



Flight Operations Standards Directorate
Commercial Air Transport Section - Documents Evaluation
Operations Manual Part B Compliance List

• Operator Name			
• Airplane Type			
• Inspector Name			
• AOC Applicant/Holder Focal Point	Name	Phone No.	E-mail

CHAPTER 0	GENERAL INFORMATION AND UNITS OF MEASUREMENT
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (c)	Unless otherwise approved by the Authority, or prescribed by national law, an operator must prepare the Operations Manual Part B in the English language					
1.1040 (l)	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.					
1.1045 (b) ja (c)	An operator shall ensure that the contents of the Operations Manual Part B 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.					
1.1045 Appendix 1 A 0.1 (d)	Explanations and definitions of terms and words needed for the use of the manual.					
1.1045 Appendix 1 A 0.2 (b)	A record of amendments and revisions with insertion dates and effective dates.					
1.1045 Appendix 1 A 0.2 (e)	A list of effective pages.					
1.1045 Appendix 1 B 0.1	Airplane dimensions.					
1.1045 Appendix 1 B 0.1	A description of the units of measurement used					
1.1045 Appendix 1 B 0.1	Conversion tables for the units					
1.1045 Appendix 1 B 0.1	Airplane General information.					



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CHAPTER 1	LIMITATIONS
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	An operator must ensure that the contents of the Limitations are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles.					
1.1045 Appendix 1 B 1.1 (a)	A description of the certified limitations and the applicable operational limitations including: Certification status (e.g. CS-23, CS-25, ICAO Annex 16)					
1.1045 Appendix 1 B 1.1 (b) and 1.875	Passenger seating configuration for each airplane type including a pictorial presentation.					
1.480 (a)(6)	The maximum passenger seating capacity of an individual airplane, 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.					
1.1045 Appendix 1 B 1.1 (c) and 1.245 (c)(2)	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 OPS 1.245 (a) and (b).					
1.1045 Appendix 1 B 1.1(d) and 1.940 (b)	A description of the certified limitations and the applicable operational limitations including crew composition.					
1.1045 Appendix 1 B 1.1 (e)	Mass and centre of gravity.					
1.1045 Appendix 1 B 1.1 (f) and 1.245 (c)(1)	Speed limitations (according to AFM) and the one-engine-inoperative cruise speed determined in accordance with OPS 1.245 (b): An operator shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engine airplane type or variant operated, not exceeding VMO, based upon the true airspeed that the airplane can maintain with one-engine-inoperative					
1.1045 Appendix 1 B 1.1 (g)	A description of the certified limitations and the applicable operational limitations including Flight envelope(s).					
1.1045 Appendix 1 B 1.1 (h)	A description of the certified limitations and the applicable operational limitations including wind limits including operations on contaminated runways.					
1.1045 Appendix 1 B 1.1 (i)	A description of the certified limitations and the applicable operational limitations including performance limitations for applicable configurations.					
1.1045 Appendix 1 B 1.1 (j) AMC 1.530 (c)(5)	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.					



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CHAPTER 1	LIMITATIONS
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1045 Appendix 1 B 1.1 (k)	Limitations on wet or contaminated runways.					
1.1045 Appendix 1 B 1.1 (l)	A description of the certified limitations and the applicable operational limitations including airframe contamination.					
1.1045 Appendix 1 B 1.1 (m)	A description of the certified limitations and the applicable operational limitations including System limitations.					



