than 1,5km.				
	Standard navigational procedures including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the aeroplane.				
Order 203, Chapter 36, par. 12; Order 220, Chapter 34, par. 2.	An operator shall ensure that instrument departure and approach procedures established by the State in which the aerodrome is located are used.				


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8.3. Flight Procedures					
Cont'd	8.3.1. VFR/IFR Policy 8.3.2. Navigation Procedures				
	A commander may accept an ATC clearance to deviate from a published departure or arrival route, provided obstacle clearance criteria are observed and full account is taken of the operating conditions. The final approach must be flown visually or in accordance with the established instrument approach procedure.				
	Different procedures to those required to be used in accordance with subparagraph (a) above may only be implemented by an operator provided they have been approved by the State in which the aerodrome is located, if required, and accepted by the Authority.				
Order 203, Attachment 2, Chapter 2, par. 23. Order 220, Attachment 1, Chapter 2, par. 23.	The acceptance and cross-check instructions issued by ATCO especially in case when the aircraft changes its location and flight level.				
Order 203, Chapter 76	Electronic Navigation Data Management: An operator shall not use a navigation database which supports an airborne navigation application as a primary means of navigation unless the navigation database supplier holds a Type 2 Letter of Acceptance (LoA) or equivalent.				
Order 2, Chapter 9, par. 3; Order 220, Chapter 9, par. 1.	An operator shall ensure that operations are only conducted along such routes or within such areas, for which: - Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation;				
Order Chapter 45, 46. Order 220, Chapter 39, 40.	The performance of the aeroplane intended to be used is adequate to comply with minimum flight altitude requirements;				
Order 203, Chapter 50, par. 1. Order 220, Chapter 44.	The equipment of the aeroplane intended to be used meets the minimum requirements for the planned operation;				
Order 203, Chapter 50, par. 7, s/p "s"; Order 220, Chapter 45, par. 1, s/p "g".	Appropriate maps and charts are available.				
Order 203, Chapter 24, par 4.	If two-engined aeroplanes are used, adequate aerodromes are available within the time/distance limitations of Order 203. If two-engined aeroplanes are used, adequate aerodromes are available within the time.distance limitations of Order 203.				




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<b>8.3. Flight Procedures</b>					
Cont'd	8.3.1. VFR/IFR Policy 8.3.2. Navigation Procedures				
Order 203, Chapter 74, par. 4-9; Attachment 4;	An operator shall not operate an aeroplane in defined portions of airspace where, based on Regional Air Navigation Agreement, a vertical separation minimum of 300m (1.000ft) applies unless approved to do so by the Authority (RVSM Approval).		AP		
Order , Chapter 74, par. 2, Attachment 4; Order 220, Chapter 62, par. 5.	all ensure that an aeroplane in areas or through portions of airspace, or on routes where navigation performance requirements have been specified, is certified according to these requirements, and, if required, that the Authority had granted the relevant operational approval.		AP		
	An operator of an aeroplane operating in areas referred to in (a) shall ensure that all contingency procedures, specified by the Authority responsible for the airspace concerned, have been included in the Operations Manual.				
Order 203, Attachment 2, Chapter 2, par. 5; Chapter 41; Attachment 12.	Unless specifically approved by the Authority in accordance with Order 203 (ETOPS approval), an operation shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome than, in the case of: Performance <u>Class A aeroplanes</u> with: (i) A maximum approved passenger seating configuration of 20 or more; or (ii) A maximum take-off mass of 45360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative cruise speed determined in accordance with Order 203.		AP		
Order 203, Chapter 41; Attachment 12.	Unless specifically approved by the Authority in accordance with Order 203 (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome than, in the case of: Performance <u>Class A aeroplanes</u> with: (i) A maximum approved passenger seating configuration of 19 or less; or (ii) A maximum take-off mass less than 45 360 kg, The distance flown in 120 minutes or, if approved by the Authority, up to 180 minutes for turbo-jet aeroplanes, at the one-engined-inoperative cruise speed determined in accordance with Order 203.		AP		
Order 203, Chapter 41; Attachment 12.	Unless specifically approved by the Authority in accordance with Order 203 (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome than, in the case of: Performance <u>Class B or C aeroplanes</u> : (i) The distance flown in 120 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; or (ii) 300 nautical miles, whichever is less.		AP		

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<b>8.3. Flight Procedures</b>					
Cont'd	8.3.1. VFR/IFR Policy 8.3.2. Navigation Procedures				
Order 203, Chapter 24, par. 2, s/p "a".	An operator shall determine a speed for the location of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding VMO, based upon the true airspeed that the aeroplane can maintain with one-engine-inoperative.				
Order 203, Chapter 24, par. 2, s/p "a".	An operator must ensure that the following data, specific to each type or variant, is included in the Operations Manual: The one-engine-inoperative cruise speed determined in accordance with Order 203, Chapter 24, par. 2, s/p "a".				
Order 203, Chapter 24, par. 2, s/p "a".	An operator must ensure that the following data, specific to each type or variant, is included in the Operations Manual: The maximum distance from an adequate aerodrome determined in accordance with Order 203.				
Order 203, Attachment 12, Chapter 2.	An operator shall not conduct operations beyond the threshold distance determined in accordance with Order 203 unless approved to do so by the Authority (ETOPS approval).		AP		
Order 203, Chapter 41, par. 3.	Prior to conducting an ETOPS flight, an operator shall that an adequate ETOPS en-route alternate is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter.				
Order 203, Chapter 74, par. 3.	A description of all navigation procedures relevant to the type(s) and area(s) of operation concerning <u>MNPS and POLAR navigation and navigation in other designated areas</u> .				
Order 203, Chapter 74, par. 1; 2. Order 220, Chapter 62, par. 4; 5.	A description of all navigation procedures relevant to the type(s) and area(s) of operation concerning <u>RNAV</u> .				
Order 203, Attachment 2, Chapter 4, par. 1. Order 220, Attachment 1, Chapter 4, par. 1.	A description of all navigation procedures relevant to the type(s) and area(s) of operation concerning <u>in-flight-planning</u> .				

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8.3. Flight Procedures					
Cont'd	8.3.1. VFR/IFR Policy 8.3.2. Navigation Procedures				
Order 203, Attachment 2, Chapter 2, par. 4; Order 220, Attachment 1, Chapter 2, par. 4.	A description of all navigation procedures relevant to the type(s) and area(s) of operation concerning <u>Procedures in the event system degradation</u> .				
Order 203, Chapter 74, par. 4-9.	A description of all navigation procedures relevant to the type(s) and area(s) of operation concerning <u>RVSM</u> .				
Order 203, Chapter 54; Order 220, Chapter 49.	An operator shall not operate an aeroplane with an approved passenger seating configuration of more than 30 passengers on overwater flights at a distance from land suitable for making an emergency landing, greater than 120 minutes at cruising speed, or 400 nautical miles, whichever is the lesser, unless the aeroplane complies with the ditching requirements prescribed in the applicable airworthiness code.				
8.3.3. Altimeter setting procedures 8.3.4. Altitude alerting system procedures 8.3.5. Ground Proximity Warning System/Terrain Avoidance Warning System 8.3.6. Policy and procedures for the use of TRAS/ACAS 8.3.7. Policy and procedures for in-flight fuel management					
Order 203, Chapter 3, par. 8; Order 220, Attachment 1, Chapter 3, par. 8.	Altimeter setting procedures				
Order 203, Chapter 3, par. 8; Order 220, Attachment 1, Chapter 3, par. 8.	Altitude alerting system procedures				
Order 203, Attachment 2, Chapter 2, par. 31; Order 220, Attachment 1, Chapter 2, par. 31.	Ground Proximity Warning system/Terrain Avoidance Warning System. Procedures and instructions required for the avoidance of controlled flight into terrain, including limitations on high rate of descent near surface.				
Order 203, Attachment 2, Chapter 2, par. 31; Order 220, Attachment 1, Chapter 2, par. 31.	When undue proximity to the ground is detected by any flight crew member or by a ground proximity warning system, the commander or the pilot to whom the conduct of the flight has been delegated shall ensure corrective action is initiated immediately to establish safe flight conditions.				

