**Skrydžių vykdymo vadovo (SVV) B dalies patikros lapas**

*Checklist for an Operations manual Part-B check*

|  |  |
| --- | --- |
| **Oro vežėjas**  *Operator)* |  |
| **SVV leidimo ir revizijos nr.**  *OM issue and revision no.* |  |
| **SVV revizijos data**  *OM revision date* |  |
| **Keičiamų puslapių skaičius**  *Number of revised pages* |  |
| **Oro vežėjo kontaktinis asmuo dėl klausimų susijusių su SVV pakeitimu (vardas, pavardė, el. paštas, telefonas)**  *Operator`s contact person regarding the OM change (name, surname, email, telephone)* |  |

|  |
| --- |
| **OM pakeitimai susiję su:**  *OM Changes regarding***:** |
| Nurodyti:  *Indicate:* |

|  |
| --- |
| **Papildomi užrašai/komentarai**  *Additional notes/comments***:** |

**Vežėjo deklaracija**

Mes, žemiau pasirašę, patvirtiname, kad įmonė vykdo TKA išduotame vežėjo pažymėjime nurodytą veiklą ir parengė skrydžių vykdymo vadovą (toliau SVV) laikantis visų jai taikomų Reglamento (EU) Nr. 2018/1139 IV priedo, Reglamento 965/2012 I, III, IV ir V priedų bei EASA paskelbtų priimtinų atitikties užtikrinimo priemonių (AMC) ir aiškinamosios medžiagos (GM) su visais paskutiniais jų pakeitimais reikalavimų.

**Operator’s Compliance Statement**

I, the undersigned, declare that the intended Revision/Amendment – as submitted to TCA – has been established in accordance with all applicable regulations and the relevant acceptable means of compliance (AMC) and guidance material (GM).

Before submitting the Revision, its content has been thoroughly evaluated internally for compliance with applicable regulations by our internal quality assurance processes as defined in OM A, Chapter 3. We ensure further that the submitted Revision/Amendment complies with the scope of the AOC.

**Oro vežėjo autorizuoto asmens (arba Atsakingo vadovo)**

*Authorised person (or The Accountable Manager)*

Vardas, Pavardė:

*Name, surname*:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Parašas:

*Signature*: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**NA = Not Applicable; C = Compliant; NC = Not Compliant; N/R = Not Reviewed**

