


OPS Paragraph	REQUIREMENT	COMMENTS	APPLY	APP	OM-A Reference	Status
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	SUMMARY COMPLIANCE LIST FOR AUTHORITY ACCEPTANCE (AC) AND APPROVAL (AP) OPERATIONS MANUAL, PART A - GENERAL BASIC
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The Compliance List is based on EU-OPS 1 (Commission Regulation (EC) No 8/2008, 11th December 2007)

Operator:

Latest Operations Manual Part A revision date:

This compliance list has been checked (date):

This compliance list has been checked by (name):

Contents of the compliance list:

This compliance list is a tool for the Operator and the Authority to prepare and check the required Operations Manual. Each line contains a reference to one or more EU-OPS paragraph (or AMC, IEM ACJ paragraph) to call the user's attention when determining or checking the Operations Manual reference. The Operations Manual must use the headings and subheadings given in Appendix 1 to OPS 1.1045 as applicable, which are introduced in the column REQUIREMENT. The text in the REQUIREMENT column can only be a short description of the original text, so the user is supposed to read the whole text in each OPS paragraph mentioned. The correlation between OPS paragraphs and the Operations Manual shall be entered in the column OM-A reference. If an OPS paragraph is not applicable to the Operator, N/A should be marked.

The column APP is for reminding when authority acceptance (AC) or approval (AP) is needed.

The column STATUS is for the Authority to note when the applicable OPS and OM reference is in accordance with the requirements, if applicable and acceptable. All lines in this compliance list should have a remark either stating which OM reference is concerned, or N/A if not applicable.

The column APPLY is for operators application. Check the box APPLY for application.

This compliance list is a tool NOT replacing the original EU-OPS. The user should read and check the items in accordance with the published OPS in force.

In case any error or deficiency is found in this list, it should be notified to the Authority 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.

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PART A 0. ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL						
1.1040 (c) and 1.025	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operations Manual in the English language.			AP		
1.1040 (b) 1.005	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		
1.1045 (b) and (c)	An operator shall ensure that the contents of the Operations Manual are in accordance with Appendix 1 to OPS 1.1045 and relevant to the area and type of operation. An operator shall ensure that, the detailed structure of the Operations Manual is acceptable to the Authority.			AC		

1. ORGANISATION AND RESPONSIBILITIES						
1.1045 Appendix 1 A 1.2 and 1.175 (h)	The operator must have nominated an accountable manager (name) acceptable to the Authority. The nominated an 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.			AC		
1.1045 Appendix 1 A 1.2 and 1.175 (i)	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 OPS 1.175(i)). A description of the functions and the responsibilities of the nominated post holders must be contained in the Operations Manual.			AC		
1.175 (k)	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		
1.175 Appendix 2 (b)(3)	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.			AC		
1.175 (j)	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.			AC		
1.035 (c)	The Quality System and the Quality Manager must be acceptable to the Authority.			AC		

2. OPERATIONAL CONTROL AND SUPERVISION						
1.195 (a)	An operator shall establish and maintain a method of exercising operational control approved by the Authority.			AP		

3. QUALITY SYSTEM						
AMC OPS 1.035 2.1.a	The Quality Manager, acceptable to the Authority, is responsible for the management of the Quality System, monitoring function and requesting corrective actions.			AC		
The Quality procedures and processes included in Audits						
AMC OPS 1.035 4.7.1 and 4.7.2	A Quality Assurance Programme should include a defined audit schedule and a periodic review area by area (and unscheduled and follow-up audits). All aspects of the operation should be reviewed within every period of 12 months. The frequency of audits should not be decreased without the agreement of the Authority.			AP		

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4. CREW COMPOSITION						
1.1090, 1.1105 and 1.1115	<p>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 produces an equivalent level of safety.</p> <p>Maximum daily flight duty period (FDP) (NOT for single pilot operations or emergency medical service operations).</p> <p>An operator shall specify reporting times that realistically reflect the time for safety related ground duties as approved by the Authority.</p>			AP		
1.940 (a)(4)	<p>Procedures are established, acceptable to the Authority, to prevent the 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.</p>			AC		