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CHAPTER 2	NORMAL PROCEDURES
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	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.					
1.1045 Appendix 1 B 2.1 (a) and 1.290	The normal procedures and duties assigned to the crew, the appropriate check-lists, the system for use of the check-lists and a statement covering the necessary coordination procedures between flight and cabin crew. Note: Check lists in CAME must be identical to Pre Flight check. The following normal procedures and duties must be included: Pre-flight. OPS 1.290 Flight preparation					
1.1045 Appendix 1 B 2.1 (b) and 1.355	Normal procedures and duties must include pre-departure;					
1.1045 Appendix 1 B 2.1 (c)	Normal procedures and duties must include altimeter setting and checking;					
1.1045 Appendix 1 B 2.1 (d)	Normal procedures and duties must include Taxi, Take-Off and Climb;					
1.1045 Appendix 1 B 2.1 (e) and 1.235	Normal procedures and duties must include Noise abatement; Noise abatement procedures according OPS 1.235. Note: OPS 1.005(a) appendix 1 (b)(9) Operations of performance class B airplanes: Not applicable to VFR operations of single engine airplanes.					
1.1045 Appendix 1 B 2.1 (f)	Normal procedures and duties must include cruise and descent					
1.1045 Appendix 1 B 2.1 (g) and 1.400	Normal procedures and duties must include approach, Landing preparation and briefing;					
1.1045 Appendix 1 B 2.1 (h)	Normal procedures and duties must include VFR Approach;					
1.1045 Appendix 1 B 2.1 (i)	Normal procedures and duties must include Instrument approach;					
1.1045 Appendix 1 B 2.1 (j)	Normal procedures and duties must include Visual Approach and circling;					
1.1045 Appendix 1 B 2.1 (k)	Normal procedures and duties must include Missed Approach;					
1.1045 Appendix 1 B 2.1 (l)	Normal procedures and duties must include Normal Landing;					
1.1045 Appendix 1 B 2.1 (m)	Normal procedures and duties must include Post Landing;					
1.1045 Appendix 1 B 2.1 (n)	Normal procedures and duties must include operation on wet and contaminated runways.					
1.1045 Appendix 1 B 2.1	Expanded check-lists for all check-lists used.					
1.1045 Appendix 1 B 2.1	The system for use of the check-lists. (e.g. procedure for missed check-list reading)					
1.1045 Appendix 1 B 2.1	Cooperation between flight crew.					
1.1045 Appendix 1 B 2.1	A statement covering the necessary coordination procedures between flight and cabin crew.					



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CHAPTER 3	ABNORMAL AND EMERGENCY PROCEDURES
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	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					
1.1045 Appendix 1 B 3.1 (a)	The abnormal and emergency procedures and duties assigned to the crew. Abnormal and emergency procedures and duties must include Crew Incapacitation;					
1.1045 Appendix 1 B 3.1 (b)	Abnormal and emergency procedures and duties must include Fire and Smoke Drills;					
1.1045 Appendix 1 B 3.1 (c)	Abnormal and emergency procedures and duties must include Unpressurised and partially pressurized flight;					
1.1045 Appendix 1 B 3.1 (d)	Abnormal and emergency procedures and duties must include Exceeding structural limits such as overweight landing;					
1.1045 Appendix 1 B 3.1 (e)	Abnormal and emergency procedures and duties must include Exceeding cosmic radiation limits;					
1.1045 Appendix 1 B 3.1 (f)	Abnormal and emergency procedures and duties must include Lightning Strikes;					
1.1045 Appendix 1 B 3.1 (g)	Abnormal and emergency procedures and duties must include Distress Communications and alerting ATC to Emergencies;					
1.1045 Appendix 1 B 3.1 (h)	Abnormal and emergency procedures and duties must include Engine failure;					
1.1045 Appendix 1 B 3.1 (i)	Abnormal and emergency procedures and duties must include System failures;					
1.1045 Appendix 1 B 3.1 (j)	Abnormal and emergency procedures and duties must include Guidance for Diversion in case of Serious Technical Failure					
1.1045 Appendix 1 B 3.1 (k) and 1.395 and 1.665	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 whom conduct of the flight has been delegated shall ensure that corrective action is initiated immediately to establish safe flight conditions.					
1.1045 Appendix 1 B 3.1 (l) and 1.668	Abnormal and emergency procedures and duties must include TCAS Warning;					
1.1045 Appendix 1 B 3.1 (m)	Abnormal and emergency procedures and duties must include Wind shear;					
1.1045 Appendix 1 B 3.1 (n)	Abnormal and emergency procedures and duties must include Emergency Landing/Ditching;					
1.1045 Appendix 1 B 3.1 (o)	Abnormal and emergency procedures and duties must include Departure contingency procedures.					
1.1045 Appendix 1 B 3.1	The abnormal and emergency procedures and appropriate check-lists.					
1.1045 Appendix 1 B 3.1	The system for use of the check-lists.					
1.1045 Appendix 1 B 3.1	Cooperation between flight crew (e.g. Call Outs).					
1.1045 Appendix 1 B 3.1	A statement covering the necessary coordination procedures between flight and cabin crew.					