**\*Stulpelį pildo vežėjas.**

*\*Filled by the operator*

**\*\*Pildo TKA.**

*\*\*Filled by TCA*

| **No.** | **Reference** | **Requirement** | **Specific requirements/expectations** | **OM B reference\*** | **TCA Eval.** | **Remarks/ Inspector code\*\*** |
| --- | --- | --- | --- | --- | --- | --- |
|  | **General** | | | | | |
|  | **AMC3 ORO.MLR.100**  **ORO.GEN.110 (a)**  **ORO.MLR.100** | A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable Air Operator Certificate. |  |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.GEN.110 (b)** | A statement that the manual contains operational instructions that are to be complied with by the relevant personnel. |  |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100** | Explanations and definitions of terms and words needed for the use of the manual. | Definitions to be checked according annex I to regulation 965/2012. |  | N/A  C  NC  N/R |  |
|  | **ORO.MLR.100(b)** | The content of the OM shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC), the SPO authorisation or the declaration and the list of specific approvals, as applicable. | Verify consistency OPS SPECS and operations described in the OM. |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.MLR.100** | *System of amendment and revision*  (a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions. | For amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply the competent authority with intended amendments in advance of the effective date; and  For amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective.  When immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for. |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.MLR.100** | A record of amendments and revisions with insertion dates and effective dates. | The operator shall incorporate all amendments and revisions required by the competent authority. |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.MLR.100** | A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety. |  |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.MLR.100** | A description of the system for the annotation of pages and their effective dates. |  |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.MLR.100** | A list of effective pages. |  |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.MLR.100** | Annotation of changes (on text pages and, as far as practicable, on charts and diagrams). | The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.MLR.100**  **AMC1 ORO.MLR.100** | Temporary revisions. | The operator should describe the conditions for temporary revisions. |  | N/A  C  NC  N/R |  |
|  | **AMC3 ORO.MLR.100**  **ORO.AOC.150**  **ORO.MLR.100** | A description of the distribution system for the manuals, amendments and revisions. | The operator shall be capable of distributing operational instructions and other information without delay.  All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.  The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties.  Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator. |  | N/A  C  NC  N/R |  |
|  | **ORO.MLR.100(d)**  **ORO.MLR.100(e)**  **ORO.MLR.100(f)** | (d) All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.  (e) All personnel shall be made aware of the changes that are relevant to their duties.  (f) Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. |  |  | N/A  C  NC  N/R |  |
|  | **ORO.MLR.100(k)** | The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. |  |  | N/A  C  NC  N/R |  |
|  | **ORO.MLR.100(k)** | The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles. | Assess consistency and usability of the OM in case it is contained in several parts with cross-references.  Check that cross-references to other manual (e.g. AFM,…) are adequate and how the operator ensures that crew members are aware of the amendments to the other manuals. |  | N/A  C  NC  N/R |  |
|  | **AMC1 ORO.MLR.100(c)** | (c) The OM should be such that:  (1) all parts of the manual are consistent and compatible in form and content;  (2) the manual can be readily amended; and  (3) the content and amendment status of the manual is controlled and clearly indicated. | Check that the OM-B follows the principles described in OM A.0 |  | N/A  C  NC  N/R |  |
|  | **0. General information and units of measurements** | | | | | |
|  | **ORO.MLR.100** | **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. | - Aircraft registrations to which the manual is applicable  - Aircraft dimensions  - Units of measurements  - Conversion tables  If the operator chooses to make use of material from another source (e.g. a route manual producer, an aircraft manufacturer or a training organisation), this does not absolve the operator from the responsibility of verifying the applicability and suitability of this material. Any material received from an external source should be given its status by a statement in the OM. |  | N/A  C  NC  N/R |  |
|  | **1. Limitations** | | | | | |
|  | **Paragraph 8.2, annex V, regulation 2018/1139**  **AMC5 ORO.MLR.100** **AMC3 ORO.MLR.100** | **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) for aeroplanes, limitations on wet or contaminated runways;  (l) airframe contamination;  (m) system limitations. | Check that all limitations are described in this section (certification and operational limitations (e.g. due to absence of oxygen)).  For all information coming from the AFM, check that the most updated version has been used.  The aircraft to which the manual is applicable should be mentioned.  In case modifications (STC, AD, SB,…) may affect the limitations, these limitations and the affected aircraft should be listed.  (c) Check consistency with the operator’s operational approvals.  (d) Check consistency with OM A-4  (e) Check consistency with OM A-8.1.8  (g) Check that it includes:   * Manufacturer information: * Limitations from the AFM * Maximum demonstrated crosswind values when more limiting values are not published in the AFM * Gust values * Operational experience; and * Operating environment factors such as runways width, RWY surface condition and prevailing weather conditions. |  | N/A  C  NC  N/R |  |