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Cont'd 8.3.3. Altimeter setting procedures 8.3.4. Altitude alerting system procedures 8.3.5. Ground Proximity Warning System/Terrain Avoidance Warning System 8.3.6. Policy and procedures for the use of TRAS/ACAS 8.3.7. Policy and procedures for in-flight fuel management					
Order 203, Attachment 2, Chapter 2, par. 32 Order 220, Attachment 1, Chapter 2, par. 32. Order 203, Chapter 38.	Policy and procedures for the use of TCAS/ACAS				
Order 203, Attachment 2, Chapter 2, par. 32 Order 220, Attachment 1, Chapter 2, par. 32.	An operator shall establish procedures to ensure that when ACAS is installed and serviceable , it shall be used in flight in a mode that enables Resolution Advisories (RA) to be produced unless to do so would not be appropriate for conditions existing at the time.				
Order 203, Attachment 2, Chapter 2, par. 32 Order 220, Attachment 1, Chapter 2, par. 32.	When an RA indication is produced by ACAS II: A. the pilot flying shall immediately conform to the indications of the RA indication, even if this conflicts with an air traffic control (ATC) instruction, unless doing so would jeopardise the safety of the aircraft; B. the flight crew, as soon as permitted by workload, shall notify the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance; C. when the conflict is resolved, the aircraft shall: a. be promptly returned to the terms of the acknowledged ATC instruction or clearance and ATC notified of the manoeuvre; or b. comply with any amended ATC clearance or instruction issued.				
Order 203, Chapter 27.	Policy and procedures for in-flight fuel management.				
8.3.8. Adverse and potentially hazardous atmospheric conditions 8.3.9. Wake Turbulence					
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Thunderstorms</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>icing conditions</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Turbulence</u> ;				

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Cont'd	8.3.8. Adverse and potentially hazardous atmospheric conditions 8.3.9. Wake Turbulence				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions <u>Wind shear</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Jet stream</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Volcanic ash clouds</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Heavy precipitation</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Sand storms</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Mountain waves</u> ;				
	Procedures for operating in, and/or avoiding adverse and potentially hazardous atmospheric conditions including <u>Significant Temperature inversions</u> .				
	Wake turbulence separation criteria, taking into account aeroplane types, wind conditions and runway location.				



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8.3.10. Crew members at their stations 8.3.11. Use of safety belts for crew and passengers					
Order 203, Chapter 32; Order 220, Chapter 31.	The requirements for crew members to occupy their assigned stations or seats during the different phases of flight or whenever deemed necessary in the interest of safety and also include procedures for controlled rest on the flight deck.				
Order 203, Chapter 32, par. 4; Order 220, Chapter 31, par. 4.	During take-off and landing each flight crew member required to be flight deck duty shall be at his/her station.				
Order 203, Chapter 32, par. 2; Order 220, Chapter 31, par. 2.	During all other phases of flight each flight crew member required to be on flight deck duty shall remain at his/her station unless his/her absence is necessary for the performance of his/her duties in connection with the operation, or for physiological needs provided at least one suitably qualified pilot remains at the controls of the aeroplane at all times.				
Order 203, Chapter 69; Order 220, Chapter 59.	Flight crew members on flight deck duty shall use the headset with boom microphone or equivalent, as required by Order 20 and Order 220, as primary communication device to listen to the voice communication with Air Traffic Services.				
	During all phases of flight each flight crew member required to be on flight deck duty shall remain alert.				
Order 203, Chapter 32; Chapter 21, s/p "a"; Chapter 99; Order 220, Chapter 31; Chapter 19, s/p "a".	The requirements for crew members and passengers to use safety belts and/or harnesses during the different phases of flight or whenever deemed necessary in the interest of safety.				
Order 203, Chapter 32, par. 2; 4. Order 220, Chapter 31, par. 2; 4.	During take-off and landing, and whenever deemed necessary by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and harnesses provided.				
Order 203, Chapter 32; Order 220, Chapter 31.	During other phases of the flight each flight crew member on the flight deck shall keep his/her safety belt fastened while at his/her station.				


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Cont'd					
8.3.10. Crew members at their stations 8.3.11. Use of safety belts for crew and passengers					
Order 203, Attachment 5, VI, par. 15, s/p "p.a", par. 31.	Before take-off and landing taxiing, and whenever deemed necessary in the interest of safety, the commander shall ensure that each passenger or board occupies a seat or berth with his/her safety belt, or harness where provided, property secured.				
	An operator shall make provision for, and the commander shall ensure that multiple occupancy of aeroplane seats may only be allowed on specified seats and does not occur other than by one adult and one infant who is properly secured by a supplementary loop belt or other restraint device.				
8.3.12. Admission Flight Deck 8.3.13. Use of vacant crew seats 8.3.14. Incapacitation of crew members 8.3.15. Cabin Safety Requirements					
Order 203, Attachment 2; Chapter 2, par. 41. Order 220, Attachment 1, Chapter 2, par. 40.	The conditions for the admission to the flight deck of persons other than the flight crew. The policy regarding the admission of inspectors from the Authority must also be included.				
Order 203, Attachment 2; Chapter 2, par. 41. Order 220, Attachment 1, Chapter 2, par. 40.	An operator must ensure that no person, other than a flight crew member assigned to a flight, is admitted to, or carried in. the flight deck unless that person is (1) An operating crew member; (2) A representative of the Authority responsible for certification, licensing or inspection if this is required for the performance of his/her official duties; or (3) Permitted by, and carried in accordance with instructions contained in the Operations Manual.				
Order 203, Attachment 2; Chapter 2, par. 41. Order 220, Attachment 1, Chapter 2, par. 40.	In the interests of safety, admission to the flight deck does not cause distraction and/or interfere with the flight's operation.				
Order 203, Attachment 2; Chapter 2, par. 41. Order 220, Attachment 1, Chapter 2, par. 40.	All person carried on the flight deck are made familiar with the relevant safety procedures.				
Order 203, Attachment 2; Chapter 2, par. 41. Order 220, Attachment 1, Chapter 2, par. 40.	The final decision regarding the admission to the flight deck shall be the responsibility of the commander.				


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Cont'd					
8.3.12. Admission Flight Deck 8.3.13. Use of vacant crew seats 8.3.14. Incapacitation of crew members 8.3.15. Cabin Safety Requirements					
Order 203, Attachment 2, Chapter 2, par. 41. Order 220, Attachment 1, Chapter 2, par. 40.	The conditions and procedures for the use of vacant crew seats.				
	Procedures to be followed in the event of incapacitation of crew members in flight. Examples of the types of incapacitation and the means for recognizing them must be included.				
Order 203, Attachment 5, VI, par. 28.	Cabin preparation for flight, in-flight requirements and preparation for landing including procedures for securing cabin and galleys.				
Order 203, Attachment 5, VI, par. 19.	Procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aeroplane.				
Order 203, Attachment 5, VI, par. 21.	Procedures to be followed during passenger embarkation and disembarkation.				
Order 203, Attachment 5, VI, par. 41.	Procedures when refueling/defueling with passengers embarking, on board or disembarking.				
Order 203, Attachment 5, VI, par. 32.	Procedures covering smoking on board.				
Order 203, Attachment 5, VI, par. 32.	Smoking on board according Order 203.				



