



Compliance List OM-B

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ორგანიზაციის დასახელება Audited Organization/	დასახელება / Title		თარიღი/ Date	
			№	
აუდიტის ტიპი/ Audit Type	შიდა/ Internal	გარე/ External	მესამე მხარის/ Third Party	
გამოყენებული სტანდარტები/				
Audit Scope	სხვა / Other			
აუდიტორთა ჯგუფი/ Audit Team		გამოკითხ -ული პირები/ Persons Interviewed		
Compliance List OM-B				
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-B Revision №:		OM-B 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-B compliance list:

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

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-B reference.

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

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

GCAA Order Paragraph column:

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

REQUIREMENT column:

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

REQUIREMENT column:

The Operations Manual must use the headings and subheadings given in GCAA Order N203 (11.10.2013) §§ or N220 (22.10.2013) §§ as applicable, which are introduced in 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-B 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-B 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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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
PART B 0. GENERAL INFORMATION AND UNITS OF MEASUREMENT					
Order 203, Chapter 12; Order 220, Chapter 11.	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operational Manual Part B 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 Part B 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, Attachment 2, Chapter 3, Chapter 1, par. 2. Order 220, Attachment 1, Chapter 2, par. 2.	An operator shall ensure that the contents of the Operations Manual Part B are in accordance with Order 203, Attachment 2, Chapter 3 and relevant to the area and type of operation. An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority.		AC		
Order 203, Attachment 2, Chapter 1, par. 8, s/p "ბ". Order 220, Attachment 1, Chapter 1, par. 8, s/p "ბ".	Explanations and definitions of terms and words needed for the use of the manual.				
Order 203, Attachment 2, Chapter 1, par. 9, s/p "ბ". Order 220, Attachment 1, Chapter 1, par. 9, s/p "ბ".	A record of amendments and revisions with insertions dates and effective dates.				
Order 203, Attachment 2, Chapter 1, par. 9, s/p "ე". Order 220, Attachment 1, Chapter 1, par. 9, s/p "ე".	A list of effective pages.				
	Aeroplane dimensions.				
	A descriptions of the units of measurement used.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 15, Chapter 4, par. 4.	Convention tablets for the units				
	Aeroplane General Information.				
1. LIMITATIONS					
Order 203, Chapter 49, par. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Limitations are resented in a form in which they can be without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A descriptions of the certified limitations and the applicable operational limitations including: Certification status (ICAO Annex 16, etc.)				
	Passenger seating configuration for the each aeroplane type including a pictorial presentation.				
	The maximum passenger seating capacity of an individual aeroplane , excluding pilot seats or flight deck seats and cabin crew seats as applicable, used by the operator approved by the Authority and specified in the Operational Manual.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	Types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP Type, flight in known icing conditions etc). The maximum distance from an adequate aerodrome determined in accordance with Order 203; 88.		AP		
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified limitations and the applicable operational limitations including crew composition.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	Mass and centre of gravity.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	Speed limitations (according to AFM) and the one-engine-inoperative cruise speed determined in accordance with (AFM): An operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engined aeroplane type or variant operated, not exceeding VMO, based upon the true airspeed that the aeroplane can maintain with one-engine-inoperative.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified limitations and the applicable operational limitations including Flight envelope(s).				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified limitations and the applicable operational limitations including wind limits including operations on contaminated runways.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified limitations and the applicable operational limitations including performance limitations for applicable configurations.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified limitations and the applicable operational limitations including runway slope. Correction factors for runways with slopes in excess of 2% require the acceptance of Authority.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	Limitations on wet or contaminated runways.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified limitations and the applicable operational limitations including airframe contamination.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified informations and the applicable operational limitations including airframe limitations.				
Order 203, Attachment 2, Chapter 3, par. 1. Order 220, Attachment 1, Chapter 3, par. 1.	A description of the certified informations and the applicable operational limitations including System limitations.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
2. NORMAL PROCEDURES					
Order 203, Chapter 49, par. 4. Order 220, Chapter 49, par. 4.	An operator must ensure that the contents of the Normal Procedures 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, Attachment 2, Chapter 3, par. 2; 12. Chapter 2, par. 18; 19. Order 220, Attachment 1, Chapter 3, par. 2; Chapter 2. par. 18; 19.	The normal procedures and duties assigned to the crew, the appropriate check-lists, the system for use of the check-lists and statements covering the necessary coordination procedures between flight and cabin crew.				
Order 203, Attachment 2, Chapter 2, par. 18; par. 24. Order 220, Attachment 1, Chapter 2, par. 18; par. 24.	Normal procedures and duties must include pre-departure end briefing.				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include altimeter setting and checking;				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include Taxi, Take-Off and Climb;				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include Noise abatement; Noise abatement procedures according Order 203, Chapter 37; Order 220, Chapter 35.				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include and descent;				
Order 203, Attachment 2, Chapter 2, par. 27; Order 220, Attachment 1, Chapter 27.	Limitation on high rates of descent near the surface.				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include approach, Landing preparation and briefing;				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include VFR Approach;				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include instrument approach;				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include Visual Approach and circling;				
Order 203, Attachment 2, Chapter 2, par. 26; Order 220, Attachment 1, Chapter 2, par. 26.	Stabilized approach procedure.				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include Missed Approach;				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include Normal Landing;				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include Post Landing;				
Order 203, Attachment 2, Chapter 2, par. 18. Order 220, Attachment 1, Chapter 2, par. 18.	Normal procedures and duties must include operation on wet and contaminated runways;				
Order 203, Attachment 2, Chapter 2, par. 19. Order 220, Attachment 1, Chapter 2, par. 19.	Expanded check-lists for a;; check-lists used.				
Order 203, Attachment 2, Chapter 2, par. 19. Order 220, Attachment 1, Chapter 2, par. 19.	The system for use of the check-lists. (e.g. procedure for missed check-list reading)				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 2, par. 19. Order 220, Attachment 1, Chapter 2, par. 19.	Cooperating between flight crew.				
Order 203, Attachment 2, Chapter 3, par. 12.	A statement covering the necessary coordination procedures between flight and cabin crew.				
3. ABNORMAL EMERGENCY PROCEDURES					