|  | **2. Normal procedures** | | | | | |
|  | **CAT.GEN.MPA.105**  **CAT.OP.MPA.230**  **CAT.OP.MPA.130/131 +AMCs**  **CAT.OP.MPA.115**  **AMC M.A.301(1)**  **CAT.OP.MPA.140 + AMCs**  **CAT.OP.MPA.126 + AMCs**  **AMC1 ORO.GEN.110(f)**  **AMC1 ORO.GEN.110(f)(h)**  **CAT.GEN.MPA.124 + AMCs**  **CAT.OP.MPA.311 + AMCs**  **CAT.OP.MPA.182** | The normal 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 normal procedures and duties should include the following:  (a) pre-flight,  (b) pre-departure,  (c) altimeter setting and checking,  (d) departure briefing  (e) taxi, take-off and climb,  (f) noise abatement,  (g) cruise and descent,  (h) approach, landing preparation and briefing,  (i) VFR approach,  (j) IFR approach,  (k) visual approach and circling,  (l) missed approach,  (m) normal landing,  (n) post-landing,  (o) for aeroplanes, operations on wet and contaminated runways. | Check that procedures have been established for all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations and associated check-lists.  Check task sharing between PF and PM (in particular for a single-pilot certified aircraft operated with 2 pilots).  Check that the sterile flight crew compartment procedures are applied during the required phases of the flight.  Check consistency between the check-lists and the expanded procedures.  Check conformity with manufacturer’s procedures in AFM/FCOM (or equivalent).  Check for the presence of PBN specific items during the flight (pre-flight, departure, arrival and approach).  (a) Check content of the pre-flight against AMC M.A.301(1). Check if SPA specific pre-flight items are specified (e.g. RVSM, ETOPS, NVIS,…).  (b) A pre-departure check is required for non-ETOPS operations 120-180 mn  (d) For the taxi phase, check the criteria of CAT.GEN.MPA.124.  (e) For aeroplanes, check that 2 noise abatement procedures (NADP1 and NADP2) have been established.  (g) **Procedure for not flying an approach as a stabilised approach on a particular runway is a prior approval item.**  **The use of other than CDFA approach flight technique on a particular approach/runway combination is a prior approval item.**  (i) Check that all types of approaches used (precision and non-precision) are described.  For helicopter operations iaw SPA.HOFO, check procedures for airborne radar approaches (ARAs) to offshore locations.  (n) Check than post landing procedures includes the notification of the ATS in case of runway braking action encountered during the landing roll not as good as that reported by the aerodrome operator in the runway condition report (RCR). The terminology to be used by the FC should be as well described. |  | N/A  C  NC  N/R |  |
|  | **3. Abnormal and emergency procedures** | | | | | |
|  | **CAT.OP.MPA.290**  **Reg. 1332/2011**  **CAT.OP.MPA.195**  **SERA.11014**  **AMC1 ORO.GEN.110(f)(h)** | 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 abnormal and/or emergency procedures and duties should include the following:  (a) crew incapacitation,  (b) fire and smoke drills,  (c) for aeroplanes, un-pressurised and partially pressurised flight,  (d) for aeroplanes, 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 for aeroplanes/audio voice alerting device (AVAD) warning for helicopters,  (l) windshear,  (m) emergency landing/ditching,  (n) for aeroplanes, departure contingency procedures. | Check task sharing between PF and PM (in particular for a single-pilot certified aircraft operated with 2 pilots).  (a) Check consistency with OM A.4.3 and A.8.3.14  (b) if an EFB is used, the procedure should include provisions for EFB emitting smoke.  (j) Check consistency with OM A.8.3.5  (k) Check consistency of the ACAS procedures with the ACAS policy in OM A.8.3.5. Check that ACAS 7.1 installation is reflected in the procedures (i.e. Level off, level off).  Check conformity with manufacturer’s procedures in AFM/FCOM (or equivalent).  Check also compliance with EASA SIBs on TCAS. |  | N/A  C  NC  N/R |  |
|  | **4. Performance** | | | | | |
|  | **CAT.POL.A.105(b)**  **CAT.POL.H.105(b)** | **4.0** Performance data should be provided in a form that can be used without difficulty. | Check that all graphs and tables are in a size which allow their use. |  | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.105(b)**  **CAT.POL.H.105(b)** | **4.1** Performance data. Performance material that provides the necessary data for compliance with the performance requirements prescribed in Annex IV (Part-CAT).  For aeroplanes, this performance data should be included to allow the determination of the following:  (a) take-off climb limits — mass, altitude, temperature;  (b) take-off field length (for dry, wet and contaminated runway conditions);  (c) net flight path data for obstacle clearance calculation or, where applicable, take-off flight path;  (d) the gradient losses for banked climb-outs;  (e) en-route climb limits;  (f) approach climb limits;  (g) landing climb limits;  (h) landing field length (for dry, wet and contaminated runway conditions) including the effects of an in-flight failure of a system or device, if it affects the landing distance;  (i) landing field length for the purpose of the in-flight check of the landing distance at time of arrival (LDTA);  (j) brake energy limits;  (k) speeds applicable for the various flight stages (also considering dry, wet and contaminated runway conditions). | Check that all the data is coming from the AFM.  **The operations with increased bank angles is a prior approval item (CAT.POL.A.240).**  **Steep approach operations is a prior approval item (CAT.POL.A.245/345).**  **Short landing operations is a prior approval item (CAT.POL.A.250/350).**  **Reduced landing distance operations is a prior approval item (CAT.POL.A.255/355)**  **Helicopter operations to PIS is a prior approval item (CAT.POL.H.225).**  **Helicopter operations without an assured safe forced landing capability is a prior approval item (CAT.POL.H.305).**  **Helicopter operations over a hostile environment located outside a congested area is a prior approval item (CAT.POL.H.420).** |  | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.105(b)**  **CAT.POL.H.105(b)** | **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. | Check that all the data is coming from the AFM. |  | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.105(b)**  **CAT.POL.H.105(b)** | **4.1.2** If performance data, as required for the appropriate performance class, are 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 are not likely to be used often or in an emergency. |  |  | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.105(b)**  **CAT.POL.H.105(b)** | **4.2** Additional performance data for aeroplanes. 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). | Check that all the data is coming from the AFM. |  | N/A  C  NC  N/R |  |