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CHAPTER 4	PERFORMANCE (Inspect chapter 4. compliance to OPS 1.470 for an applicable aircraft type; otherwise N/A)
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
	4.1 Performance class A airplanes					
1.1040 (l)	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					
1.470 (a)	An operator shall ensure that multi-engine airplanes powered by turbo propeller engines with a maximum approved passenger seating configuration of more than 9 or a maximum take-off mass exceeding 5 700 kg, and all multi-engine turbojet powered airplanes are operated in accordance with Subpart G (Performance Class A).					
1.480	Terminology.					
1.475 (a)	An operator shall ensure that the mass of the airplane: (1) At the start of the take-off; or, in the event of in-flight re-planning (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 (G) 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 requirement.					
1.475 (b) and 1.485 (a)	An operator shall ensure that the approved performance Data contained in the Airplane Flight Manual is used to determine compliance with the requirements of the appropriate Subpart (G), supplemented as necessary with other data acceptable to the Authority as prescribed in the relevant Subpart (G). The approved performance data in the Airplane Flight Manual is supplemented as necessary with other data acceptable to the Authority if the approved performance Data in the Airplane Flight Manual is insufficient (see 1.485).					
1.1045 Appendix 1 B 4.1.2	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.					
1.475 (e)	An operator shall take account of charting accuracy when assessing compliance with the take-off requirements of the applicable subpart (G).					
1.1045 Appendix 1 B 4.0	Performance data must be provided in a form in which it can be used without difficulty.					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Take-off climb limits – Mass;					



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CHAPTER 4	PERFORMANCE (Inspect chapter 4. compliance to OPS 1.470 for an applicable aircraft type; otherwise N/A)
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Altitude;					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Temperature.					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of dry runway;					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of wet runway;					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of contaminated runway;					
1.1045 Appendix 1 B 4.1 (c)	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;					
1.1045 Appendix 1 B 4.1 (d)	Performance material must be included to allow the determination of The gradient losses for banked climb outs;					
1.1045 Appendix 1 B 4.1 (e)	Performance material must be included to allow the determination of En-route climb limits;					
1.1045 Appendix 1 B 4.1 (f)	Performance material must be included to allow the determination of Approach climb limits;					
1.1045 Appendix 1 B 4.1 (g)	Performance material must be included to allow the determination of Landing climb limits;					
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of dry runway including the effects of an in-flight failure of a system or device, if it affects the landing distance;					
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of wet runway including the effects of an in-flight failure of a system or device, if it affects the landing distance;					
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of contaminated runway including the effects of an in-flight failure of a system or device, if it affects the landing distance;					
1.1045 Appendix 1 B 4.1 (i)	Performance material must be included to allow the determination of Brake energy limits;					
1.1045 Appendix 1 B 4.1 (j)	Performance material must be included to allow the determination of Speeds applicable for the various flight stages (also considering wet or contaminated runways).					
1.1045 Appendix 1 B 4.1.1	Supplementary data covering flights in icing conditions. Any certificated performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative, must be included					



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CHAPTER 4	PERFORMANCE (Inspect chapter 4. compliance to OPS 1.470 for an applicable aircraft type; otherwise N/A)
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
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1.1045 Appendix 1 B 4.2 (a)	Additional performance data where applicable including All engine climb gradients;					
1.1045 Appendix 1 B 4.2 (b)	Drift-down data					
1.1045 Appendix 1 B 4.2 (c)	Effect of de-icing/anti-icing fluids;					
1.1045 Appendix 1 B 4.2 (d)	Flight with landing gear down;					
1.1045 Appendix 1 B 4.2 (e)	For airplanes with 3 or more engines, one engine inoperative ferry flights; and					
1.1045 Appendix 1 B 4.2 (f)	Flights conducted under the provisions of the CDL.					
1.490 (b)	An operator must meet the requirements in OPS 1.490 (b) when determining the maximum permitted take-off mass.					
1.490 (c)	When showing compliance with 1.490 (b) above, an operator must take account of the variables listed on 1.490 (c).					
1.495 (a)	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 0,125 x D, where D is the horizontal distance the airplane 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. (See also 1.495 (f)).					
1.495 (b)	Take-off obstacle clearance: An operator must take account of the following: (1) The mass of the airplane 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.					
1.495 (c)	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 the wingspan 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 airplane is bank by no more than 15°. Above 400 ft height bank angles greater than 15°, but not more than 25° may be scheduled; (2) Any part of the net take-off flight path in which the airplane is bank by more than 15° must clear all obstacles within the horizontal distances specified in subparagraphs (a), (d) and (e) 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 (See Appendix 1 to OPS 1.495 (c) (3)). (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					