Order 203, Chapter 49, par. 2. Order 220, Chapter 43, par.4.	An operator must ensure that the contents of the Abnormal and Emergency Procedures 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, Attachment 2, Chapter 3, par. 2. Order 220, Attachment 1, Chapter 3, par. 2.	The abnormal and emergency procedures and duties assigned to the crew. Abnormal and emergency procedures and duties must include Crew Incapacitation;				
Order 203, Attachment 2, Chapter 3, par. 2. Order 220, Attachment 1, Chapter 3, par. 2.	Abnormal and emergency procedures and duties must include Fire and Smoke Drills;				
Order 203, Attachment 2, Chapter 3, par. 2. Order 220, Attachment 1, Chapter 3, par. 2; Order 220, Chapter 33; 34.	Abnormal and emergency procedures and duties must include Unpressurized and partially pressurized flight;		AP		
Order 203, Attachment 2, Chapter 3, par. 2. Order 220, Attachment 1, Chapter 3, par. 2.	Abnormal and emergency procedures and duties must include Exceeding structural limits such as overweight landing;		AP		
Order 203, Attachment 2, Chapter 2, par. 34.	Abnormal and emergency procedures and duties must include Exceeding cosmic radiation limits;				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 2, par. 34.	Abnormal and emergency procedures and duties must include Lighting Strikes;				
Order 203, Attachment 2, Chapter 2, par. 34.	Abnormal and emergency procedures and duties must include Distress Communications and alerting ATC to Emergencies;				
Order 203, Attachment 2, Chapter 2, par. 34.	Abnormal and emergency procedures and duties must include Engine failures;				
Order 203, Attachment 2, Chapter 2, par. 34.	Abnormal and emergency procedures and duties must include System failure;				
Order 203, Attachment 2, Chapter 2, par. 34.	Abnormal and emergency procedures and duties must include Guidance for Diversion in case of Serious Technical Failure;				
Order 203, Attachment 2, Chapter 2, par. 31. Order 220, Attachment 1, Chapter 2, par. 31.	Abnormal and emergency procedures and duties must include Ground Proximity Warning; 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 which conduct of the flight has been delegated shall ensure corrective action is initiated immediately to establish safe flight conditions.		AC		
Order 203, Attachment 2, Chapter 2, par. 31. Order 220, Attachment 1, Chapter 2, par. 32.	Abnormal and emergency procedures and duties must include TCAS Warning;				
Order 203, Attachment 2, Chapter 3, par. 2. Order 220, Attachment 1, Chapter 3, par. 2.	Abnormal and emergency procedures and duties must include Wind shear;				
Order 203, Attachment 2, Chapter 3, par. 2; par. 11. Order 220, Attachment 1, Chapter 3, par. 2; par. 11.	Abnormal and emergency procedures and duties must include Emergency Landing/Ditching;				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 2, par. 20. Order 220, Attachment 1, Chapter 2, par. 20.	Abnormal and emergency procedures and duties must include Departure contingency procedures.				
Order 203, Attachment 2, Chapter 3, par. 2. Order 220, Attachment 1, Chapter 3, par. 2.	The abnormal and emergency procedures and appropriate check-lists.				
Order 203, Attachment 2, Chapter 2, par. 19. Order 220, Attachment 1, Chapter 2, par. 19.	The system for use of the check-lists.				
Order 203, Attachment 2, Chapter 18. Order 220, Attachment 1, Chapter 18.	Cooperation between flight crew (e.g. Call Outs).				
Order 203, Attachment 2, Chapter 3, par. 12. Order 220, Attachment 1, Chapter 3, par. 12.	A statement covering the necessary coordination procedures between flight and cabin crew.				
4. PERFORMANCE					
4.1. Performance class A aeroplanes					
Order 203, Chapter 49, par. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Performance 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, Attachment 11.	An operator shall ensure that multi-engined aeroplanes powered by turbo propeller engines with a maximum approved passenger seating configuration of more than 9 or a maximum take-off mass exceeding 5700 kg, and all multi-engine turbojet powered aeroplanes are operated in accordance with Order 203, Attachment 11.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 46, par. 3. Order 220, Chapter 40, par. 3.	An operator shall ensure that the mass of the aeroplane: (1) At the start of the take-off; or, in the event of in-flight re-planing (2) At the point from which the revised operational flight plan applies, is not greater than the mass at which the requirements of the appropriate Order 203, Attachment 11 can be complied with for the flight to be undertaken, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is provided for in the particular requirements.				
Order 203, Attachment 11, Chapter 3, par. 1. Order 220, Chapter 40, par. 1; 3.	An operator shall ensure that the approved performance Data contained in the Aeroplane Flight Manual is used to determine compliance with the requirements of the appropriate , supplemented as necessary with other data acceptable to the Authority as prescribed in the relevant Order 203, Attachment 11. The approved performance data in the Aeroplane Flight Manual is supplemented as necessary with other data acceptable to the Authority performance Data in the Aeroplane Flight Manual is insufficient .		AC AC		
Order 203, Chapter 47, par. 2.	An operator shall take account of charting accuracy when assessing compliance with the take-off requirements of the applicable Order 203, Attachment 11.				
Order 203, Attachment 11, Chapter 2.	Terminology. The following terms used in Order 203, Attachment 11, have the following meaning:		AP		
Order 203, Chapter 46, par. 1.	If performance Data, as required for the appropriate performance class, is not available in the approved AFM, then other data acceptable to the Authority must be included. Alternatively, the Operations Manual may contain cross-reference to the approved Data contained in the AFM where such Data is not likely to be used often or in an emergency.				
	Performance data must be provided in a form in which it can be used without difficulty.				
Order 203, Attachment 11, Chapter 3, par. 8.	Performance material must be included to allow the determination of Take-off climb limits - Mass, altitude and temperature.				
Order 203, Attachment 11, Chapter 3, par. 8.	Performance material must be included to allow the determination of Take-off climb length dry wet and contaminated runway;				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 47; Attachment 11, Chapter 4. Order 220, Chapter 41.	Performance material must be included to allow the determination of Net flight path data for obstacle clearance calculation or, where applicable, take-off flight path;				
Order 203, Attachment 11, Chapter 4, par. 1.	Performance material must be included to allow the determination of The granted losses for banked climb outs;				
Order 203, Attachment 2, Chapter 4, par. 6, s/p "დ". Order 220, Attachment 1, Chapter 4, par. 6, s/ p "დ".	Performance material must be included to allow the determination of Approach climb limits;				
Order 203, Attachment 2, Chapter 4, par. 6, s/p "დ". Order 220, Attachment 1, Chapter 4, par. 6, s/ p "დ".	Performance material must be included to allow the determination of Landing climb limits;				
Order 203, Chapter 45, par. 4; Attachment 2, Chapter 4, par. 6. s/ p "ე"; Order 220, Chapter 40, par. 4. Attachment 1, Chapter 4, par. 6, s/ p "ე".	Performance material must be included to allow the determination of Landing field length of dry, wet and contaminated runways including the effects of an in-flight failure of a system or device, if it affects the landing distance.				
Order 203, Chapter 45, par. 4. Attachment 2, Chapter 4, par. 6. s/ p "ვ". Order 220, Chapter 40, par. 4.	Performance material must be included to allow the determination of Brake energy limits;				
Order 203, Chapter 45, par. 4. Attachment 11, par. 6. Order 220, Chapter 40, par. 4.	Performance material must be included to allow the determination of Speeds applicable for the various flight (also considering wet or contaminated runways).				
Order 203, Chapter 45, par. 4. Order 220, Chapter 40, par. 4.	Supplementary data covering flights in icing conditions. Any certificated performance related to an allowable configuration deviation, such as anti-skid inoperative, musts be included.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 3. Order 220, Attachment 1, Chapter 3.	Additional performance data where applicable including All engine climb gradients;				
Order 203, Attachment 11, Chapter 5.	Drift-down data;				
Order 203, Chapter 45, par. 4; Order 220, Chapter 40, par. 4.	Effect of de-icing/anti-icing fluids:				