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8.3.16. Passenger briefing procedures					
Order 203, Attachment 5, VI, par. 15.	Passenger briefing procedures. The contents, means and timing of passenger briefing in accordance with Order 203.				
Order 203, Attachment 5, VI, par. 52.	Passengers are given a verbal briefing about safety matters. Parts or all of the briefing may be provided by an audio-visual presentation.				
Order 203, Attachment 5, VI, par. 15, "ლ".	Passengers are provided with a safety briefing card on which picture type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.				
	Before take-off Passengers are briefed <u>smoking regulations</u> ;				
Order 203, Attachment 5, VI, par. 15, "ბ".	Before take-off Passengers are briefed <u>back of the seat to be upright position and tray table stowed</u> ;				
Order 203, Attachment 5, VI, par. 15, "გ".	Before take-off Passengers are briefed <u>Location of emergency exits</u> ;				
Order 203, Attachment 5, VI, par. 15, "თ".	Before take-off Passengers are briefed <u>location and use floor proximity escape path markings</u> ;				
Order 203, Attachment 5, VI, par. 15, "ა.ბ.ა".	Before take-off Passengers are briefed <u>stowage of hand baggage</u> ;				

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Cont'd 8.3.16. Passenger briefing procedures					
Order 203, Attachment 5, VI, par. 15, "კ".	Before take-off Passengers are briefed <u>restrictions on the use of portable electronic devices</u> ;				
Order 203, Attachment 5, VI, par. 15, "ლ".	Before take-off Passengers are briefed <u>to the location and the contents of the safety briefing card</u> ;				
Order 203, Attachment 5, VI, par. 15, "ა.ბ.ბ"..	Before take-off Passengers receive a demonstration of the use of safety belts and/or safety harnesses, including how to fasten and unfasten the safety belts and/or safety harnesses;				
Order 203, Attachment 5, VI, par. 15, "ე"..	Before take-off Passengers a demonstration of the location and use of oxygen equipment if required . Passengers must also be briefed to extinguish all smoking materials when oxygen is being used;				
Order 203, Attachment 5, VI, par. 15, "ზ".	Before take-off Passengers receive a demonstration of the location and use of life jackets if required .				
Order 203, Attachment 5, VI, par. 15, "მ.ა".	After take-off Passengers are reminded of <u>smoking regulations</u> .				
Order 203, Attachment 5, VI, par. 15, "მ.ბ".	After take-off Passengers are reminded of <u>use of safety belts and/or safety harnesses including the safety benefits of having safety belts fastened when seated irrespective of seat belt sign illumination</u> .				
	Before landing Passengers are reminded <u>smoking regulations</u> .				



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Cont'd 8.3.16. Passenger briefing procedures					
Order 203, Attachment 5, VI, par. 15, "o.b".	Before landing Passengers are reminded <u>use of safety belts and/or safety harnesses.</u>				
Order 203, Attachment 5, VI, par. 15, "o.g".	Before landing Passengers are reminded <u>back of the seat to be the upright position and try table stowed.</u>				
Order 203, Attachment 5, VI, par. 15, "o.a".	Before landing Passengers are reminded <u>re-stowage of hand baggage.</u>				
	Before landing Passengers are reminded <u>restrictions of the use of portable electronic devices.</u>				
Order 203, Attachment 5, VI, par. 15, "p.g".	After landing Passengers are reminded <u>smoking regulations.</u>				
Order 203, Attachment 5, VI, par. 15, "p.a".	After landing Passengers are reminded <u>use of safety and/or safety harnesses.</u>				
Order 203, Chapter 21, par. 3; Order 220, Chapter 19, par. 3.	In an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.				

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8.3.17. Procedures for aeroplanes operated whenever required cosmic or solar radiation detection equipment is carried					
Order 203, , Chapter 20,; Chapter 61,; Chapter 34	Procedures for aeroplanes operated whenever required cosmic or solar radiation detection equipment is carried. Procedures for the use of cosmic or solar radiation detection equipment and for recording its readings including actions to be taken in the procedures that limit values specified in the Operations Manual are exceeded. In addition, the procedures, including ATS procedures, to be followed in the event that a decision to descent or re-route is taken.				
Order 203, Chapter 61; Attachment 2, Chapter 2, par. 34.	An operator shall not operate an aeroplane above 15 000m (49.000 ft) unless the equipment specified in Order 203 is serviceable, or the procedure prescribed in Order 203 is complied with.				
	An operator shall take account of the in-flight exposure to cosmic radiation of all crew members while on duty (including positioning) and shall take the measures in Order 203 for those crew liable to be subject to exposure of more than 1 mSv per year.				
Order 203, Attachment 2, Chapter 2, par. 34, "a".	The commander or the pilot to whom conduct of the flight has been delegated shall initiate a descent as soon as practicable when the limit values of cosmic radiation dose rate specified in the Operations Manual are exceeded.				
8.3.18. Policy on the use of Autopilot and Auto throttle					
Order 203, Attachment 2, Chapter 2, par. 22.	Policy on the use of Autopilot and Auto throttle.				
8.4. AWO - All weather operations Note!					
Order 203, Chapter 17, par. 8; 9; 10. Order 220, Chapter 16.	A description of the operational procedures associated with All Weather operations .				
Order 203, , par. 1. Order 220, Chapter 16.	An operator shall establish, for each aerodrome planned to be used, aerodrome operating minima. The method of determination of such minima must be acceptable to the Authority.		AC		

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<b>Cont'd 8.4. AWO - All weather operations Note!</b>					
Order 203, Chapter 17, par. 1. Order 220, Chapter 16, par. 1.	Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State.		AP		
Order 203, Chapter 17, par. 2.;	Notwithstanding paragraph above, in-flight calculation of minima for use at unplanned alternate aerodromes and/or for approaches utilizing EVS shall be carried out in accordance with a method acceptable to the Authority.		AC		
Order 203, Chapter 17; Order 220, Chapter 16.	In establishing the aerodrome operating minima which will apply to any particular operation, an operator must take full account of the item listed on Order 203, Chapter 17; Order 220.				
Order 203, Chapter 3.;	Terminology used for AWO operations should be according Order 203/220.				
Order 203, Attachment 2, Chapter 2, , par. 28; 29; 30. Order 220, Attachment 1, Chapter 2, par. 28; 29; 30.	An operator must establish procedures and instructions to be used for Low Visibility Take-Off, approaches utilizing EVS, Lower than Standard Category I, Other than Standard Category II, Category II and III operations. These procedures must be included in the Operations Manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, roll-out and missed approach as appropriate.				
Order 203, Attachment 19, Chapter 4.	An operator must establish procedures and instructions to be used for Low Visibility Take-Off, Approaches utilizing EVS Lower than Standard Category I, other than Standard Category II, Category II and II operations according to Order 203, Attachment 19, Chapter 4.				
Order 203, Chapter 17, par. 1; Order 220, Chapter 16, par. 1.	An operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which the aerodrome is located.		AP		
Order 203, Chapter 72; Order 220, Chapter 61.	Low Visibility Operations. Low visibility operations -- Operating procedures. The increase of aerodrome operating minima in case of degradation of approach or aerodrome facilities in the event when Head-Up Displays (HUD) or enhanced vision systems (EVS) equipment are used.				
Order 203, par. 6.	An operator shall verify that Low Visibility Procedures (LVP) have been established, and will be enforced at those aerodromes where low visibility operations are to be conducted.				