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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.495 (d)	Take-off obstacle clearance: Cases where the intended flight path does not require track changes of more than 15°.					
1.495 (e)	Take-off obstacle clearance: Cases where the intended flight path does require track changes of more than 15°					
1.495 (f)	An operator shall establish contingency procedures to satisfy the requirements of OPS 1.495 and to provide a safe route, avoiding obstacles, to enable the airplane to either comply with the en-route requirements of OPS 1.500, or land at either the aerodrome of departure or at a take-off alternate aerodrome					
1.500	The net flight path for En-route – One Engine Inoperative.					
1.505	The net flight path for En-route – Airplanes With Three Or More Engines, Two Engines Inoperative					
1.510 (a)	An operator shall ensure that the landing mass of the airplane 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					
1.510 (b)	Operator shall verify that the expected landing mass of the airplane 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 airplanes). The use of an alternative method must be approved by the Authority.					
1.510 (c)	For instrument approaches with decision heights below 200 ft, an operator must verify that the expected landing mass of the airplane 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.					
1.515	Landing – Dry Runways					
1.520	Landing – Wet and contaminated runways					
1.485 (b)	An operator shall ensure that, for the wet and contaminated runway case, performance data determined in accordance with applicable requirements on certification of large airplanes or equivalent acceptable to the Authority is used.					
1.520 (b)	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 available must be at least the landing distance determined in accordance with subparagraph (a) above, 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.					



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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
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1.515 (a)(3)	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 a screen height of less than 50 ft, but not less than 35 ft.					
1.515 (a)(3) Appendix 1	Steep Approach procedures					
1.515 (a)(4) Appendix 1 and Appendix 2	Short Landing Operations.					

4. 2 Performance class B airplanes						
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1.1040 (l)	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.					
1.470 (b)	An operator shall ensure that propeller driven airplanes 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).					
1.480	Terminology (definitions).					
1.475 (a)	An operator shall ensure that the mass of the airplane: (1) At the start of the take-off; or, in the event of in-flight re-planning (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 expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is provided for in the particular requirement.					
1.475 (b)	An operator shall ensure that the approved performance Data contained in the Airplane 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).					
1.1045 Appendix 1 B 4.1.2	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					
1.475 (e)	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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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.525 (a)	Limitations on the operation of single-engine airplanes shall be in OM-B chapter 1.Limitations. An operator shall not operate a single-engine airplane: (1) At night; or (2) In Instrument Meteorological Conditions except under Special Visual Flight Rules. Note: Limitations on the operation of single-engine airplanes are covered by OPS 1.240 (a)(6): If single-engine airplanes are used, surfaces are available which permit a safe forced landing to be executed					
1.525 (b)	An operator shall treat two-engine airplanes which do not meet the climb requirements of Appendix 1 to OPS 1.525 (b) as single-engine airplanes.					
1.470 (d)	Seaplanes performance standards					
1.525 (b) Appendix 1	Take-off and Landing Climb performance for class B airplanes.					
1.1045 Appendix 1 B 4.0	Performance data must be provided in a form in which it can be used without difficulty					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Take-off climb limits – Mass					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Altitude					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Temperature					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of dry runway;					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of wet runway					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of contaminated runway					
1.1045 Appendix 1 B 4.1 (c)	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					
1.1045 Appendix 1 B 4.1 (d)	Performance material must be included to allow the determination of The gradient losses for banked climb outs;					
1.1045 Appendix 1 B 4.1 (e)	Performance material must be included to allow the determination of En-route climb limits;					
1.1045 Appendix 1 B 4.1 (f)	Performance material must be included to allow the determination of Approach climb limits;					
1.1045 Appendix 1 B 4.1 (g)	Performance material must be included to allow the determination of Landing climb limits					



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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of dry runway including the effects of an in-flight failure of a system or device, if it affects the landing distance					
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of wet runway including the effects of an in-flight failure of a system or device, if it affects the landing distance					
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of contaminated runway including the effects of an in-flight failure of a system or device, if it affects the landing distance;					
1.1045 Appendix 1 B 4.1 (i)	Performance material must be included to allow the determination of Brake energy limits;					
1.1045 Appendix 1 B 4.1 (j)	Performance material must be included to allow the determination of Speeds applicable for the various flight stages (also considering wet or contaminated runways).					
1.1045 Appendix 1 B 4.1.1	Supplementary data covering flights in icing conditions. Any certificated performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative, must be included					
1.1045 Appendix 1 B 4.2 (a)	Additional performance data where applicable including All engine climb gradients					
1.1045 Appendix 1 B 4.2 (b)	Drift-down data;					
1.1045 Appendix 1 B 4.2 (c)	Effect of de-icing/anti-icing fluids					
1.1045 Appendix 1 B 4.2 (d)	Flight with landing gear down;					
1.530 (a)	An operator shall ensure that the take-off mass does not exceed the maximum take-off mass specified in the Airplane Flight Manual for the pressure altitude and the ambient temperature at the aerodrome at which the take-off is to be made.					
1.530 (b)	The un factored take-off distance, as specified in the Airplane 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 airplanes: Case-by-case acceptance and approvals.					