	Flight with landing gear down;				
	For aeroplane with 3 or more engines, one inoperative ferry flights; and				
	Flights conducted under the provisions of the CDL.				
Order 203, Attachment 11, Chapter 3	An operator must meet the requirements in Order 203, Attachment 11, Chapter 3 when determining the maximum permitted take-off mass.				
Order 203, Attachment 11, Chapter 3, par. 8.	When showing compliance with Order 203, Attachment 11, Chapter 3, par. 8 , an operator must take account of the variable listed Order 203, Attachment 11, Chapter 3, par. 8.				
Order 203, Attachment 11, Chapter 4, par. 1.	An operator shall ensure that the net take-off flight path clears all obstacles by a vertical distance of at least 35 ft or by a horizontal distance of at least 90 m plus 0,125xD, where D is the horizontal distance the aeroplane has travelled from the end of the take-off distance available or the end of the take-off distance if a turn is scheduled before the end of the take-off distance available.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 11, Chapter 4, par. 1.	Take-off obstacle clearance: An operator must take account of the following; (1) The mass of the aeroplane at the commencement of the take-off run; (2) The pressure altitude at the aerodrome; (3) The ambient temperature at the aerodrome; and (4) Not more than 50% of the reported head-wind component or not less than 150% of the reported tailwind component.				
Order 203, Attachment 11, Chapter 4, par. 1. par. 5.	Take-off obstacle clearance: (1) Track changes shall not be allowed up to the point at which the net take-off flight path has achieved a height equal to one half wingspan but not less than but not less than 50 ft above the elevation of the end of the take-off run available. Thereafter up to a height of 400 ft it is assumed that the aeroplane is banked by no more than 15°. Above 400 ft height bank angles greater than 15°, but more than 25° may be scheduled; (2) Any part of the net take-off flight path in which the aeroplane is banked by more than 15° must clear all obstacles within the horizontal distances specified in Order 203, Attachment 11, Chapter 4, par. 1 of this paragraph by a vertical distance of at least 50 ft; and (3) An operator must use special procedures, subject to the approval of the Authority, to apply increased bank angles of not more than 20° between 200 ft and 400 ft, or not more than 30° above 400 ft . (4) Adequate allowance must be made for the effect of bank angle on operating speeds and flight path including the distance increments resulting from increased operating speeds.		AP		
Order 203, Attachment 11, Chapter 4, par. 3.	Take-off obstacle clearance: Cases where the intended flight path does not require track changes of more than 15°.				
Order 203, Attachment 11, Chapter 4, par. 3; 4.	Take-off obstacle clearance: Cases where the intended flight path does require track changes of more than 15°.				
Order 203, Attachment 11, Chapter 5, Chapter 6.	An operator shall establish contingency procedures to provide a safe route, avoiding obstacles, to enable the aeroplane to either comply with the en-route requirements of Order 203, Attachment 11, Chapter 5, or land at either the aerodrome of departure or at a take-off alternate aerodrome, according Order 203, Attachment 11, Chapter 6 requirements.				
Order 203, Attachment 11, Chapter 5, par. 2; 3; 4; 5.	The net flight path for En-route - One Engine Inoperative.				
Order 203, Attachment 11, Chapter 5, par. 10; 11; 12.	The net flight path for En-route - Aeroplanes With Or More Engines, Two Engines Inoperative.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 46, par. 5, s/p "ღ"; Chapter 3, par. 2. Order 220, Chapter 40, par. 4.	An operator shall ensure that the landing mass of the aeroplane determined in accordance with Order 203, Attachment 11, Chapter 6 does not exceed the maximum landing mass specified for the altitude and the ambient temperature expected for the estimated time of landing at the destination and alternate aerodrome.				
	For instrument approaches with a missed approach gradient greater than 2,5% an operator shall verify that the expected landing mass of the aeroplane allows a missed approach with a climb gradient equal to or greater than the applicable missed approach gradient in the one-engine inoperative missed approach configuration and speed (see applicable requirements on certification of large aeroplanes). The use of an alternative method must be approved by the Authority.				
	For instrument approaches with decision heights below 200 ft, an operator must verify that the expected landing mass of the of the aeroplane allows a missed approach gradient of climb, with the critical engine failed and with the speed and configuration used for go-around of at least 2,5%, or the published gradient, whichever is the greater (see CS AWO 243). The use of an alternative method must be approved by the Authority.				
Order 203, Attachment 11, Chapter 6, par. 1.	Landing - Dry Runways.		AP		
Order 203, Attachment 11, Chapter 6, par. 2.	Lending - Wet and contaminated runways.				
Order 203, Attachment 11, Chapter 6, par. 2, s/p "ზ".	An operator shall ensure that, for the wet contaminated runway case, performance data determined in accordance with applicable requirements on certification of large aeroplanes or equivalent acceptable to the Authority is used.		AC		
Order 203, Attachment 11, Chapter 6, par. 2, s/p "ა", "ბ".	An operator shall ensure that when the appropriate weather reports or forecasts, or a combination thereof, indicate that the runway at the estimated time of arrival may be determined, the landing distance available must be at least the landing distance determined in accordance with Order 203, Attachment 11, Chapter 6, or at least 115% of the landing distance determined in accordance with approved contaminated landing distance data or equivalent, accepted by the Authority, whichever is greater.		AC		
	For Steep Approach procedures the Authority may approve the use of landing distance Data factored in accordance with subparagraphs (a) (1) and (a) (2) above as appropriate, based on screen height of less than 50 ft, but not less than 35 ft.				
	Steep Approach procedures.				
Order 203, Attachment 11, Chapter 6, par. 4.	Short Landing Operations.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
4.2. Performance class B aeroplanes					
	An operator must ensure that the contents of the Performance are proscribed in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
	An operator shall ensure that propeller driven aeroplanes with a maximum approved passenger seating configuration of 9 or less, and a maximum take-off mass of 5.700 kg or less are operated in accordance with Subpart H (Performance Class B).				
	Terminology (definitions)				
	An operator shall ensure that the mass of the aeroplane: (1) At the start of the take-off; or, in the event of in-flight re-planing (2) At the point from which the revised operational flight plan applies, is not greater than the mass at which the requirements of the appropriate Subpart (H) can be complied with for the flight to be undertaken, allowing for excepted reductions in mass as the flight proceeds, and for such fuel jettisoning as is provided for in the particular requirement.				
	An operator shall ensure that the approved performance Data contained in the Aeroplane Flight Manual is used to determine compliance with the requirements of the appropriate Subpart (H), supplemented as necessary with other data acceptable to the Authority as prescribed in the relevant Subpart (H).				
	If performance Data, as required for the appropriate performance class, is not available in the approved AFM, then other data acceptable to the Authority must be included. Alternatively, the Operations Manual may contain cross-reference to the approved Data contained in the AFM where such Data is not likely to be used often or in an emergency.				
	An operator shall take account of charting accuracy when assessing compliance with the take-off requirements of the applicable subpart (H).				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Limitations on the operation of single-engine aeroplanes shall be in OM-B chapter 1. Limitations. An operator shall not operate a single-engine aeroplane: (1) At right; or (2) In Instrument Meteorological Conditions except under Special Visual Flight Rules. Note: Limitations on the operation of single-engine aeroplanes are covered by OPS 1.240 (a) (6): if single-engine aeroplanes are used, surfaces are available which permit a safe forced landing to be executed.				
