



Operations Manual Part B: Manual Review Checklist and Compliance Statement

- Application for an Air Operators Certificate (Aeroplanes)
- Application for Manual Review (for new issues)

The following pages have been written and produced for guidance to be used by the applicant when producing an Operations Manual (Part B), in accordance with the provisions of ORO.AOC.100 and ORO.MLR.100, to be submitted to Maldives Civil Aviation Authority (CAA) for acceptance/approval.

The compliance statement will guide the applicant through the structure of the operations manual in accordance with AMC3 ORO.MLR.100.

If the operator also intends to conduct Part-NCC and/or Part-SPO operations under the provisions of this operations manual, additional regulations may apply. The operator should ensure that these regulations are incorporated into the operations manual.

The completed statement should be submitted with the proposed operations manual to Flight Operations Section of the CAA.

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| Operator/AOC No: | | The Compliance Statement should be completed for each individual part of the Operations Manual. The completed statement should be submitted along with the Manual. |
| Operations Manual (OM) Date: | | |
| (OM) Revision No: | | |
| (OM) Issue No: | | |
| <u>For initial certification and substantive changes:</u> We confirm that this manual is fully compliant with the Maldives Civil Aviation Regulations (MCAR), including the requirements of ORO.MLR.100, relevant national aviation requirements, any applicable requirements issued by the Maldives Civil Aviation Authority and, where relevant, the applicable operational requirements of the aircraft manufacturer for the aircraft type(s) operated by the organization. This compliance is supported by the attached Operations Manual Compliance Checklist. | | |
| Name of Nominated Person: | | Name of Compliance Monitoring Manager: |
| Signature: Date: | | Signature: Date: |
| <u>For initial certification only:</u> I hereby confirm that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation. I understand that if the operations manual does not comply with the applicable requirements this may delay the AOC application time frames | | |
| Name of Accountable Manager: | | Signature: Date: |

| Operations Manual Reference | MCAR Reference | OM Ref | Operators Comment | CAA Comment |
|--|------------------------|--------|-------------------|-------------|
| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 0 GENERAL INFORMATION AND UNITS OF MEASUREMENT | | | | |
| 0.1 General information (e.g. aircraft dimensions), including a description of the units of measurement used for the operation of the aircraft type concerned and conversion tables. | Approved Flight Manual | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 1 LIMITATIONS | | | | |
| 1.1 A description of the certified limitations and the applicable operational limitations should include the following: (a) certification status (e.g. EASA (supplemental) type certificate, environmental certification, etc.); (b) passenger seating configuration for each aircraft type including a pictorial presentation; (c) types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions etc.); (d) crew composition; (e) mass and centre of gravity; (f) speed limitations; (g) flight envelope(s); (h) wind limits including operations on contaminated runways; (i) performance limitations for applicable configurations; (j) (runway) slope; (k) limitations on wet or contaminated runways; (l) airframe contamination; (m) system limitations. | Approved Flight Manual | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 2 NORMAL PROCEDURES | | | | |
| The normal procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination, briefings, procedures between flight and cabin/other crew members. The normal procedures and duties should include the following: (a) pre-flight, (b) pre-departure, (c) altimeter setting and checking, (d) taxi, take-off and climb briefing briefing, (e) noise abatement, (f) cruise and descent, (g) approach, landing preparation and briefing, (h) VFR approach, (i) IFR approach, (j) visual approach and circling, (k) missed approach, (l) normal landing, (m) post-landing, (n) operations on wet and contaminated runways. | ORO.GEN.110(h) AMC1 ORO.GEN.110(f)(h) Annex II, 2.1(e) | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 3 ABNORMAL AND/OR EMERGENCY PROCEDURES | | | | |
| <p>The abnormal and/or emergency procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination procedures between flight and cabin/other crew members. The following abnormal and/or emergency procedures and duties should include the following:</p> <p>(a) crew incapacitation, (b) fire and smoke drills, (c) un-pressurised and partially pressurised flight, (d) exceeding structural limits such as overweight landing, (e) lightning strikes, (f) distress communications and alerting ATC to emergencies, (g) engine/burner failure, (h) system failures, (i) guidance for diversion in case of serious technical failure, (j) ground proximity warning, including for helicopters audio voice alerting device (AVAD) warning, (k) ACAS/TCAS warning/audio voice alerting device (AVAD) warning for helicopters, (l) windshear, (m) emergency landing/ditching, (n) for aeroplanes, departure contingency procedures.</p> | <p>ORO.GEN.110(h) AMC1 ORO.GEN.110(f)(h)</p> | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 4 PERFORMANCE | | | | |
| 4.0 Performance data should be provided in a form that can be used without difficulty. | ANNEX IV PART CAT, Subpart C – Aircraft Performance and Operating Limitations | | | |
| 4.1 Performance data. (continued) 4.1.1 Supplementary data covering flights in icing conditions. Any certified performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative. 4.1.2 If performance data, as required for the appropriate performance class, is not available in the AFM, then other data should be included. The OM may contain cross-reference to the data contained in the AFM where such data is not likely to be used often or in an emergency. | Regulations CAT.POL.A and associated AMC/GM. Refer to Chapter 1 for General Requirements and Chapter 2, 3 or 4 for regulations specific to Performance Class of type(s) operated. | | | |
| 4.2 Additional performance data, where applicable, including the following: (a) all engine climb gradients; (b) drift-down data; (c) effect of de-icing/anti-icing fluids; (d) flight with landing gear down; (e) for aircraft with 3 or more engines, one-engine-inoperative ferry flights; (f) flights conducted under the provisions of the configuration deviation list (CDL). | | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 5 FLIGHT PLANNING | | | | |
| 5.1 Data and instructions necessary for pre-flight and in-flight planning including factors such as speed schedules and power settings. Where applicable, procedures for engine(s)-out operations, ETOPS (particularly the one-engine-inoperative cruise speed and maximum distance to an adequate aerodrome determined in accordance with Annex IV (Part-CAT)) and flights to isolated aerodromes should be included. | Approved Flight Manual CAT.OP.MPA.140 AMC1 CAT.OP.MPA.140(d) GM1 CAT.OP.MPA.140(c) Also refer to OM Part A Section 8.1.7 & 8.3.7 | | | |
| 5.2 The method for calculating fuel needed for the various stages of flight. | CAT.OP.MPA150 AMC1 CAT.OP.MPA.150(b) AMC2 CAT.OP.MPA.150(b) GM1 CAT.OP.MPA.150(b) GM1 CAT.OP.MPA.150(c)(3)(i) CAT.OP.MPA151 | | | |