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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
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1.530 (c)	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 airplanes: Case-by-case acceptance and approvals.					
AMC OPS 1.530 (c)(5)	Unless otherwise specified in the Airplane 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					
1.535 (a)	Take-off Obstacle Clearance – Multi-Engine Airplanes (also when failure of the critical engine occurs) Note: OPS 1.005(a) Appendix 1 (b)(24) Operations of performance class B airplanes: Take-off Obstacle Clearance – Multi-Engine airplanes: IFR or VFR operations by day.					
1.535 (b)	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 airplanes: Take-off Obstacle Clearance – Multi-Engine airplanes: IFR or VFR operations by day.					
1.535 (c)	Take-off Obstacle Clearance – Multi-Engine Airplanes: 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 airplanes: Take-off Obstacle Clearance – Multi-Engine airplanes: IFR or VFR operations by day.					
1.535 (d)	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					
1.535 Appendix 1 (b)(1) and (c)(1)	Take-off Flight Path – Visual Course Guidance Navigation.					
1.540	En-Route – Multi-engine airplanes (flight continuing capability included).					
1.542	En-Route – Single-engine airplanes (the event of engine failure included).					
1.542 (a)	An operator shall ensure that the airplane, 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					
1.545	An operator shall ensure that the landing mass of the airplane 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 airplanes: Case-by-case acceptance and approvals					



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CHAPTER 4	PERFORMANCE (Inspect chapter 4. compliance to OPS 1.470 for an applicable aircraft type; otherwise N/A)
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
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1.550	Landing – Dry runway. Note: OPS 1.005(a) Appendix 1 (b)(26) Operations of performance class B airplanes: Case-by-case acceptance and approvals					
1.555	Landing – Wet and Contaminated Runways.					
1.555 (b)	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 these conditions, does not exceed the landing distance available.					
1.550 (a) Appendix 1	Steep Approach Procedures					
1.550 (a) Appendix 2	Short Landing Operations					

JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
	4.3 Performance class C airplanes					
1.1040 (l)	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					
1.470 (c)	An operator shall ensure that airplanes powered by reciprocating engines with a maximum approved passenger seating configuration of more than 9 or a maximum take-off mass exceeding 5 700 kg are operated in accordance with Subpart I (Performance Class C).					
1.480	Terminology (definitions).					
1.480 (a)(6)	Maximum approved passenger seating configuration. The maximum passenger seating capacity of an individual airplane, 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					
1.475 (a)	An operator shall ensure that the mass of the airplane: (1) At the start of the take-off; or, in the event of in-flight re-planning (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 in mass as the flight proceeds, and for such fuel jettisoning as is provided for in the particular requirement.					
1.475 (b)	An operator shall ensure that the approved performance Data contained in the Airplane 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).					



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CHAPTER 4 PERFORMANCE (Inspect chapter 4. compliance to OPS 1.470 for an applicable aircraft type; otherwise N/A)

JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1045 Appendix 1 B 4.1.2	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					
1.475 (e)	An operator shall take account of charting accuracy when assessing compliance with the take-off requirements of the applicable subpart (I).					
1.560	An operator shall ensure that, for determining compliance with the requirements of this Subpart, the approved performance Data in the Airplane Flight Manual is supplemented, as necessary, with other Data acceptable to the Authority if the approved performance Data in the Airplane Flight Manual is insufficient					
1.1045 Appendix 1 B 4.0	Performance data must be provided in a form in which it can be used without difficulty.					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Take-off climb limits – Mass;					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Altitude;					
1.1045 Appendix 1 B 4.1 (a)	Performance material must be included to allow the determination of Temperature					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of dry runway;					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of wet runway					
1.1045 Appendix 1 B 4.1 (b)	Performance material must be included to allow the determination of Take-off field length of contaminated runway					
1.1045 Appendix 1 B 4.1 (c)	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					
1.1045 Appendix 1 B 4.1 (d)	Performance material must be included to allow the determination of The gradient losses for banked climb outs;					
1.1045 Appendix 1 B 4.1 (e)	Performance material must be included to allow the determination of En-route climb limits					
1.1045 Appendix 1 B 4.1 (f)	Performance material must be included to allow the determination of Approach climb limits					
1.1045 Appendix 1 B 4.1 (g)	Performance material must be included to allow the determination of Landing climb limits					