	An operator shall treat two-engine aeroplanes which do not meet climb requirements of Appendix 1 to OPS 1.525 (b) as single-engine aeroplanes.				
	Seaplanes performance standards.				
	Take-off and Landing Climb performance for class B aeroplanes.				
	Performance data must be provided in a form in which it can be used without difficulty.				
	Performance material must be included to allow the determination of Take-off climb limits - Mass, Altitude and Temperature.				
	Performance material must be included to allow the determination of Take-off field length of dry, wet and contaminated runways.				
	Performance material must be included to allow the determination of Net flight path data for obstacle clearance calculation or where applicable, take-off flight path.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Performance material must be included to allow the determination of The gradient losses for banked climb outs;				
	Performance material must be included to allow the determination of En-route climb limits;				
	Performance material must be included to allow the determination of Approach climb limits;				
	Performance material must be included to allow the determination of Landing climb limits;				
	Performance material must be included to allow the determination of Landing field length of dry, wet an contaminated runways including the effects of an in-flight failure of a system or device, if it affects the landing distance;				
	Performance material must be included to allow the determination of Brake energy limits;				
	Performance material must be included to allow the determination of speeds applicable for the various flight stages (also considering wet or contaminated runways).				
	Supplementary data covering flights in icing conditions. Any certificated performance related to an allowable configuration deviation, such as anti-skid inoperative, must be included.				
	Additional performance data where applicable including All engine climb gradients;				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Drift-down data;				
	Effect with landing gear down;				
	Flight with landing gear down;				
	An operator shall ensure that the take-off mass does not exceed the maximum take-off mass specified in the Aeroplane Flight Manual for the pressure altitude and the ambient temperature at the aerodrome at which the take-off is to be made.				
	The un-factored take-off distance, as specified in the Aeroplane Flight Manual does not exceed: (1) When multiplied by a factor of 1.25 the take-off run available; or (2) When stop way and/or clearway is available, the following: (i) The take-off run available; (ii) When multiplied by a factor of 1.15 the take-off distance available; and (iii) When multiplied by a factor of 1.3 the accelerate-stop distance available. Note: OPS 1.005 (a) Appendix 1 (b) (23) Operations of performance class B aeroplanes: Case-by-case acceptance and approvals.				
	When showing compliance with 1.530 (b) above, an operator must take-account of the variables listed on 1.530 (c). Note: OPS 1.005(a) Appendix 1 (b) (23) Operations of performance class B aeroplanes: Case-by-case acceptance and approvals.				
	Unless otherwise specified in the Aeroplane Flight Manual or other performance, or operating manuals from the manufacturers, the take-off distance should be increased by 5% for each 1% of upslope except that correction factors for runways with slopes in excess of 2% require the acceptance of the Authority.		AC		
	Take-off Obstacle Clearance - Multi-engined aeroplanes also when failure of the critical engine occurs) Note: OPS 1.005(a) Appendix 1 (b)(24) Operations of performance class B aeroplanes: Take-off Obstacle Clearance - Multi-engined aeroplanes: IFR or VFR operations by day.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Take-off Obstacle Clearance - Multi-engined Aeroplanes: Cases where the intended flight path does not require track changes of more than 15°. Note: OPS 1.005(a) Appendix 1(b)(24) Operations of performance class B aeroplanes: Take-off Obstacle Clearance - Multi-engined aeroplanes: IFR or VFR operations by day.				
	Take-off Obstacle Clearance - Multi-engined Aeroplanes: Cases where the intended flight path requires track changes of more than 15°. Note: OPS 1.005(a) Appendix 1(b)(24) Operations of performance class B aeroplanes: Take-off Obstacle - Multi-engined aeroplanes: IFR or VFR operations by day.				
	When showing compliance with 1.535(a), (b) and (c) above an operator must take account of the variables listed on 1.535 (d) (mass, pressure altitude, temperature, head-wind, tail-wind).				
	Take-off Flight Path - Visual Course Guidance Navigation.				
	En-Route - Multi-engined aeroplanes (flight continuing capability included).				
	En-Route - Single-engined aeroplanes (the event of engine failure included).				
	An operator shall ensure that the aeroplane, in the meteorological conditions expected for the flight, and in the event of engine failure, is capable of reaching a place at which a safe forced landing can be made. For landplanes, a place on land is required, unless otherwise approved by the Authority.		AP		
	An operator shall ensure that the landing mass of the aeroplane determined in accordance with OPS 1.475(a) does not exceed the maximum landing mass specified for the altitude and the ambient temperature expected for the estimated time of landing at the destination and alternate aerodrome. Note: OPS 1.005(a) Appendix 1 (b)(25) Operations of performance class B aeroplanes: Case-by-case acceptance and approvals.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Landing -Dry runway. Note: OPS 1 0.005 (a) Appendix 1 (b)(26) Operations of performance class B aeroplanes: Case-by-case acceptance and approvals.				
	Landing - Wet and Contaminated Runways.				
	An operator shall ensure that when the appropriate weather reports or forecasts, or a combination thereof, indicate that the runway at the estimated time of arrival may be contaminated, the landing distance, determined by using data acceptable to the Authority for the these conditions, does not exceed the landing distance available.				
	Steep Approach Procedures.				
	Short Landing Operations.				
4.3. Performance class C aeroplanes					
	An operator must ensure that the contents of the Performance are presented in a from in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.				
	An operator shall ensure that aeroplanes powered by reciprocating engines with a maximum approved passenger seating configuration of more than 9 or a maximum take-off mass exceeding 5700 kg are operated in accordance with Subpart I (Performance Class C).				
	Terminology (definitions).				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Maximum approved passenger seating configuration. The maximum passenger seating capacity of an individual aeroplane, excluding pilot seats or flight deck seats and cabin crew seats as applicable, used by the operator, approved by the Authority and specified in the Operations Manual.		AP		
	An operator shall ensure that the mass of the aeroplane: (1) At the start of the take-off; or in the event of in-flight re-planing (2) At the point from which the revised operational flight plan applies, is not greater than the mass at which the requirements of the appropriate Subpart (I) can be complied with for the flight to be undertaken, allowing for expected reductions of the appropriate Subpart (I).				
	An operator shall ensure that the approved performance Data contained in the Aeroplane Flight Manual is used to determine compliance with the requirements of the appropriate Subpart (I), supplemented as necessary with other data acceptable to the Authority as prescribed in the relevant Subpart (I).		AC		
	If performance Data, as required for the appropriate performance class, is not available in the approved AFM, then other data acceptable to the Authority must be included. Alternatively, the Operations Manual may contain cross-reference to the approved Data contained in the AFM where such Data is not likely to be used often or in an emergency.		AC		
	An operator shall take account of charting accuracy when assessing compliance with the take-off requirements of the applicable subpart (I).				
	An operator shall ensure that, for determining compliance with the requirements of this Subpart, the approved performance Data in the Aeroplane Flight Manual is supplemented, as necessary, with other Data acceptable to the Authority if the approved performance Data in the Aeroplane Flight Manual is insufficient.		AC		