5. QUALIFICATION REQUIREMENTS						
1.940 (a)(3)	All flight crew members hold an applicable and valid licence acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them.			AC		
1.955 (a)(1)	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		
1.940 (a)(6)	When a dedicated System Panel Operator is required by the AFM, the flight crew includes one crew member who holds a Flight Engineer's licence or is a suitably qualified flight crew member and acceptable to the Authority.			AC		
1.940 Appendix 1 (f)	A system panel operator may be relieved in flight by a crew member who holds a Flight Engineer's licence or by a flight crew member with a qualification acceptable to the Authority.			AC		
1.1000 (d)	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		
1.980 (a) and (b)	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. Note. Appendix 1 to OPS 1.005(a) (b)(38) Operations of performance class B aeroplanes: Not applicable if operations are limited to single pilot classes of piston engine aeroplanes under VFR by day.			AP		
1.980 (c)	An Operator shall ensure that a flight crew member operating more than one type or variant complies with all of the requirements prescribed in Subpart N for each type or variant unless the Authority has approved the use of credit(s) related to the training, checking and recent experience requirements. Note. Appendix 1 to OPS 1.005(a) (b)(38) Operations of performance class B aeroplanes: Not applicable if operations are limited to single pilot classes of piston engine aeroplanes under VFR by day.			AP		
1.980 (d)(1)	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		
1.980 (d)(2)	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 minimum experience level on one type or variant before beginning training for and operation of another type or variant.			AP		

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1.980 (d)(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 process whereby flight crew qualified on one type or variant will be trained and qualified on another type or variant.			AP		
1.980 (d)(4)	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 All applicable recent experience requirements for each type or variant.			AP		
1.980 Appendix 1(e)	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).			AP		
Operation of helicopter and aeroplane						
1.981 (a)(2)	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 if operations are limited to single pilot classes of piston engine aeroplanes			AP		
Operation on more than one type or variant, -single pilot and/or type-single pilot ,but not within a single licence endorsement						
1.980 Appendix 1 (a)(2)	OPS 1.965 for each type or variant operated unless the operator has demonstrated specific procedures and/or operational restrictions, which are acceptable to the Authority.			AC		
Operation on more than one type or variant, multi-pilot, but not within a single licence endorsement						
1.980 Appendix 1 (d)(7)	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).			AC		
1.980 Appendix 1 (d)(8)	OPS 1.965 for each type or variant operated unless credits have been allowed by the Authority in accordance with OPS 1.980 Appendix (d)(7).			AP		

8. OPERATING PROCEDURES						
8.1.1 Minimum Flight Altitudes						
1.430 Appendix 2(b)	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		
1.250(b)	Every method for establishing minimum flight altitudes must be approved by the Authority.			AP		
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						
AMC 1.975 2.2	All aerodromes to which an operator operates should be categorised in one of three categories (A, B and C). The operator’s categorisation should be acceptable to the Authority.			AC		
8.1.7 Determination of the quantities of fuel, oil and water methanol carried. (Note! Information can also be in OM-B as applicable.)						
1.255 Appendix 11.3 (a)(iv) AMC OPS 1.255 1.3a	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		
8.1.8 Mass and Centre of Gravity. (Note. Information can also be in OM-B as applicable.)						
1.1045 Appendix 1 A 8.1.8 (i) and 1.605 Appendix 1 (d)(1)	The general principles of mass and centre of gravity including Seating policy/procedures. The CG margins and associated operational procedures, including assumptions with regard to passenger seating, must be acceptable to the Authority.			AC		
1.605 Appendix 1(b)	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 load items.			AP		