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CHAPTER 4	PERFORMANCE (Inspect chapter 4. compliance to OPS 1.470 for an applicable aircraft type; otherwise N/A)
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of dry runway including the effects of an in-flight failure of a system or device, if it affects the landing distance					
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of wet runway including the effects of an in-flight failure of a system or device, if it affects the landing distance					
1.1045 Appendix 1 B 4.1 (h)	Performance material must be included to allow the determination of Landing field length of contaminated runway including the effects of an in-flight failure of a system or device, if it affects the landing distance					
1.1045 Appendix 1 B 4.1 (i)	Performance material must be included to allow the determination of Brake energy limits					
1.1045 Appendix 1 B 4.1 (j)	Performance material must be included to allow the determination of Speeds applicable for the various flight stages (also considering wet or contaminated runways).					
1.1045 Appendix 1 B 4.1.1	Supplementary data covering flights in icing conditions. Any certificated performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative, must be included					
1.1045 Appendix 1 B 4.2 (a)	Additional performance data where applicable including All engine climb gradients;					
1.1045 Appendix 1 B 4.2 (b)	Drift-down data;					
1.1045 Appendix 1 B 4.2 (c)	Effect of de-icing/anti-icing fluids					
1.1045 Appendix 1 B 4.2 (d)	Flight with landing gear down					
1.565 (a)	An operator shall ensure that the take-off mass does not exceed the maximum take-off mass specified in the Airplane Flight Manual for the pressure altitude and the ambient temperature at the aerodrome at which the take-off is to be made					
1.565 (b) and (c)	Take-off field length data and limitations (all engines operating and with engine failure).					
1.565 (d)	When showing compliance with 1.565 (b) an (c) above, an operator must take account of the variables listed on 1.565 (c).					
AMC OPS 1.565 (d)(4)	Unless otherwise specified in the Airplane 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					
1.570 (a)	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 x D, or by a horizontal distance of at least 90 m plus 0,125 x D, where D is the horizontal distance the airplane has travelled from the end of the take-off distance available					



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CHAPTER 4	PERFORMANCE (Inspect chapter 4. compliance to OPS 1.470 for an applicable aircraft type; otherwise N/A)
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.570 (b)	The take-off flight path must begin at a height of 50 ft above the surface at the end of the take-off distance required by OPS 1.565 (b) or (c) as applicable, and end at a height of 1 500 ft above the surface					
1.570 (c)	In Take-off Obstacle Clearance an operator must take account of take-off flight path , mass, pressure altitude, temperature, wind					
1.570 (d)	In Take-off Obstacle Clearance an operator must take account of bank angle.					
1.570 (e)	Take-off Obstacle Clearance: Cases which do not require track changes of more than 15°.					
1.570 (f)	Take-off Obstacle Clearance: Cases which do require track changes of more than 15°.					
1.570 (g)	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 airplane 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					
1.575	En-Route – All Engines Operating					
1.580	En-Route – One Engine Inoperative					
1.585	En-Route – Airplanes With Three Or More Engines, Two Engines Inoperative					
1.590	An operator shall ensure that the landing mass of the airplane determined in accordance with OPS 1.475 (a) does not exceed the maximum landing mass specified in the Airplane Flight Manual for the altitude and, if accounted for in the Airplane Flight Manual, the ambient temperature expected for the estimated time of landing at the destination and alternate aerodrome					
1.595	Landing – Dry Runways					
1.600 (a) and (b)	Landing – Wet and Contaminated Runways					



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CHAPTER 5	FLIGHT PLANNING
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	An operator must ensure that the contents of the Flight Planning are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles					
1.290 (a)	An operator shall ensure that an operational flight plan is completed for each intended flight.					
1.1045 Appendix 1 B 5.1	Data and instructions necessary for pre-flight planning (including an example for operative flight plan).					
1.300	An operator shall ensure that a flight is not commenced unless an ATS flight plan has been submitted, or adequate information has been deposited in order to permit alerting services to be activated if required.					
1.1045 Appendix 1 B 5.1	Data and instructions necessary for in-flight planning.					
1.1045 Appendix 1 B 5.1	Data and instructions necessary for pre-flight and in-flight planning including factors such as speed schedules and power settings					
1.1045 Appendix 1 B 5.1	Procedures for engine(s)-out operations					
1.1045 Appendix 1 B 5.1	Procedures for ETOPS (particularly the one-engine-inoperative cruise speed and maximum distance to an adequate aerodrome determined in accordance with OPS 1.245)					
1.1045 Appendix 1 B 5.1	Procedures for flights to isolated aerodromes must be included.					
1.135 (a) (1)	To be carried on each flight Operational Flight Plan containing at least the information required in OPS 1.1060					
1.140 (b)(1)	At least for the duration of each flight or series of flights a copy of the operational flight plan where appropriate					
1.1060 (a) and (b)	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 airplanes: Not required for A to A 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).					
1.1060 (c)	An operator must ensure that the operational flight plan and its use are described in the Operations Manual					
1.1060 (d)	An operator shall ensure that all entries on the operational flight plan are made concurrently and that they are permanent in nature					
1.295 (b)	An operator must select and specify in the operational flight plan a take-off alternate aerodrome if it would not be possible to return to the departure aerodrome for meteorological or performance reasons.					