	Performance data must be provided in a form which it can be used without difficulty.				
	Performance material must be included to allow the determination of Take-off climb limits - Mass Altitude and Temperature.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Performance material must be included to allow the determination of Take-off field length of a dry, wet and contaminated runway;				
	Performance material must be included to allow the determination of Net flight path data for obstacle clearance calculation or, where applicable, take-off flight path;				
	Performance material must be included to allow the determination of the gradient losses for banked climb outs;				
	Performance material must be included to allow the determination of En-route climb limits;				
	Performance material must be included to allow the determination of Approach climb limits;				
	Performance material must be included to allow the determination of Landing climb limits;				
	Performance material must be included to allow the determination of Landing field length of dry, wet and contaminated runways, including the effects of an in-flight failure of a system or device, if effects the landing distance;				
	Performance material must be included to allow the determination of Brake energy limits;				
	Performance material must be included to allow the determination of Speeds applicable for the various flight stages (also considering wet or contaminated runways).				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	Supplementary data covering flights in icing conditions. Any certificated performance related an allowable configuration, or configuration deviation, such as anti-skid inoperative, must be included.				
	Additional performance data where applicable including All engine climb gradients;				
	Drift-down data;				
	Effect of de-icing/anti-icing fluids;				
	Flight with landing down;				
	An operator shall ensure that take-off mass does not exceed maximum take-off mass specified in the Aeroplane Flight Manual for the pressure altitude and the ambient temperature at the aerodrome at which the take-off is to be made.				
	Take-off field length data and limitations (all engines operating and with engine failure).				
	When showing compliance with 1.565 (b) an (c) above, an operator must take account of the variables listed on 1.565 (c).				
	Unless otherwise specified in the Aeroplane Flight Manual, or other performance or operating manuals from the manufacturers, the take-off distance should be increased by 5% for each 1% of upslope except that correction factors for runways with slopes in excess of 2% require the acceptance of the Authority.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	An operator shall ensure that the take-off flight path with one engine inoperative clears all obstacles by a vertical distance of at least 50 ft plus $0.01 \times D$, or by a horizontal distance of at least 90 m plus $0.125 \times D$, where D is the horizontal distance the aeroplane has travelled from the and take-off distance available.				
	The take-off flight path must begin at a height of 50 ft above the surface at the and of the take-off distance required by OPS 1.565 (b) or (c) as applicable, and end at a fight of 1500 ft above the surface.				
	In take-off Obstacle Clearance an operator must take account of take-off flight path, mass, pressure altitude, temperature, wind.				
	Take-off Obstacle Clearance an operator must take account of bank angle.				
	Take-off Obstacle Clearance: Cases which do not require track changes of more than 15°.				
	Take-off Obstacle Clearance: Cases which do require track changes of more than 15°.				
	An operator shall establish contingency procedures to satisfy the requirements of OPS 1.570 and to provide a safe route, avoiding obstacles, to enable the aeroplane to either comply with the en-route requirements of OPS 1.580, or land at either the aerodrome of departure or at a take-off alternate aerodrome.				
	En-Route - All Engines Operating.				
	En-route - One Engine Inoperative.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
	En-Route - Aeroplanes With Three Or More Engines, Two Engines Inoperative.				
	An operator shall ensure that the landing mass of the aeroplane determined in accordance with OPS 1.475(a) does not exceed the maximum landing mass specified in the Aeroplane Flight Manual for the altitude and, if accounted for in the Aeroplane Flight Manual, the ambient temperature expected for the estimated time of landing at the destination and alternate aerodromes.				
	Landing - Dry Runways.				
	Landing - Wet and Contaminated Runways.				
5. FLIGHT PLANING					
Order 203, Chapter 49, par. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Flight Planing 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 23, par. 1. Order 220, Chapter 22, par. 1.	An operator shall ensure that an operational flight plan is completed for each intended flight.				
Order 203, Chapter 23, par. 2. Order 220, Chapter 22, par. 2.	Data and instructors necessary for pre-flight planing (including an example for operative flight plan).				
Order 88, Chapter 10; Order 203, Chapter 50, par. 7, "ბ", "გ", "დ". Order 220, Chapter 45, par. 1, "ბ", "გ", "დ".	An operator shall ensure that a flight as 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.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 35. Order 220, Attachment 1, Chapter 3, par. 4.	Data and instructions for in-flight planing.				
Order 203, Attachment 2, Chapter 3, par. 4. Order 220, Attachment 1, Chapter 3, par. 4.	Data and instructions necessary for pre-flight and in-flight planing including factors such as speed schedules and power settings.				
Order 203, Attachment 11, Chapter 5, par. 8.	Procedures for engine(s)-out operations.				
Order 203, Chapter 41.	Procedures for ETOPS (Order 203, Chapter 41).				
Order 203, Chapter 24, par. 5. "ბ", par. 6.	Procedure for flights to isolated aerodromes must be included.				
Order 203, Chapter 23, par. 2. Order 220, Chapter 22, par. 2.	To be carried on each flight Operational Flight Plan containing at least the information required in Order 203/220.				
Order 203, Chapter 23, par. 1. Order 220, Chapter 22, par. 1.	At last for the duration of each flight or series of flights, a copy of the operational flight plan where appropriate.				
	An operator must ensure that the operational flight plan used and the entries made during flight contain the items listed in OPS 1.1060. Note: OPS 1.005(a) Appendix 1 (b)(41) Operations of performance class B Aeroplanes: Not required for A to VFR/Day operations. For A to B VFR/Day operations the requirement is applicable but the flight plan may be in a simplified form relevant to the kind of operations conducted. (cf. OPS 1.135).				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 23, par. 2. Order 220, Chapter 22, par. 2.	An operator must ensure that the operational flight plan and its use are described in the Operation Manual.				
	An operator shall ensure that all entries on the operational flight plan are made concurrently and that they are permanent in nature.				
Order 203, Chapter 23, par. 1. Order 220, Chapter 22, par. 1.	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 for meteorological or performance reasons.				
Order 203, Chapter 24, par. 5. Order 220, Chapter 23, par. 3, "ა".	An operator must select at least one destination alternate for each IFR flight in accordance with Order 203, Chapter 24.				
Order 203, Chapter 24, par. 7. Order 220, Chapter 23, par. 3, "ბ".	An operator must select two destination alternate aerodromes.				
Order 88, Part 4, Chapter 18.	Planing minima for VFR flights.				
Order 203, Chapter 26. Order 220, Chapter 25.	The method for calculating fuel needed for the various stages of flight, in accordance with Order 203/220.		AP		
Order 203, Chapter 26, par. 3. "გ. დ".	Performance Data for ETOPS Critical Fuel Reserve and Area of Operation including sufficient data to support the critical fuel reserve and area of operation calculation based on Approved Aeroplane Performance Data. The altitudes, airspeeds, thrust settings, and fuel flow used in establishing the ETOPS area of operations for each airframe-engine combination must be used in showing the corresponding terrain and obstruction clearance in accordance with regulation.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 26, par 3. "ვ.ა".	Detailed engine(s) inoperative performance data including fuel flow for standard and non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) Drift down (includes net performance); and (ii) Cruise altitude coverage including 10.000 feet; (iii) Holding; (iv) Altitude capability (includes net performance); and (v) Missed approach.				