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1.620 (g)	If an operator wishes to use standard mass values other than those contained in OPS 1.620 Tables 1 to 3, he must advise the Authority of his reasons and gain its approval in advance.			AP		
1.620 (g) Appendix 1 (c)(4)	Operators have the option to submit a detailed survey plan to 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 exceeding 5 years.			AP		
1.620 (g) Appendix 1 (c)(5)	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		
1.625 Appendix 1 (a)(1)(ii)	Subject to the approval of the Authority, an operator may omit some of this Data from the mass and balance documentation.			AP		
1.625 Appendix 1(c)	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 despatch.			AP		
1.625 Appendix 1 (a)(2)	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 Operations Manual.			AC		
1.625 (c)	Subject to the approval of the Authority, an operator may use an alternative to the procedures required by paragraphs (a) and (b) above.			AP		
8.1.12 List of documents, forms and additional information to be carried						
1.130 (3)	The current Aeroplane Flight Manual is carried in the aeroplane unless the Authority has accepted that the Operations Manual prescribed in OPS 1.1045, Appendix 1, Part B contains relevant information for that aeroplane.			AC		
1.135(b)	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.			AP		
8.1.12 Information retained on the ground						
1.1065 Appendix 1	An operator shall ensure that the information/documentation listed 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		
8.3 Flight Procedures						
8.3.1 VFR/IFR Policy						
8.3.2 Navigation Procedures						
1.230 (c)	Different procedures to those required to be used in accordance with subparagraph (a) above may only be implemented by an operator provided they have been approved by the State in which the aerodrome is located, if required, and accepted by the Authority.			AP AC		
1.873	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.	NPA-57A		AC		
1.241	An operator shall not operate an aeroplane in defined portions of airspace where, based on Regional Air Navigation Agreement, a vertical separation minimum of 300 m (1 000 ft) applies unless approved to do so by the Authority (RVSM Approval). (See also OPS 1.872).			AP		
1.243 (a)	An operator shall ensure that an aeroplane operated in areas, or through portions of airspace, or on routes where navigation performance requirements have been specified, is certified according to these requirements, and, if required, that the Authority has granted the relevant operational approval. (See also OPS 1.865 (c)(2), OPS 1.870 and OPS 1.872).			AP		
1.245(a)(1)	Unless specifically approved by the Authority in accordance with OPS 1.246 (a) (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome than, in the case of: Performance Class A aeroplanes with: (i)A maximum approved passenger seating configuration of 20 or more; or (ii)A maximum take-off mass of 45 360 kg or more, the distance flown in 60 minutes at the one-engine-inoperative cruise speed determined in accordance with OPS 1.245(b).			AP		