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Cont'd 8.4. AWO - All weather operations Note!					
Order 203, Chapter 25, par. 2, "a".	The commander not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better applicable minima for landing at that aerodrome unless a suitable take-off alternate aerodrome is available.				
Order 203, Attachment 19, Chapter 2.	Take-off minima Required RVR/Visibility and Exceptions to Order 203, Attachment 19.				
	Subject to the approval of the Authority, and provided the requirements in paragraph(s) (A) to (E) below have been satisfied, an operator may reduce the take-off minima to 125m RVR (Category A, B and C aeroplanes) or 150 m RVR (Category D aeroplanes) when: (A) Low Visibility Procedures are in force; (B) High intensity runway centerline lights spaced 15m or less and high intensity edge light spaced 60m or less are in operation; (C) Flight crew members have satisfactory completed in a Flight Simulator; (D) A 90m visual segment is available from the cockpit at the start of the take-off run; and (E) The required RVR value has been achieved for all of the relevant RVR reporting points.		AP		
	Subject to the approval of the Authority, an operator of an aeroplane using an approved lateral guidance system for take-off may reduce the take-off minima to an RVR less than 125m (Category A, B and C aeroplanes) or 150m (Category D aeroplanes) but not lower than 75m provided runway protection and facilities equivalent to Category III landing operations are available.		AP		
	Approval for Category II, Other than Standard Category II or III operations according to OPS 1.440.		AP AC		
	An operator shall conduct low visibility take-off in less than 150m RVR (Category A, B and C aeroplanes) or 200m RVR (Category D aeroplanes) unless approved by the Authority.		AP		
	An operator shall not conduct Lower than Standard Category I operations unless approved by the Authority.		AP		


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Cont'd 8.4. AWO - All weather operations Note!					
	Operational Demonstration (for introduction and approval of low visibility operations): At least 30 approaches and landings must be accomplished in operations using the Category II/III systems installed in each aircraft type of the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings will need to be accomplished unless otherwise approved by the Authority.				
	For operational Demonstration the Authority may also accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator with an AOVIC issued in accordance with OPS 1 using the same aeroplane type or variant and procedures.				
Order 181 (LVO Procedure (FSD 03-6) par. 7.4	Maintenance of Category II, Category III and LVTO equipment. Maintenance instructions for the on-board guidance system must be established by the operator, in liaison with the manufacturer, and included in the operator's aeroplane maintenance program which must be approved by the Authority.				
Order 203, Chapter 30, par. 1; Order 220, Chapter 28, par. 1.	On an IFR flight a commander shall only: (1) Commence take-off; or (2) Continue beyond the point from which a revised flight plan applies in the event of in-flight re-planing, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima Order 203, Chapter 30; Order 220, Chapter 28.				
Order 203, Chapter 30, par. 1; Order 220, Chapter 28, par. 1.	On an IFR flight, a commander shall only continue towards the planned destination aerodrome when the latest information available indicates that the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the planning applicable aerodrome operating minima.				
Order 203, Chapter 24, par. 6	On an IFR flight a commander shall only continue beyond: (1) The decision point when using the Reduced Contingency Fuel Procedure (2) the pre-determined point when using the pre-determined point procedure when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in Order 203, Chapter 24, par. 6 are at or above the applicable aerodrome operating minima prescribed in Order 203, Chapter 17..				
Order 203, Chapter 25, par. 1; Order 220, Chapter 24, par. 1.	On a VFR flight a commander shall only commence take-off when the appropriate weather reports or forecasts, or any combination thereof, indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to render compliance with these rules possible.				


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Cont'd 8.4. AWO - All weather operations Note!					
	An operator shall establish procedures for flights in expected or actual icing conditions.				
Order 203, Attachment 19, Chapter 2, par. 1; 2.	Before commencing take-off, a commander must satisfy himself/herself that the RVR or visibility in the take-off direction of the aeroplane is equal to or better than the applicable minimum.				
Order 203, Chapter 30, par. 2; 3. Order 220, Chapter 28, par. 2; 3.	Commencement and continuation of approach.				
Order 203, Chapter 17, par. 7, s/p "a".	Non-Precision approach.				
Order 203, , Chapter 30, par. 3.	Other visual reference than mentioned in Order 203, Chapter 30, par. 3 for a pilot to continue an approach below MDA/MDH for the intended runway has to be acceptable by the Authority.				
Order 203, Attachment 19, Chapter 5;v 6; 7.	Precision approach - Category I operations:				
Order 203, Chapter 17, par. 8, "b. b"; 9.	Precision approach - Category II operations:				
Order 203, Chapter 17, par. 8 "b. g"; "b.d", "b.e"; par. 9.	Precision approach - Category III operations:				




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Cont'd 8.4. AWO - All weather operations Note!					
Order 203, Chapter 17, par. 8 "b.e".	No Decision Height Operations. Operations with no decision height may only be conducted if: The operator has an approval for CAT III operations with no decision height.				
Order 203, Attachment 19, Chapter 8.	Circling.				
Order 203, Attachment 19, Chapter 9.	Visual Approach. An operator shall not use an RVR of less than 800m for a visual approach.				
Order 203, Attachment 19, Chapter 10.	Conversion of Reported Meteorological Visibility to RVR.				
Order 203, Attachment 19, Chapter 10.	Where RVR is not available. RVR values may be derived by converting the reported visibility.		AC		
Order 203, Chapter 30, par. 2, par. 3.	The approach may be continued below DA?H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.				
Order 203, Chapter 3, par. 3.	The touch-down zone RVR.				
Order 203, Chapter 46.	Classification of aeroplanes.				


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Cont'd 8.4. AWO - All weather operations Note!					
	Permanent change of category (maximum landing mass) (1) An operator may impose a permanent, lower, landing mass, and use this mass for determining the VAT if approved by the Authority.  (2) The category defined for a given aeroplane shall be a permanent value and thus independent of the changing conditions of day-to-day operations.				
Order 203, Chapter 17, par. 7; 8.	A description of the operational procedures associated with AWO .				
Order 203, Chapter 17, par. 1; Order 220, Chapter 16, par. 1.	An operator shall establish, for each aerodrome planned to be used, aerodrome operating minima that are not lower than the values given in Appendix 19, Order 203 as applicable. The method of determination of such minima must be acceptable to the Authority.		AC		
Order 203, Chapter 17, par. 1; Order 220, Chapter 16, par. 1.	Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State.		AP		
Order 203, Chapter 17, par. 2.	In-flight calculation for aerodromes by the State in which the aerodromes and/or for approaches utilizing EVS shall be carried out in accordance with a method acceptable to the Authority.		AC		
Order 203, Chapter 17, par. 3; Attachment 19; Order 220, Chapter 16, par. 2.	In establishing the aerodrome operating minima which will apply to any particular operation, an operator must take full account of the item listed on Order 203, Chapter 17.				
Order 203, Chapter 3; Order 220, Chapter 3.	Terminology used for AWO operation should be according Order 203/220.				
Order 203, Attachment 2, Chapter 2, par. 28; 29; 30. Order 220, Attachment 1, Chapter 2, par. 28; 29; 30.	An operator must establish procedures and instructions to be used for Low Visibility Take-Off, approaches utilizing EVS, Lower than Standard Category I, Other than Standard Category II, Category II and III operations. These procedures must be included in the Operations Manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, roll-out and missed as appropriate.				

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Cont'd 8.4. AWO - All weather operations Note!					
Order 203, Attachment 19, Chapter 4.	An operator must establish procedures to be instructions to be used for Low Visibility Take-Off, approaches utilizing EVS, Lower than Standard Category I, Other than Standard Category II, Category II and III operations according to Order 203, Attachment 19, Chapter 4.				
Order 203, Chapter 17, par. 3. Order 220, Chapter 16, par. 1.	An operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which the aerodrome is located.		AP		
Order 203, Chapter 17, par. 6.	An operator shall verify that Low Visibility Procedures (LVP) have been established, and will be enforced, at those aerodromes where low visibility operations are to be conducted.				
Order 203, Chapter 24, par. 1.	The commander shall not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a suitable take-off alternate aerodrome is available.				
Order 203, Attachment 19, par. 2.	Take-off minima Required RVR/Visibility and Exceptions to Order 203, Attachment 19.				
	Subject to the approval of the Authority, and provided the requirements in paragraphs (A) to (E) below have been satisfied, an operator may reduce the take-off minima to 125 m RVR (Category A, B and C aeroplanes) or 150m RVR (Category D aeroplanes) when: (A) Low Visibility Procedures are in force; (B) High intensity runway centerline lights spaced 15m or less and high intensity edge lights spaced 60m or less are in operation; (C) Flight crew members have satisfactory completed training in a Flight Simulator; (D) A 90m visual segment is available from the cockpit at the start of the take-off run; and (E) The required RVR value has been achieved for all of the relevant RVR reporting points.				
	Subject to the approval of the Authority, an operator of an aeroplane using either: (A) An approved lateral guidance system; or, (B) An approved HUD/HUDLS take-off may reduce the take-off minima to an RVR less than 125m (Category A, B and C aeroplanes) or 150 m (Category D aeroplanes) but not lower than 75m provided runway protection and facilities equivalent to Category III landing operations are available.				
	Approval for Category II, Other than Standard Category II or III operations according to OPS 1.440.				