Order 203, Chapter 26, par 3. "გ". Order 220, Chapter 25, par. 3, "ბ".	Detailed all-engine-operating performance data, including nominal fuel flow data, for standard and non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) Cruise (altitude coverage including 10.000 feet); and (ii) Holding.				
Order 203, Attachment 12, Chapter 3, par. 3, "ბ"	Details of any other conditions relevant to ETOPS operations which can cause significant deterioration of performance, such as ice accumulation on the unprotected surfaces of the aeroplane, Ram Air Turbine (RAT) deployment, thrust-reverser deployment, etc.				
6. MASS AND BALANCE					
Order 203, Chapter 49, par. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Mass and Balance 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, Attachment 2, Chapter 3, par. 6; 7. Order 220, Attachment 1, Chapter 3, par. 6; 7.	An operator shall ensure that during any phase of operation, the loading, mass and centre of gravity of the aeroplane complies with the limitations specified in the approved Aeroplane Flight Manual, or the Operations Manual if more restrictive.				
Order 203, Chapter 79, "ბ".	An operator must establish the mass and the center of gravity of any aeroplane by actual weighing.		AP		
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	An operator must determine the mass of all operating items and crew members included in the aeroplane dry operating mass by weighing or by using standard masses. The influence of their position on the aeroplane center of gravity must be determined.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 3, par. 6; 7. Order 220, Attachment 1, Chapter 3, par. 6; 7.	An operator must establish the mass of the traffic load, including any ballast, by actual weighing determine the mass of the traffic load in accordance with standard passenger and baggage masses.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	An operator must determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the Operations Manual.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Determination of the dry operating mass of an aeroplane.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Special standard masses for the traffic load, In addition to standard masses for passengers and checked baggage, an operator can submit for approval the Authority standard masses for other load items.		AP		
Order 203, Attachment 2, Chapter 3, par. 7. Order 220, Attachment 1, Chapter 3, par. 7.	Aeroplane loading.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Centre of gravity limits.		AC		
	Terminology				
Order 203, Attachment 2, Chapter 3, par. 6; 7. Order 220, Attachment 1, Chapter 3, par. 6; 7.	An operator shall specify, in the Operations Manual, the principles and methods involved in the loading and in the mass and balance system. This system must cover all types of intended operations.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Mass values for crew.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Other standard masses acceptable to the Authority.		AC		
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Mass values for passengers and baggage.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Approval to use alternative standard mass values.		AP		
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Procedure for establishing revised standard mass values for passengers and baggage.		AP		
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	operators have the option to submit a detailed survey plan to be the Authority for approval and subsequently a deviation from the revised standard mass value provided this deviating value is determined by use of the procedure explained in this Appendix Such deviations must be reviewed at intervals not exceed 5 years.		AP		
	If an operator wishes to obtain approval for use of a different ratio on specific routes or flights then data must be submitted to the Authority showing that the alternative male/female ratio is conservative and covers at least 84% of the actual male/female ratios on a sample of at least 100 representative flights.		AP		
Order 203, Chapter 50, par. 7, "რ". Order 220, Chapter 45, par. 1, "ს".	An operator shall establish mass and balance documentation prior to each flight specifying the load and its distribution.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Mass and balance documentation (contents).				
	Subject to the approval of the Authority, an operator may omit some of this Data from the mass and balance documentation.		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	An operator must specify procedures for Last Minute Changes to the load.				
	Subject to the approval of the Authority, an operator may use an alternative to the procedures required by paragraphs (a) and (b) above.		AP		
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	The last minute change must be entered in the mass and balance documentation. The maximum allowed change in the number of passengers or hold load acceptable as a last minute change must be specified in the Operations Manual.		AC		
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Where mass and balance documentation is generated by a computerized mass and balance system, the operator must verify the integrity of the output data. He must establish a system to check that amendments of his input data are incorporated properly in the system and that the system is operating correctly on a continuous basis by verifying the outputs data at intervals not exceeding 6 month.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	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. When mass and balance documentation is sent to aeroplanes via datalink, a copy of the final mass and balance documentation as accepted by the commander must be available on the ground.		AP		
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Instructions and data for the calculation of the mass and balance including: Information and instructions for completion of mass and balance documentation including manual and computer generated types.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Calculation system (e.g. Index system);				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Limiting masses and center of gravity for the types, variants or individual aeroplanes used by the operator.				
Order 203, Attachment 2, Chapter 3, par. 6. Order 220, Attachment 1, Chapter 3, par. 6.	Dry Operating mass and corresponding center of gravity or index. (DOM and DOI).				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
7. LOADING					
Order 203, Chapter 49, part. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Loading are presented in a form in which they can be used without difficulty. The design of the Operations Manua shall observe Human Factors principles.				
Order 203, Chapter 22, par. 1, "ე". Order 220, Chapter 21, par. 1, "ე".	The commander shall not commence a flight unless he/she is satisfied that The load is properly distributed and safely secured (item in flight preparation check-lists).				
Order 203, Attachment 2, Chapter 3, par. 7. Order 220, Attachment 1, Chapter 3, par. 7.	Procedures and provisions for loading and securing the load in the aeroplane.				
Order 203, Chapter 42. Order 220, Chapter 38.	An operator shall establish procedures to ensure that only such hand baggage is taken into the passenger cabin as can be adequately and securely stowed.				
Order 203, Attachment 2, Chapter 3, par. 7. Order 220, Attachment 1, Chapter 3, par. 7.	An operator shall establish procedures tu ensure that all baggage and cargo in board, which might cause injury or damage, or obstruct aisles and exist if displaced, is placed in stowages designed to prevent movement.				
Order 203< chapter 7. Order 220, Chapter 7.	An operator shall ensure that dangerous goods are not carried in an aeroplane cabin occupied by passengers or on the flight deck, except as specified in the ICAO Technical Instructions (ICAO-Doc 9284-AN/905)		AP		
Order 203< chapter 7. Order 220, Chapter 7.	An aeroplane shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aeroplane in cargo compartments as specified in the ICAO Technical Instructions (ICAO-Doc 9284-AN/905). Dangerous Goods Designated for Carriage Only on Cargo Aircraft. An operator shall ensure that packages of dangerous goods bearing the "Cargo Aircraft Only" label are carried on a cargo aircraft and loaded as specified in the ICAO Technical Instructions (ICAO-Doc 9284-AN/905).		AP		