OPS Paragraph	REQUIREMENT	COMMENTS	APPLY	APP	OM-A Reference	Status
1.245(a)(2)	Unless specifically approved by the Authority in accordance with OPS 1.246 (a) (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome than, in the case of: Performance Class A aeroplanes with: (i)A maximum approved passenger seating configuration of 19 or less; and (ii)A maximum take-off mass less than 45 360 kg, the distance flown in 120 minutes or, if approved by the Authority, up to 180 minutes for turbo-jet aeroplanes, at the one-engine-inoperative cruise speed determined in accordance with OPS 1.245(b).			AP		
1.245(a)(3)	Unless specifically approved by the Authority in accordance with OPS 1.246 (a) (ETOPS approval), an operator shall not operate a two-engined aeroplane over a route which contains a point further from an adequate aerodrome than, in the case of: Performance Class B or C aeroplanes: (i)The distance flown in 120 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; or (ii)300 nautical miles, whichever is less.			AP		
1.246(a) 1.192(b)	An operator shall not conduct operations beyond the threshold distance determined in accordance with OPS 1.245 unless approved to do so by the Authority (ETOPS approval).			AP		
8.4 AWO – All weather operations Note! Operation according to Appendix 1 (Old) to OPS 1.430						
1.430 (a)(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 1 as applicable. The method of determination of such minima must be acceptable to the Authority.	NPA 41		AC		
1.430 (a)(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.	NPA 41		AP		
1.430 (a)(2)	Notwithstanding paragraph (a)(1) above, in-flight calculation of minima for use at unplanned alternate aerodromes and/or for approaches utilising EVS shall be carried out in accordance with a method acceptable to the Authority.			AC		
1.445 (a)	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		
1.430 Appendix 1 (Old) (a)(4)(i)	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 150 m RVR (Category D aeroplanes) when: (A)Low Visibility Procedures are in force; (B)High intensity runway centreline lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation; (C)Flight crew members have satisfactorily completed training in a Flight Simulator; (D)A 90 m 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		
1.430 Appendix 1 (Old) (a)(4)(ii)	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 125 m (Category A, B and C aeroplanes) or 150 m (Category D aeroplanes) but not lower than 75 m provided runway protection and facilities equivalent to Category III landing operations are available.			AP		
1.440(a)	Approval for Category II, Other than Standard Category II or III operations according to OPS 1.440.			AP AC		
1.440(b)	An operator shall not conduct low visibility take-offs in less than 150 m RVR (Category A, B and C aeroplanes) or 200 m RVR (Category D aeroplanes) unless approved by the Authority.			AP		
1.440(c)	An operator shall not conduct Lower than Standard Category I operations unless approved by the Authority.	NPA 41		AP		
1.440 Appendix 1 (b)(1)	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 accomplished unless otherwise approved by the Authority.			AP		
1.440 Appendix 1 (b)(2)	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.			AC		

OPS Paragraph	REQUIREMENT	COMMENTS	APPLY	APP	OM-A Reference	Status
1.440 Appendix 1(g)	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 maintenance programme prescribed in Part M, paragraph M.A.302 which must be approved by the Authority.			AP		
1.430 Appendix 1 (Old) (b)(3)(x)	Other visual reference than mentioned in 1.430 Appendix 1(Old)(b)(3) from (i) to (ix) for a pilot to continue an approach below MDA/MDH for the intended runway has to be acceptable by the Authority			AC		
1.430 Appendix 1 (Old)(e)(3)(iii)	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.			AP		
1.430 (c) Appendix 2 (b)	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. 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.			AP		
8.4 AWO – All weather operations Note! Operation according to Appendix 1 (New) to OPS 1.430						
1.430 (a)(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 1 as applicable. The method of determination of such minima must be acceptable to the Authority.	NRA-41		AC		
1.430 (a)(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.	NRA-41		AP		
1.430 (a)(2)	Notwithstanding paragraph (a)(1) above, in-flight calculation of minima for use at unplanned alternate aerodromes and/or for approaches utilising EVS shall be carried out in accordance with a method acceptable to the Authority.			AC		
1.445 (a)	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		
1.430 Appendix 1 (New) (a)(4)(i)	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 150 m RVR (Category D aeroplanes) when: (A)Low Visibility Procedures are in force; (B)High intensity runway centreline lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation; (C)Flight crew members have satisfactorily completed training in a Flight Simulator; (D)A 90 m 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		
1.430 Appendix 1 (New) (a)(4)(ii)	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 for take-off may reduce the take-off minima to an RVR less than 125 m (Category A, B and C aeroplanes) or 150 m (Category D aeroplanes) but not lower than 75 m provided runway protection and facilities equivalent to Category III landing operations are available.			AP		
1.440(a)	Approval for Category II, Other than Standard Category II or III operations according to OPS 1.440.			AP AC		
1.440(b)	An operator shall not conduct low visibility take-offs in less than 150 m RVR (Category A, B and C aeroplanes) or 200 m RVR (Category D aeroplanes) unless approved by the Authority.			AP		
1.440(c)	An operator shall not conduct Lower than Standard Category I operations unless approved by the Authority.	NRA-41		AP		
1.440 Appendix 1 (b)(1)	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 accomplished unless otherwise approved by the Authority.			AP		