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Cont'd 8.4. AWO - All weather operations Note!					
	An operator shall not conduct low visibility take-offs in less than 150m RVR (Category A, B and C aeroplanes) or 200m RVR (Category D aeroplanes) unless approved by the Authority.				
	An operator shall not conduct Lower Standard Category I operations unless approved by the Authority.				
	Operational Demonstration (for introduction and approval of low visibility operations):  At least 30 approaches and landings must be accomplished in operations using the Category II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings will need to be accomplish unless otherwise approved by the Authority.				
	For operational Demonstration the Authority may also accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator with an AOC issued in accordance with OPS 1 using the same aeroplane type or variant and procedures.				
	Maintenance of Category II, Category III and LVTO equipment. Maintenance instructions for the on-board guidance systems must be established by the operator, in liaison with the manufacturer, and included in the operator's aeroplane program prescribed in Part M, paragraph M.A.302 which must be approved by the Authority.				
	On an IFR flight a commander shall only: (1) Commence take-off; or (2) Continue beyond the point from which a revised flight plan applies in the event of in-flight re-planning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the planning minima, prescribed in OPS 1.297.				
	On an IFR flight, a commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the planning applicable aerodrome operating minima.				

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Cont'd 8.4. AWO - All weather operations Note!					
	On an IFR flight a commander shall only continue beyond: (1) The decision point when using the Reduced Contingency Fuel Procedure (see Appendix 1 to OPS 1.255); (2) the pre-determined point when using the pre-determined point procedure (see Appendix 1 to OPS 1.255). when information is available indicating that the expected weather conditions, at the time of arrival at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the applicable aerodrome operating minima prescribed in OPS 1.225.				
	On a VFR flight a commander shall only commence take-off when the appropriate weather reports or forecasts, or any combination thereof, indicate that the meteorological conditions along the route or that of the route to be flown under VFR will, at the appropriate time, be such as to render compliance with these rules possible.				
	An operator shall establish procedures for flights in expected or actual icing conditions. (see also ACJ OPS 1.346).				
	Before commencing take-off, a commander must safety himself/herself that the RVR or visibility in the take-off direction of the aeroplane is equal to or better than the applicable minimum.				
	Commencement and continuation of approach. (See also OPS 1.192).  Note: OPS 1.005(a) Appendix 1 (b)(20) Operations of performance class B aeroplanes: OPS 1.405 Commencement and continuation of approach: Not applicable to VFR operations.				
	A Category I approach operation is a precision instrument approach and landing using ILM, MLS, GLS (GNSS/GBAS) or PAR with a decision height not lower than 200 ft and with an RVR not less than 550 m, unless accepted the Authority. Note: OPS 1.005(a) Appendix 1 (b)(22) Operations of performance class B aeroplanes: OPS 1.430 to 1.460, including appendices: Not applicable to VFR operations.		AC		
Order 203, Attachment 19, Chapter 5; Chapter 7.	Category I, APV and Non-precision Approach Operations: A Non-Precision Approach using any of the facilities described in Table 3 (System Minima), with a MDH or DH not lower than 250 ft and an RVR/CMV of not less than 750 m, unless accepted by the Authority.		AC		

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Order 203, Attachment 19, Chapter 5; 6; 7.	Category I, APV and Non-precision Approach Operations: An APV operation is an instrument approach which utilizes lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a DH not lower than 250 ft and a runway visual range of not less than 600m unless approved by the Authority.		AC		
Order 203, Attachment 19, Chapter 5; 6; 7.	Category I, APV and Non-precision Approach Operations: Decision Height (DH) criteria.				
Order 203, Attachment 19, Chapter 5; 6; 7.	Category I, APV and Non-precision Approach Operations: Minimum Descent Height (MDH) criteria.				
Order 203, Attachment 19, Chapter 7, Table #6.	Category I, APV and Non-precision Approach Operations: Visual Reference criteria.				
Order 203, Attachment 19, Chapter 8, Table #7, Chapter 9.	Other visual references accepted by the Authority.				
Order 203, Attachment 19, Chapter 10.	Criteria for establishing RVR / Converted Met Visibility.		AC		
Order 203, Attachment 19, Chapter 7.	Determination of RVR / CMV / Visibility Minima for Category I, APV and Non -Precision Approach operations.				
	Lower than Standard Category I Operations. Note: OPS 1.005(a) Appendix 1 (b)(22) Operations of performance class B aeroplanes: OPS 1.430 to 1.460, including appendices: Not applicable to VFR operations.				

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Cont'd 8.4. AWO - All weather operations Note!					
Order 203, Chapter 17, par. 8, "b. b"; par. 9.	Precision approach - Category II and than Standard Category II Operations.		AC		
Order 203, Chapter 17, par. 8, "b. g"; "b.d ; "b.e"; par. 9.	Precision approach - Category III operations.				
Order 203, Chapter 17, par. 8, "b. e".	No Decision Height Operations. Operations with no decision height may only be conducted if: The operator has an approval for CAT III operations with no decision height.				
Order 203, Chapter 72; Attachment 16. Order 220, Chapter 61.	Enhanced Vision Systems.				
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Order 203, Attachment 19, Chapter 8.	Circling.		AC		
	Notwithstanding the requirements in sub paragraph (3) above, an Authority may exempt an operator from the requirement to increase the visibility above that derived from Table 10.				
	Exemptions as described in para (4) must be limited to locations where there is a clear public interest to maintain current operations. The exemptions must be based on the operator's experience, training program and flight crew qualification. The exemptions must be reviewed at regular intervals.				



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Cont'd 8.4. AWO - All weather operations Note!					
Order 203, Attachment 19, Chapter 9.	Visual Approach. An operator shall not use an RVR of less than 800m for a visual approach.				
Order 203, Attachment 19, Chapter 10.	Conversion of Reported Meteorological Visibility to RVR/CMV.				
Order 203, Attachment 19, Chapter 10.	Where RVR is not available, RVR values may be derived by converting the reported visibility .				
Order 203, Chapter 6, par. 2; par. 3.	The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.				
Order 203, Chapter 6, par. 3.	The touch-down zone RVR.				
Order 203, Chapter 46.	Classification of aeroplanes.				
	Permanent change of category (maximum landing mass) (1) An operator may impose a permanent, lower, landing mass, and use this mass for determining the VAT if approved by the Authority  (2) The category defined for a given aeroplane shall be a permanent value and thus independent of the changing conditions of day-to-day operations.		AP		



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<b>8.5. EDTO</b>					
Order 203, Attachment 12, Chapter 2.	maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS Approval.				
Order 203, Chapter 24, par. 2, "a".	An operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operate, not exceeding VMO, based upon the true airspeed that the aeroplane can maintain with one-engine-inoperative.				
Order 203, Chapter 24, par. 2, "a".	An operator must ensure that the following data, specific to each type or variant, is included in the Operations Manual: (1) The one-engine-inoperative cruise speed determined in accordance with subparagraph (b) above; and (2) The maximum distance from an adequate aerodrome determined in accordance with subparagraph (a) and (b) above.				
Order 203, Chapter 41.	A description of the EDTO operational procedures. An operator shall not conduct operations beyond the threshold distance determined in accordance with Order 203, Chapter 41 unless approved to do so by Authority (EDTO approval.) .		AP		
<b>8.6. Use of the Minimum Equipment (MEL) and Configuration Deviation List(s) (CDL)</b>					
Order 203, Attachment 14, par. 3; Order 203, Chapter 3, "ჟ". Order 220, Chapter 3, "33"; Attachment 5.	Use of the Minimum Equipment and Configuration Deviation List(s)  An operator shall establish, for each aeroplane, a Minimum Equipment List (MEL) approved by the Authority. This shall be based upon, but no less restrictive than, the relevant Master Minimum Equipment List (MMEL) (if this exists) accepted by the Authority.		AP		
Order 203, Attachment 14, par. 3; Order 220, Attachment 5, par. 1; 3..	An operator shall not operate an aeroplane other than in accordance with the MEL unless permitted by the Authority. Any such permission will in no circumstances permit operation outside the constraints of the MMEL.		AC		



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8.4. Non revenue flights					
	Procedures and limitations for <u>training flights</u> .				
	Procedures and limitations for <u>test flights</u> .				
	Procedures and limitations for <u>delivery flights</u> .				
	procedures and limitations for <u>ferry flights</u> .				
	Procedures and limitations for <u>demonstration flights</u> .				
	Procedures and limitations for <u>positioning flights, including the kind of person who may be carried on such flights</u> .				