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
8. CONFIGURATION LIST					
Order 203, Attachment 2, Chapter 3, par. 9. Order 220, Attachment 1, Chapter 3, par. 9.	The configuration Deviation List(s) (CDL), if provided by the manufacturer, taking account of the aeroplane types and variants operated including procedures to be followed when an aeroplane is being dispatched under the terms of its CDL.				
9. MINIMUM EQUIPMENT LIST (MEL)					
Order 203, Attachment 14, Chapter 49, par. 3. Order 220, Attachment 5, Chapter 43, par. 3.	The Minimum Equipment List (MEL) taking account of the aeroplane types and variants operated and the type(s)/area(s) of operation. The MEL must include the navigational equipment and take into account the required performance for the route and area of operation.				
Order 203, Attachment 14, Chapter 49, par. 3. Order 220, Attachment 5, Chapter 43, par. 3.	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, Chapter 49, par. 3. Order 220, Attachment 5, Chapter 43, par. 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.		AP		
10. SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN					
Order 203, Attachment 14, Chapter 49, par. 3. Order 220, Attachment 5, Chapter 43, par. 3.	An operator must ensure that the contents of the Survival and Emergency Equipment 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, Attachment 2, Chapter 3, par. 13; Chapter 95. Order 220, Attachment 1, Chapter 3, par. 13. Chapter 79.	A list of the survival equipment to be carried for the routes to be flown, instructions regarding the location and accessibility must also be included.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Attachment 2, Chapter 3, par. 10. Order 220, Attachment 1, Chapter 3, par. 10.	The procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the use of survival and emergency equipment and its associated check list(s) must be included.				
Order 203, Chapter 95. Order 220, Chapter 79.	An operator shall ensure that there are available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board all of his aeroplanes.				
Order 203, Attachment 10; Chapter 50, par. 2. Order 220, Chapter 44, par. 2; Attachment 3.	An operator shall not operate an aeroplane unless it is equipped with first-aid kits, readily accessible for use (Order 203, Attachment 10; Order 220, Attachment 3.).				
Order 203, Chapter 50, par. 3. Order 220, Chapter 44, par. 2.	An operator shall not operate an aeroplane with a maximum approved passenger seating configuration of more than 30 seats unless it is equipped with an emergency medical kit if any point on the planned route is more than 60 minutes flying time (at normal cruising speed) from an aerodrome at which qualified medical assistance could be expected to be available. (See also MEL).				
Order 203, Chapter 50, par. 5. Order 220, Chapter 44, par. 2, "ბ".	An operator shall not operate an aeroplane unless hand fire extinguishers are provided for use in crew, passenger and, as applicable, cargo compartments and galleys according to Order 203/220.				
	Crash axes and crowbars.				
	An operator shall not operate an aeroplane with a maximum approved passenger seating configuration of more than 60 and carrying one or more passengers unless it is equipped with portable battery-powered megaphones readily accessible for use by crew members during an emergency evacuation.				
Order 203, Attachment 5, IV, 3.	Emergency lighting.				
Order 203, Chapter 66. Order 220, Chapter 52.	Automatic Emergency Locator Transmitter. (ICAO Amendment 31 to Annex 6, Part 1)				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
Order 203, Chapter 50, par. 6, "დ. დ". Order 220, Chapter 44, par. 2. "დ. დ".	Life Jackets (if not included in the lists in OM-B chapter 10. Limitations in Order 203, Chapter 54/Order 220, Chapter 49 must be introduced somewhere else in Operator Manual) (Life Jackets must be included also in MEL).				
Order 1203, Chapter 54, par. 3; Chapter 66. Order 220, Chapter 49, par. 2; Chapter 52.	Life-rafts and survival ELTs extended overwater flights (must be included also in MEL).				
Order 203, Chapter 54, par. 1.	Seaplanes and amphibians - Miscellaneous equipment.				
Order 203, Attachment 5, VI, par. 24.	An operator shall establish procedures to ensure that before taxiing, take-off and landing, and when safe and practicable to do, so, an assisting means for emergency evacuation that deploys automatically, is armed.				
Order 203, Attachment 2, Chapter 2, par. 14. Order 220, Attachment 1, Chapter 2, par. 14.	The procedure for determining the amount of oxygen required. The flight profile, number of occupants and possible cabin decompression must be considered. The information provided must be in a form in which it can be used without difficulty.				
Order 203, Chapt. 29, par. 2; 3; Attachment 2, Chapt.3, par. 13; Order 220, Chapt.27, par. 2; 3. Attachment 1, Chapt. 3, par. 13.	The procedure for determining the quantity of oxygen that is available.				
Order 203, Chapt. 29, par. 2; 3; Attachment 2, Chapt.3, par. 13; Order 220, Chapt.27, par. 2; 3. Attachment 1, Chapt. 3, par. 13.	The procedure for determining the quantity of oxygen that is available.				
	An operator shall not operate a pressurized aeroplane at altitudes above 25.000 ft, when a cabin crew member is required to be carried, unless it is equipped with a supply of undiluted oxygen for passengers (First-aid oxygen).				
Order 203, Chapter 56; par. 2. Order 220, Chapter 53, par. 2.	An operator shall not operate a pressurized aeroplane at pressure altitudes above 10.000 ft unless supplemental oxygen equipment, capable of storing and dispensing the oxygen supplies required by this paragraph, is provided.				
Order 203, Chapter 56; par. 2. Order 220, Chapter 53, par. 2.	An operator shall not operate a non-pressurized aeroplane at altitudes above 10.000 ft. unless supplemental oxygen equipment, capable of storing and dispensing the oxygen supplies required, is provided.				