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CHAPTER 5	FLIGHT PLANNING
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.295 (c)	An operator must select at least one destination alternate for each IFR flight in accordance with 1.295 (c).					
1.295 (d)	An operator must select two destination alternate aerodromes					
1.297	Planning minima for IFR flights					
1.1045 Appendix 1 B 5.2 and 1.255	The method for calculating fuel needed for the various stages of flight, in accordance with OPS 1.255 Fuel policy					
1.1045 Appendix 1 B 5.3	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 Airplane 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 clearances in accordance with this regulation					
1.1045 Appendix 1 B 5.3 (a)	Non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) Drift down (includes net performance) see OPS 1.505 where applicable; (ii) Cruise altitude coverage including 10 000 feet; (iii) Holding; (iv) Altitude capability (includes net performance); and (v) Missed approach.					
1.1045 Appendix 1 B 5.3 (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: (i) Cruise (altitude coverage including 10 000 feet); and (ii) Holding.					
1.1045 Appendix 1 B 5.3 (c)	significant deterioration of performance, such as ice accumulation on the unprotected surfaces of the airplane, Ram Air Turbine (RAT) deployment, thrust-reverser deployment, etc					



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CHAPTER 6	MASS AND BALANCE
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	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					
1.605 (a)	An operator shall ensure that during any phase of operation, the loading, mass and centre of gravity of the airplane complies with the limitations specified in the approved Airplane Flight Manual, or the Operations Manual if more restrictive					
1.605 (b)	An operator must establish the mass and the centre of gravity of any airplane by actual weighing					
1.605 (c)	An operator must determine the mass of all operating items and crew members included in the airplane dry operating mass by weighing or by using standard masses. The influence of their position on the airplane centre of gravity must be determined					
1.605 (d)	An operator must establish the mass of the traffic load, including any ballast, by actual weighing or determine the mass of the traffic load in accordance with standard passenger and baggage masses as specified in OPS 1.620					
1.605 (e)	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					
1.605 Appendix 1 (a)	Determination of the dry operating mass of an airplane					
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					
1.605 Appendix 1 (c)	Airplane loading					
1.605 Appendix 1 (d)	Centre of gravity limits.					
1.607	Terminology					
1.610	An operator shall specify, in the Operations Manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements of OPS 1.605. This system must cover all types of intended operations					
1.615	Mass values for crew.					
1.615 (a)(3)	Other standard masses acceptable to the Authority.					
1.620	Mass values for passengers and baggage					
1.620 (g)	Approval to use alternative standard mass values					
1.620 (g) Appendix 1	Procedure for establishing revised standard mass values for passengers and baggage					
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.					



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CHAPTER 6	MASS AND BALANCE
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
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					
1.625 (a)	An operator shall establish mass and balance documentation prior to each flight specifying the load and its distribution.					
1.625 Appendix 1 (a)(1)	Mass and balance documentation (contents).					
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.					
1.625 (b)	An operator must specify procedures for Last Minute Changes to the load.					
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.					
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.					
1.625 Appendix 1 (b)	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 output data at intervals not exceeding 6 months.					
1.625 Appendix 1 (c) and (d)	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 airplanes via data link, a copy of the final mass and balance documentation as accepted by the commander must be available on the ground					
1.1045 Appendix 1 B 6 (b)	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					
1.1045 Appendix 1 B 6 (a)	Calculation system (e.g. Index system);					
1.1045 Appendix 1 B 6 (c)	Limiting masses and centre of gravity for the types, variants or individual airplanes used by the operator					
1.1045 Appendix 1 B 6 (d)	Dry Operating mass and corresponding centre of gravity or index. (DOM and DOI).					