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<b>8.8. Oxygen Requirements</b>					
Order 203, Chapter 29, Chapter 56; Order 220, Chapter 27, Chapter 53.	An explanation of the conditions under which oxygen must be provided.				
Order 203, Chapter 33; Attachment2; Chapter 2, par. 14. Order 220, Chapter 32.	An explanation of the conditions under which oxygen must be used.				
Order 203, Chapter 29. Order 220, Chapter 27.	The oxygen requirements specified for <u>Flight crew</u> .  A commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aeroplane in flight use supplemental oxygen continuously whenever cabin altitude exceeds 10 000 ft for a period in excess of 30 minutes and whenever the cabin altitude exceeds 13 000 ft.				
Order 203, Chapter 29, par. 1; par. 2. Order 220, Chapter 267, Par. 1, Par. 2.	The oxygen requirements specified for <u>Cabin crew</u> .				
Order 203, Chapter 29, par. 1; par. 2. Order 220, Chapter 267, Par. 1, Par. 2.	The oxygen requirements specified for <u>Passengers</u> .				
<b>9. DANGEROUS GOODS AND WEAPONS</b>					
Order 203, Chapter 7.; Attachment 2, Chapter 2, par. 39. Order 220, Chapter 7; Attachment 1, Chapter 2, par. 38.	An operator must ensure that the content of the Dangerous Goods and Weapons in the Operations Manual is prescribed in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Attachment 2, Chapter 2, par. 39. Order 220, Attachment 1, Chapter 2, par. 38.	An operator shall ensure that the contents of the Operating Procedures are in accordance with ICAO Doc 9481 and relevant to the area and type of operation.				
Order 203, Attachment 2, Chapter 2, par. 39. Order 220, Attachment 1, Chapter 2, par. 38.	Terms used with Dangerous Goods and Weapons in the Operations manual should comply to ICAO Doc 9481.				


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Cont'd 9. DANGEROUS GOODS AND WEAPONS					
Order 203, Chapter 7.. Order 142, Chapter 4, par. 3. Order 220, Chapter 7. Order 263, Chapt. 3, par. 5.	An operator shall not transport dangerous goods unless approved to do so by the Authority.				
Order 203, Chapter 82, par. 2, "6", par. 5; Attachment 2, Chapter 5, par. 5; Order 142; Chapter 4, par.3, s/p "ტ"; Order 220, Chapt. 66, par. "6"; par. 5; Attachment 1, Chapter 5, par. 5.	Before the issue of an approval for the transport of dangerous goods, the operator shall satisfy the Authority that adequate training has been given, that all relevant documents (e.g. for ground handling, aeroplane handling, training) contain information and instructions on dangerous goods, and that there are procedures in place to ensure the safe handling of dangerous goods at all stages of air transport.				
Order 203, Attachment 2, Chapter 2, par. 39; Order 220, Attachment 1; Chapter 2, par. 38. Order 263, Chapt. 15, p1, s/p "3", par. 11.	Information, instructions and general guidance on the transport of dangerous goods including Operator's policy on the transport of dangerous goods.				
Order 203, Chapter 50, par. 2; Attachment 10. Order 220, Chapter 44, par. 2, "a". Order 263, Chapt. 8, par. 4, s/p "3".	Articles and substances with medical aid to the patient carried on board in flight.				
Order 263, Chapter 8, par. 4, s/p "ა", par. 5; 6..	Articles and substances are required to be board the aeroplane and are in accordance with the relevant requirements or for operating reasons.				
Order 263, Chapter 15, par. 1, s/p "ო".	The transport of Dangerous Goods in the aeroplane on a flight (baggage).				
Order 263, Chapter 8, par. 1, 2, 3.	An operator shall ensure that articles and substances or other goods declared as dangerous goods that are specifically identified by name or generally described in the Technical Instructions as being forbidden for transport under any circumstances are not carried on any aeroplane.				
Order 263, Chapter 9, Chapter 10.	An operator shall not carry articles and substances or other goods declared as dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances unless the following requirements of those instructions have been met: (1) The necessary exemptions have been granted by all the States concerned under the requirements of the Technical Instructions; or (2) an approval has been granted by the State(s) concerned on those occasion when the Technical Instructions indicate that only such approval is required.				

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Cont'd 9. DANGEROUS GOODS AND WEAPONS					
Order 263, Chapter 15, par. 1, "a. b".	An operator shall not accept dangerous goods unless the package, over pack or freight container has been inspected in accordance with the acceptance procedures in the Technical Instruction (ICAO-TI).				
Order 263, Chapter 15, par. 1, "a. a".	An operator shall not accept dangerous goods unless except when otherwise specified in the Technical Instructions (ICAO-TI), they are accompanied by two copies of a dangerous goods transport document.				
Order 263, Chapter 3, Par. 7; Chapter 6, par. 4; Chapter 15, par. 9.	An operator shall not accept dangerous goods unless the English Language is used for package marking and labeling and the dangerous goods transport document.				
Order 263, Chapter 15, par. 1, s/p "ა.ბ", "ჟ".	An operator shall use an acceptance check list which allow for all relevant details to be checked and shall be in such form as will allow for the recording of the result of the acceptance check by manual, mechanical or computerized means.				
Order 263 (27.12.2013 "DGO") Chapter 15, par. 1, "ა.ბ", "გ".	Packages, overpacks and freight containers are inspected for evidence of leakage or damage immediately prior to loading on an aeroplane or into a unit load device, as specified in the Technical Instructions (ICAO-TI).				
Order 263, Chapter 15, Par. 1, s/p "ა.ბ".	A unit load device is not loaded on an aeroplane unless it has been inspected as required by the Technical Instructions (ICAO-TI) and found free from any evidence of leakage from, or damage to, the dangerous goods contained therein.				
Order 263, Chapter 15, Par. 1, s/p "გ".	Leaking or damaged packages, overpacks or freight containers are not loaded on an aeroplane.				
Order 263, Chapter 15, Par. 1, s/p "ე".	Any package of dangerous goods found on an aeroplane and which appears to be damaged or leaking is removed or arrangements made for its removal by an appropriate authority or organization.				

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Order 263, Chapter 15, Par. 1, s/p "ე"; par. 11.	Packages, overpacks and freight containers are inspected for signs of damage or leakage upon unloading from an aeroplane or from a unit load device and, if there is evidence of damage or leakage, the area where the dangerous goods were stowed is inspected for damage or contamination.				
Order 263, Chapter 15, Par. 1, s/p "ფ".	Removal of Contamination.				
Order 263, Chapter 15, Par. 1, s/p "ზ"; Chapter 3, par. 8.	Loading Restrictions.				
Order 263, Chapter 15, Par. 1, s/p "პ".	Information, instructions and general guidance on the transport of dangerous goods including guidance on the requirements for acceptance, labeling, handling, stowage and segregation of dangerous goods.				
Order 263, Chapter 15, Par. 3.	Information, instructions and general guidance on the transport of dangerous goods including Special notification requirements in the event of an accident or occurrence when dangerous goods are being carried..				
Order 263, Chapter 15, Par. 2.	Information, instructions and general guidance on the transport of dangerous goods including Procedures for responding to emergency situations involving dangerous goods.				
Order 263, Chapter 15, Par. 1, s/p "პ".	Information, instructions and general guidance on the transport of dangerous goods including Duties of all personnel involved as per Order 263.				
Order 263, Chapter 15, Par. 11.	Information, instructions and general guidance on the transport of dangerous goods including Instructions on the carriage of the operator's employees.				