OPS Paragraph	REQUIREMENT	COMMENTS	APPLY	APP	OM-A Reference	Status
1.440 Appendix 1 (b)(2)	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.			AC		
1.440 Appendix 1(g)	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 maintenance programme prescribed in Part M, paragraph M.A.302 which must be approved by the Authority.			AP		
1.430 Appendix 1 (New)(b)(1)	A Category I approach operation is a precision instrument approach and landing using ILS, 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 by 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.	NPA-41		AC		
1.430 Appendix 1 (New)(b)(2)	Category I, APV and Non-precision Approach Operations: A Non-Precision Approach (NPA) operation is an instrument 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. 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.	NPA-41		AC		
1.430 Appendix 1 (New)(b)(3)	Category I, APV and Non-precision Approach Operations: An APV operation is an instrument approach which utilises 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. 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.	NPA-41		AC		
1.430 Appendix 1 (New)(b)(6)(x)	Other visual references accepted by the Authority.			AC		
1.430 Appendix 1 (New)(g)(3)(iii)	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.			AP		
1.430 Appendix 1 (New)(j)(4)	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.			AC		
1.430(c) Appendix 2 (b)	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. 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.			AP		
8.5 ETOPS						
1.1045 Appendix 1 A 8.5 1.246	A description of the ETOPS operational procedures. An operator shall not conduct operations beyond the threshold distance determined in accordance with OPS 1.245 unless approved to do so by the Authority (ETOPS approval.) (IEM OPS 1.1040(b) table, ref. OPS 1.246)			AP		
8.6 Use of the Minimum Equipment (MEL) and Configuration Deviation List(s) (CDL)						
1.1045 Appendix 1 A 8.6 1.030 (a)	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.			AC		

OPS Paragraph	REQUIREMENT	COMMENTS	APPLY	APP	OM-A Reference	Status
1.030 (b)	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		
9. DANGEROUS GOODS AND WEAPONS						
1.1155 (a)	An operator shall not transport dangerous goods unless approved to do so by the Authority.			AP		
1.1155 (b)	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.			AC		
1.1165(b)	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 all the State(s) concerned on those occasions when the Technical Instructions indicate that only such approval is required.			AP		
The conditions under which weapons, munitions of war weapons may be carried						
1.065 (a) and 1.1045 Appendix 1A 9.2	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.			AP		
1.065(b)	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 unless before the commencement of the flight, approval has been granted by all States concerned 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.			AP		
The conditions under which weapons, ammunition of sporting weapons may be carried						
1.070 (b)(1)	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.			AC		

13. LEASING						
Leasing of aeroplanes between Community operators						
1.165(b)(2)(i)	Except as provided by subparagraph (b)(1) above, a Community operator utilising 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.			AC		
1.165(b)(2)(ii)	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.			AP		
Leasing of aeroplanes between a Community operator and any entity other than a Community operator						
1.165(c)(1)(i)	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.			AP		
1.165(c)(1)(ii)	A Community operator shall ensure that, with regard to aeroplanes that are dry leased-in, any differences from the requirements prescribed in Subparts K, L, and/or OPS 1.005(b), are notified to and are acceptable to the Authority.			AC		
1.165(c)(2)(i)	A Community operator shall not wet lease-in an aeroplane from an entity other than another Community operator without the approval of the Authority.			AP		

OPS Paragraph	REQUIREMENT	COMMENTS	APPLY	APP	OM-A Reference	Status
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1.165 (c)(2)(ii)(C)	<p>A Community operator shall ensure that, with regard to aeroplanes that are <u>wet leased-in</u>:</p> <p>The aeroplane has a standard Certificate of Airworthiness issued in accordance with ICAO Annex 8. Standard Certificates 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;</p>			AC		
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End of Compliance List