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GCAA ORDER, PARAGRAPH	REQUIREMENT	OM-B REFERENCE	APP/ ACC	REMARKS	DOC STAT
11. EMERGENCY EVACUATION PROCEDURES					
Order 203, Chapter 49, par. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the contents of the Emergency Evacuation Procedures 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, Attachment 2, Chapter 3, par. 11; 12. Chapter 81, par. 1. Order 220, Attachment 1, Chapter 3, par. 11; 12. Chapter 65, par. 1.	Instructors for preparation for emergency evacuation.				
Order 203, Attachment 2, Chapter 3, par. 11; 12. Order 220, Attachment 1, Chapter 3, par. 11; 12.	Instructions for preparation for emergency evacuation including crew co-ordination.				
Order 203, Attachment 2, Chapter 3, par. 11; 12. Order 220, Attachment 1, Chapter 3, par. 11; 12.	Instructors for preparation for emergency evacuation including crew emergency assignment.				
Order 203, Attachment 2, Chapter 3, par. 11. Order 220, Attachment 1, Chapter 3, par. 11.	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, Chapter 81. Order 220, Chapter 65, par. 1.	A description of the duties of all members of the crew for the rapid evacuation of an aeroplane.		AP		
Order 203, Attachment 5, VII, par. 18; 19; 20; 23; 25; 26.	The handing of the passengers in the event of a forced landing, ditching or other emergency.		AP		



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Order 203, Attachment 5, VII, par. 27; Chapter 39, par. 3. Order 220, Chapter 36, par. 3.	A general rescription of the procedures after the emergency evacuation of an aeroplane and the handling of the passengers, and procedures for help requires and procedures for informing the authorities.				
	An operator shall not operate an aeroplane with a maximum certificated take-off mass exceeding 15.000 kg or having a maximum approved passenger seating configuration of more than 19 unless it is equipped with a crew member interphone system except for aeroplanes first issued with an individual certificate of airworthiness before 1 April 1965 and already registered in a Member State on 1 April 1995.				
	The signal determining whether or not an interphone call is a normal or a an emergency call has to be acceptable to the Authority.		AC		

12. AEROPANE SYSTEM

Order 203, Chapter 49, par. 4. Order 220, Chapter 43, par. 4.	An operator must ensure that the content of the Aeroplane Systems 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, Attachment 2, Chapter 3, par. 8. Order 220, Attachment 1, Chapter 3, par. 8.	A description of the aeroplane system, related controls and indications and operating instructions. (Note: Limitations included in OM-B chapter 1).				



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