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Cont'd 9. DANGEROUS GOODS AND WEAPONS					
Order 263, Chapter 17(1), Chapter 15, par. 1, s/p "ბ".	An operator must provide such information in the operations manual and/or other appropriate manuals as will enable personnel to carry out their responsibilities with regard to the transport of dangerous goods as specified in the Technical Instructions, including the actions to be taken in the event of emergencies involving dangerous goods. Where applicable, such information must also be provided to his handling agent.				
Order 263, Chapter 15, par. 1, s/p "თ".	Information to Passengers and Other Persons.				
Order 263, Chapter 15, par. 1, s/p "ნ".	Information to the Commander.				
Order 263, Chapter. 15, par. 3.	Information in the Event of an Aeroplane Incident or Accident.				
Order 263, Chapter. 15, par. 2.	Information in the Event of an in-flight Emergency.				
The conditions under which weapons, munitions of war weapons may be carried					
	Definition of weapons of war and munitions of war.				
	An operator shall not transport weapons of war and munitions of war by air unless an approval to do so has been granted by all States concerned. The conditions under which weapons, munitions of war and sporting weapons may be carried.				
	An operator shall ensure that weapons of war and munitions of war are stowed in the aeroplane in a place which is inaccessible to passengers during flight.				


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Cont'd The conditions under which weapons, munitions of war weapons may be carried					
	An operator shall ensure that weapons of war and munitions of war are stowed in the aeroplane in the case of firearms, unloaded.				
	An operator shall ensure that weapons of war and munitions of war are stowed in the aeroplane in a place which is inaccessible to passengers during flight, or in case of firearms, unloaded <u>unless before the commencement of the flight, approval has been granted by all States concerned</u> that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from those indicated in this subparagraph.				
	An operator shall ensure that the commander is notified before a flight begins of the details and location on board the aeroplane of any weapons of war and munitions of war intended to be carried.				
	Where weapons of war or munition of war are also dangerous goods by definition, Subpart R will also apply.				
	Definition of sporting weapons.				
	An operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to him.				
	An operator accepting the carriage of sporting weapons shall ensure that they are stowed in the aeroplane in a place which is inaccessible to passengers during flight unless the Authority has determined that compliance is impracticable and has accepted that other procedures might apply.				
	An operator accepting the carriage of sporting weapons shall ensure that they are in the case of firearms or other weapons that can contain ammunition, unloaded.				




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Cont'd The conditions under which weapons, munitions of war weapons may be carried					
	Ammunition for sporting weapons may be carried in passengers "checked baggage", subject to certain limitations, in accordance with the Technical Instructions (ICAO-TI) (see OPS 2.2260 (b)(5) as defined in OPS 1.1150 (a)(15).				
10. SECURITY					
Order 203; Attachment 2, chapter 2, par. 40. Order 220, Attachment 1, Chapter 2, par. 39.	An operator must ensure that the content of the Security in the Operations Manual is prescribed in a form in which it can used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order , Chapter 4, par. 3 "i"; Order 283 (State Security Programme)	An operator shall ensure that the contents of the Operating Procedures are in accordance with ICAO Doc 8373, An#17, State Security Programme and relevant to the area and type of operation.				
Order 203, Chapt. 106, ; Attachment 2, Chapt.2, par. 40; Order 220, Chapt. 87; attachment 1, Chapt. 39; Order 283, Chapt. 34, par. 8, Chapter 36.	Security instructions and guidance of a non-confidential nature which must include the authority and responsibilities of operations personnel. Polices and procedures for handling and reporting crime on board such as unlawful interference, sabotage, bomb threats, and hijacking must also be included.				
Order 203, Chapter 103, ; Chapter 105; Order 220, Chapter 86.	A description of preventative security measures and training.				
	An operator shall take all measures to ensure that no person is in any part of an aeroplane in flight which is not a part designed for the accommodation of persons unless temporary access has been granted by the commander to any part of the aeroplane.				
Order 203, Chapter 104; Attachment 5, XIV, par. d4. Order 220, Chapter 85. Order 203, Attachment 2, Chapter 2, par. 42. Order 220, Attachment 1, Chapter 2, par. 41.	An operator shall ensure that there is on board a checklist of the procedures to be followed in search of a bomb or Improvised Explosive Device (IED) in case of suspected sabotage and for inspecting aeroplanes for concealed weapons, explosives or other dangerous devices where a well-founded suspicion exists that the aeroplane may be the object of an act of unlawful interference.				

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Cont'd 10. SECURITY					
Order 203, Chapter 104, par. 2. Order 220, Chapter 85, par. 2. Order 203, , Chapter 107, par. 1.	The checklist shall be supported by guidance in the aeroplane course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane where provided by the Type Certificate holder.				
Order 203, Chapter 7, par. 7.	Flight crew compartment security.				
Order Chapter 7, par. 7.	An operator shall take all reasonable measures to ensure that no person secretes himself/herself or secretes on board an aeroplane.				
11. HANDLING, NOTIFYING AND REPORTING OCCURENCES					
Order 17, Chapter 13, par. 4	An operator must ensure that the contents of the for the Handling, Notifying and Reporting occurrences in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Chapter 12, par. 2.	An operator shall ensure that the contents of the Operating Procedures are in accordance with Order 203 and relevant to the area and type of operation.				
Order 17, Chapter 2.	Definitions occurrences.				
Order 17, Chapter 2.	Occurrence reporting Terminology should comply with Order 17.				
Order 17, Chapter 4.	Definitions of the relevant responsibilities of all persons involved.				

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Cont'd 11. HANDLING, NOTIFYING AND REPORTING OCCURENCES					
Order 17, Attachment 2.	Illustrations of forms used for reporting all types of occurrences (or copies of the forms themselves), instructions on how they are to be completed, the addresses to which they should be sent and the time allowed for this to be done;				
Order 1-1/282 (Ministry of Economy and Sustainable Development of Georgia - "ინციდენტების მოკვლევის პოლიტიკა და პროცედურები") 5.3	In the event of an accident, descriptions of which company departments, Authorities and other organizations that have to be notified, how this will be done in that sequence.				
Order 17, Attachment 1, par. 21, "a-t", "a.h, b"; Attachment 2, Form SRF-100	Procedures for verbal notification to air traffic service units of incidents involving ACAS RAs, bird hazard and hazardous conditions.				
Order 203, Chapt. 106, par.2, "v.e", "a-j-a"; Order 17, Attachment 1; Attachment 2, Forms:SRF-102; SRF-103; Order 220, Chapter 87.	Procedures for submitting written reports on air traffic incidents, ACAS RAs, bird strikes, dangerous goods incidents or accidents, and unlawful interference.				
	Reporting procedures to ensure compliance with OPS 1.085(b) and 1.420. These procedures must include <u>internal safety related reporting procedures</u> to be followed by crew members, designed to ensure that the commander is informed immediately of any incident that has endangered, or may have endangered, safety during flight and that he/she is provided with all relevant information.				
Order 203, Chapter 64, par. 5; 6; Chapter 39, par. 3; 4; Order 220, Chapter 36, par. 3; 4; Chapter 4, par. 6; 7.	An operator shall establish procedures for reporting accidents and serious incidents. The commander or the operator of an aeroplane shall submit a report to the Authority of any incident that endangers or could endanger the safety of operation.				
Order 17, Chapter 5.	Reports must be dispatched within 72 hours of the time when the incident was identified unless exceptional circumstances prevent this.				
Order 203, Chapt. 9, par. 2, Chapter 39, par. 5, Chapter 92, par. 4, 'z"; Order 220, Chapter 9, par. 2; Chapter 36, par. 5.	A commander shall ensure that all known or suspected technical defects and an exceedance of technical limitations occurring while he/she was responsible for the flight are recorded in the aircraft technical log.				