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CHAPTER 7	LOADING
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	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 Manual shall observe Human Factors principles.					
1.290 (b)(10)	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).					
1.1045 Appendix 1 B 7	Procedures and provisions for loading and securing the load in the airplane					
1.270 (a)	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					
1.270 (b) and 1.270 Appendix 1	An operator shall establish procedures to ensure that all baggage and cargo on board, which might cause injury or damage, or obstruct aisles and exits if displaced, is placed in stowage designed to prevent movement					
1.1210 (a) ICAO-TI, Part 5, Chapt.2, para 2.1.	An operator shall ensure that dangerous goods are not carried in an airplane cabin occupied by passengers or on the flight deck, except as specified in the Technical Instructions (ICAO-TI).					
1.1210 (b) 1.1210 (c) ICAO-TI, Part 5, Chapt.2, para 2.1.	An operator shall ensure that dangerous goods are loaded, segregated, stowed and secured on an airplane in cargo compartments as specified in the Technical Instructions (ICAO-TI). 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 Technical Instructions (ICAO-TI)					



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CHAPTER 8	CONFIGURATION DEVIATION LIST
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1045 Appendix 1 B 8.	The Configuration Deviation List(s) (CDL), if provided by the manufacturer, taking account of the airplane types and variants operated including procedures to be followed when an airplane is being dispatched under the terms of its CDL.					



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CHAPTER 9	MINIMUM EQUIPMENT LIST (MEL)
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1045 Appendix 1 B 9.	The Minimum Equipment List (MEL) taking account of the airplane 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. Note: See MEL Check-list					
1.030 (a)	An operator shall establish, for each airplane, 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					
1.030 (b)	An operator shall not operate an airplane 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					



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CHAPTER 10	SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	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					
1.1045 Appendix 1 B 10.1	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					
1.1045 Appendix 1 B 10.1 and 1.330	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 also be included					
1.055	An operator shall ensure that there are available for immediate communication to rescue coordination centre, lists containing information on the emergency and survival equipment carried on board all of his airplanes					
1.745 (a)	An operator shall not operate an airplane unless it is equipped with first-aid kits, readily accessible for use (table in 1.745 (a)).					
1.755	An operator shall not operate an airplane 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)					
1.790	An operator shall not operate an airplane unless hand fire extinguishers are provided for use in crew, passenger and, as applicable, cargo compartments and galleys according to 1.790					
1.795	Crash axes and crowbars					
1.810	An operator shall not operate an airplane 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					
1.815	Emergency lighting					
1.820	Automatic Emergency Locator Transmitter. (ICAO Amendment 31 to Annex 6, Part I)					
1.825	Life Jackets (if not included in the lists in OM-B chapter 10. Limitations in 1.825 must be introduced somewhere else in Operation Manual) (Life Jackets must be included also in MEL).					
1.830	Life-rafts and survival ELTs for extended overwater flights (must be included also in MEL).					
1.835	Survival equipment requirements when operating across areas in which search and rescue would be especially difficult.					



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CHAPTER 10	SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.840	Seaplanes and amphibians – Miscellaneous equipment					
1.315	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					
1.1045 Appendix 1 B 10.2	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.					
1.1045 Appendix 1 B 10.2	The procedure for determining the quantity of oxygen that is available					
1.760	An operator shall not operate a pressurized airplane 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).					
1.770	An operator shall not operate a pressurized airplane 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.					
1.775	An operator shall not operate a non-pressurized airplane 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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CHAPTER 11	EMERGENCY EVACUATION PROCEDURES
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JCARs OPS 1 Ref.	Requirements	OMA Ref.	YES	NO	NA	Remarks
1.1040 (l)	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					
1.1045 Appendix 1 B 11.1	Instructions for preparation for emergency evacuation					
1.1045 Appendix 1 B 11.1	Instructions for preparation for emergency evacuation including crew co-ordination.					
1.1045 Appendix 1 B 11.1	Instructions for preparation for emergency evacuation including crew emergency station assignment					
1.280 and 1.1045 Appendix 1 B 11.1	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 airplane					
1.1045 Appendix 1 B 11.2	A description of the duties of all members of the crew for the rapid evacuation of an airplane					
1.1045 Appendix 1 B 11.2	The handling of the passengers in the event of a forced landing, ditching or other emergency					
1.1045 Appendix 1 B 11.2	A general description of the procedures after the emergency evacuation of an airplane and the handling of the passengers, and procedures for help request and procedures for informing the authorities.					
1.690	An operator shall not operate an airplane 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 airplanes first issued with an individual certificate of airworthiness before 1 April 1965 and already registered in a Member State on 1 April 1995					
AMC OPS 1.690 (b)(6) 1.690 (6)	The signal determining whether or not an interphone call is a normal or an emergency call has to be acceptable to the Authority					