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| <p>5.3 When applicable, 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 aircraft performance data. The following data should be included:</p> <p>(a) 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:</p> <ul style="list-style-type: none">(i) drift down (includes net performance), where applicable;(ii) cruise altitude coverage including 10,000 ft;(iii) holding;(iv) altitude capability (includes net performance); and(v) missed approach; <p>(b) 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:</p> <ul style="list-style-type: none">(i) cruise (altitude coverage including 10,000 ft); and(ii) holding; <p>(c) 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 aircraft, ram air turbine (RAT) deployment, thrust-reverser deployment, etc.; and</p> <p>(d) the altitudes, airspeeds, thrust settings, and fuel flow used in establishing the ETOPS area of operations for each airframe-engine combination should be used in showing the corresponding terrain and obstruction clearances in accordance with Annex IV (Part-CAT).</p> | <p>SPA.ETOPS.100 AMC 20-6</p> | | | |
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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 6 MASS AND BALANCE | | | | |
| Instructions and data for the calculation of the mass and balance including the following: (a) calculation system (e.g. index system); (b) information and instructions for completion of mass and balance documentation, including manual and computer generated types; (c) limiting masses and centre of gravity for the types, variants or individual aircraft used by the operator; (d) dry operating mass and corresponding centre of gravity or index. | Approved Flight Manual Also refer to OM Part A Section 8.1.8. | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 7 LOADING | | | | |
| Procedures and provisions for loading and unloading and securing the load in the aircraft. | Approved Flight Manual | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 8 CONFIGURATION DEVIATION LIST | | | | |
| The CDL(s), if provided by the manufacturer, taking account of the aircraft types and variants operated including procedures to be followed when an aircraft is being dispatched under the terms of its CDL. | If supplied by the manufacturer. | | | |

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| PART B AIRCRAFT OPERATING MATTERS - TYPE RELATED Taking account of the differences between types/classes, and variants of types, under the following headings: | | | | |
| 9 MINIMUM EQUIPMENT LIST (MEL) | | | | |

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| The MEL for each aircraft type or variant operated and the type(s)/area(s) of operation. The MEL should also include the dispatch conditions associated with operations required for a specific approval (e.g. RNAV, RNP, RVSM, ETOPS). Consideration should be given to using the ATA number system when allocating chapters and numbers. | ORO.MLR.105 GM1 ORO.MLR.105(a) AMC1 ORO.MLR.105(c) AMC1 ORO.MLR.105(d) | | | |
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PART B AIRCRAFT OPERATING MATTERS**- TYPE RELATED**

Taking account of the differences between types/classes, and variants of types, under the following headings:

10 SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN

10.1 A list of the survival equipment to be carried for the routes to be flown and the procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the location, accessibility and use of survival and emergency equipment and its associated checklist(s) should also be included.

10.2 The procedure for determining the amount of oxygen required and the quantity that is available. The flight profile, number of occupants and possible cabin decompression should be considered.

CAT.IDE.A.220
CAT.IDE.A.305
AMC1 CAT.IDE.A.305
AMC1 CAT.IDE.A.285(e)(4) &
CAT.IDE.A.305(a)(2)
AMC1 CAT.IDE.A.305(b)(2)
GM1 CAT.IDE.A.305
GM2 CAT.IDE.A.305

Annex V, 5.2

11 EMERGENCY EVACUATION PROCEDURES

11.1 Instructions for preparation for emergency evacuation including crew coordination and emergency station assignment.

11.2 Emergency evacuation procedures. A description of the duties of all members of the crew for the rapid evacuation of an aircraft and the handling of the passengers in the event of a forced landing, ditching or other emergency.

ORO.GEN.110(h)
AMC1 ORO.GEN.110(f)(h)

Annex II, 2.1(e), Annex V, 3(f)

CAT.OP.MPA.165
AMC1 CAT.OP.MPA.165
CAT.OP.MPA.170
AMC1 CAT.OP.MPA.170

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PART B AIRCRAFT OPERATING MATTERS**- TYPE RELATED**

Taking account of the differences between types/classes, and variants of types, under the following headings:

12 AIRCRAFT SYSTEMS

A description of the aircraft systems, related controls and indications and operating instructions. Consideration should be given to use the ATA number system when allocating chapters and numbers.

AFM