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Cont'd 11. HANDLING, NOTIFYING AND REPORTING OCCURENCES					
Order 203, Chapter 77, par. 5.	In the case of incidents reported in accordance with OPS 1.420(b)(1), (b)(2) and (b)(3) above, arising from, or relating to, any failure, malfunction or defect in the aeroplane, its equipment or any item of ground support equipment or which cause or might cause adverse effects on the continuing airworthiness of the aeroplane, the operator must also inform the organization responsible for the design or the supplier or, if applicable, the organization responsible for continued airworthiness, at the same time as a report is submitted to the Authority.				
	A commander shall without delay notify the air traffic service unit concerned whenever an aircraft in flight has been endangered by a near collision with any other flying device;				
	A commander shall without delay notify the air traffic service unit concerned whenever an aircraft in flight has been endangered by faulty air traffic procedures or lack of compliance with applicable procedures by air traffic services or by the flight crew;				
	A commander shall without delay notify the air traffic service unit concerned whenever an aircraft in flight has been endangered by failure of air traffic services facilities.				
	A commander shall notify the air traffic service unit concerned and submit an ACAS report to the Authority whenever an aircraft has maneuvered in response an ACAS Resolution Advisory.				
	A commander shall immediately inform the local air traffic service unit whenever a potential bird hazard is observed.				
Order 17, Attachment 1, par. 2, "a. h.b".	If he/she aware that a bird strike has occurred, a commander shall submit a written bird strike report after landing to the Authority.				
Order 203, Attachment 2, Chapter 2, par. 9; Order 17, Chapter 5, par. 2; Attachment 1, par. "v.e"; Attachment 2, Form SRF-102	An operator shall report dangerous goods incidents and accidents to the Authority in the State where the accident or incident occurred (within 72 hours after the event).				

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Cont'd 11. HANDLING, NOTIFYING AND REPORTING OCCURENCES					
Order 203, Chapter 106; Order 220, Chapter 87.	Following an act unlawful interference on board an aircraft, the commander or, in his/her absence, the operator shall submit a report, as soon as practicable to the local Authority and to the Authority in the State of the operator.				
Order 203, Chapter 9, par. 2, Chapter 31. Attachment 2, Chapter 2, par. 2, s/p"37. Order 220, Chapter 29,; Chapter 30; Attachment 1, Chapter 2, par. 36.	A commander shall notify the appropriate air traffic services unit as soon as practicable whenever a potentially hazardous condition such as an irregularity in a ground or navigational facility, a meteorological phenomenon or volcanic ash cloud is encountered during flight.				
12. RULES OF THE AIR					
Order 88, Chapter 3,.	An operator must ensure that the content of the Rules of the Air in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 88, Chapter 3,.	An operator shall ensure that the contents of the Operating Procedures are in accordance with Order 88 and relevant to the area and type of operation.				
Order 88, Chapters 18-26; Chapters 27-29.	Visual and instrument flight rules.				
Order 88, Chapter 3,; Order 203, Chapter 4; Order 220, Chapter 4.	Territorial application of the Rules of the Air.				
Order 88, Chapter 13. par. 5.	Communication procedures including COM-failure procedures.				
Order 203; Attachment 2, Chapter 2, par. 2, s/p 33. Order 88, Chapter 33-36; Order 220, Attachment 1, Chapter 2, s/p 33.	Information and instructions relating to the interception of civil aeroplanes.				

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Cont'd 12. RULES OF THE AIR					
Order 203, Attachment 2, Chapter 2, par. 6; Order 220, Attachment 1, Chapter 1, par. 6.	The circumstances in which a radio listening watch is to be maintained.				
Order 88, Chapter 30-32.	Signals.				
Order 88, Chapter 12.	Time system used in operation (UTC or local).				
Order 88, Chapter 13, par. 1.	ATC clearances, adherence to flight plan and position reports.				
Order 88, Chapter 30, par. 4.	Visual signals used to warn an unauthorized aeroplane flying in or about to enter a restricted, prohibited or danger area.				
Order 203, Attachment 2, Chapter 2, par. II; Order 220, Attachment 1, Chapter 2, par. II.	Procedures for pilots observing an accident or receiving a distress transmission.				
Order 203, Attachment 2, Chapter 3, par.14; Order 220, Attachment 1, Chapter 3, par. 14.	The ground/air visual codes for use by survivors, description and use of signal aids.				
Order 88, Chapter 30, par. 1; par. 2.	Distress and urgency signals.				


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13. LEASING					
	An operator must ensure that the contents of the Leasing in the Operations Manual is presented in a form in which it can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
	An operator shall ensure that the contents of the Operating Procedures are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation.				
	Terms used be defined in the OM-A.				
Leasing of aeroplanes between European Community operators					
	<u>Wet lease-out.</u> A Community operator providing an aeroplane and complete crew to another Community operator, in accordance with Council Regulation (EEC) №240/92 of 23 July 1992 on licensing of air carries', and retaining all the functions and responsibilities prescribed in Subpart C, shall remain the operator of the aeroplane.				
	Except as provided by subparagraph (b)(1) above, a Community operator utilizing an aeroplane from, or providing it to, another Community operator, must obtain prior approval for the operation from his respective Authority. Any conditions which are part of this approval must be included in the lease agreement.				
	Those elements of lease agreements which are approved by the Authority, other than lease agreements in which an aeroplane and complete crew are involved and no transfer of functions and responsibilities is intended, are all to be regarded, with respect to the leased aeroplane, as variations of the AOC under which the flights will be operated.				

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Leasing of aeroplanes a European Community operator and any entity other than a EU Community operator					
	A Community operator shall not dry lease-in an aeroplane from an entity other than another Community operator, unless approved by the Authority. Any conditions which are part of this approval must be included in the lease agreement.				
	A Community operator shall ensure that, with regard to aeroplanes that are dry leased-in, any differences from the requirements prescribed in Subpart K, L, and/or OPS 1.005(b), are notified to and are acceptable to the Authority.				
	A Community operator shall not wet lease-in an aeroplane from an entity other than another Community operator without the approved of the Authority.				
	A Community operator shall ensure that, with regard to aeroplanes that are <u>wet leased-in</u> : The safety standards of the lessor with respect to maintenance and operation are equivalent to those established by the present Regulation;				
	A Community operator shall ensure that, with regard to aeroplanes that are <u>wet leased-in</u> : The lessor is an operator holding an AOC issued by a State which is a signatory to the Chicago Convention;				
	A Community operator shall ensure that, with regard to aeroplanes that are <u>wet leased-in</u> : The aeroplane has a standard Certificate of Airworthiness issued in accordance with ICAO Annex 8. Standard Certificate of Airworthiness issued by a Member State other than the State responsible for issuing the AOC, will be accepted without further showing when issued in accordance with Part 21;				
	A Community operator shall ensure that, with regard to aeroplanes that are <u>wet leased-in</u> : Any requirement made applicable by the lessee's Authority is complied with.				
	A Community operator may <u>dry lease-out</u> an an aeroplane for the purpose of commercial air transportation to any operator of a State which is signatory to the Chicago Convention.				



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Cont'd Leasing of aeroplanes a European Community operator and any entity other than a EU Community operator					
	A Community operator may <u>dry lease-out</u> an an aeroplane for the purpose of commercial air transportation to any operator of a State which is signatory to the Chicago Convention provided that the Authority exempted the operator from the relevant provisions of OPS Part 1 and, after the foreign regulatory authority has accepted responsibility in writing for surveillance of the maintenance and operation of the aeroplane (s), has removed the aeroplane from its AOC.				
	A Community operator may <u>dry lease-out</u> an aeroplane for the purpose of commercial air transportation to any operator of a State which is signatory to the Chicago Convention provided that the aeroplane is maintained according to an approved maintenance program.				
	<u>Wet lease-out</u> A Community operating providing an aeroplane and complete crew to another entity, in accordance with Regulation (EEC) №2407/92, and retaining all the functions and responsibilities prescribed in Subpart C, shall remain the operator of the aeroplane.				

ADDITIONAL REMARKS

End of Compliance List