|  | **5. Flight planning** | | | | | |
|  | **CAT.OP.MPA.175 + AMCs**  **CAT.OP.MPA.106**  **SPA.ETOPS.105**  **CAT.OP.MPA.182** | **5.1** Data and instructions necessary for pre-flight and in-flight planning including, for aeroplanes, 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. | **Aeroplane operations to isolated aerodromes is a prior approval item** |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.180**  **AMC1 CAT.OP.MPA**  **CAT.OP.MPA.181**  **AMC1-8 CAT.OP.MPA.181**  **CAT.OP.MAP.182**  **AMC1-9 CAT.OP.MPA.182** | **5.2** The method for calculating fuel needed for the various stages of flight. | Check consistency with OM A.8.1.7.  **The fuel scheme is a prior approval item.**  The operator shall establish, implement, and maintain a fuel/energy scheme that:  (1) is appropriate for the type(s) of operation performed;  (2) corresponds to the capability of the operator to support its implementation; and  (3) is either:  (i) a basic fuel/energy scheme, which shall form the basis for a basic fuel/energy scheme with variations and an individual fuel/energy scheme; the basic fuel/energy scheme derives from a large-scale analysis of safety and operational data from previous performance and experience of the industry, applying scientific principles; the basic fuel/energy scheme shall ensure, in this order, a safe, effective, and efficient operation of the aircraft; or  (ii) a basic fuel/energy scheme with variations, which is a basic fuel/energy scheme where the analysis referred to in point (i) is used to establish a variation to the basic fuel/energy scheme that ensures, in this order, a safe, effective, and efficient operation of the aircraft; or  (iii) an individual fuel/energy scheme, which derives from a comparative analysis of the operator’s safety and operational data, applying scientific principles; the analysis is used to establish a fuel/energy scheme with a higher or equivalent level of safety to that of the basic fuel/energy scheme that ensures, in this order, a safe, effective, and efficient operation of the aircraft.  See AMCs to CAT.OP.MPA.180/1/2 for guidance. |  | N/A  C  NC  N/R |  |
|  | **SPA.ETOPS.105**  **CAT.OP.MPA.140** | **5.3** When applicable, for aeroplanes, 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:  (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:  (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;  (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 ft); and  (ii) holding;  (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  (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). | **ETOPS is a prior approval item.**  **Non-ETOPS operations 120-180 mn is a prior approval item.** |  | N/A  C  NC  N/R |  |
|  | **6. Mass and balance** | | | | | |
|  | **CAT.POL.MAB.100 + AMCs**  **CAT.POL.MAB.105 + AMCs**  **CAT.GEN.MPA.141**  **SPA.EFB.100(b)** | 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. | Check consistency with OM A.8.1.8 (e.g. use of kg or Lbs, forms,…).  Check the adequacy of the operational CG envelope, accounting for the criteria of AMC1 CAT.POL.MAB.100(a).  Check that the described M&B documentation contains all the required elements of CAT.POL.MAB.105(a).  Check that the policy foresees the signature of the person supervising the loading and the signature of the commander accepting the M&B documentation.  Check that all aircraft of the type operated are covered.  Check that all adequate structural limits are provided (e.g. floor strength limitations, max running load per meter, max mass per cargo compartment,…).  Check that dry operating masses and corresponding indexes are up-to-date.  **The use of standard masses for load items other than standard masses for passengers and checked baggage requires a prior demonstration to the competent authority (CAT.POL.MAB.100(b))**  **The use of an EFB mass and balance application is a prior approval item (see CAT.GEN.MPA.141 and SPA.EFB).** |  | N/A  C  NC  N/R |  |
|  | **7. Loading** | | | | | |
|  | **CAT.OP.MPA.160**  **CAT.POL.MAB.100 + AMCs** | Procedures and provisions for loading and unloading and securing the load in the aircraft. | The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading. |  | N/A  C  NC  N/R |  |
|  | **8. Configuration deviation list** | | | | | |
|  | **CAT.GEN.MPA.105**  **(a)(11)**  **CAT.OP.MPA.175**  **(b)(2)** | 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. |  |  | N/A  C  NC  N/R |  |
|  | **9. Minimum equipment list (MEL)** | | | | | |
|  | **ORO.MLR.105 +AMCs** | 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. | **The MEL is a prior approval item.**  Check that the MEL mentions all the S/N of the type operated.  Check that the MEL is customised.  Check that the MEL is based on the latest approved MMEL change (90 days to submit an amendment of the MEL).  Check that the MEL includes dispatch conditions for the operator’s specific approvals (e.g. ETOPS, PBN,…). |  | N/A  C  NC  N/R |  |
|  | **10. Survival and emergency equipment including oxygen** | | | | | |
|  | **CAT.GEN.MPA.145**  **CAT.IDE.A.285**  **CAT.IDE.A.305**  **CAT.IDE.H.295**  **CAT.IDE.H.300**  **CAT.IDE.H.305** | **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. | If the safety briefing card is in the OM B. please check that its content is in accordance with GM2 CAT.OP.MPA.170 |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.220** | *First-aid kit - Aeroplanes* | (a) Aeroplanes shall be equipped with first-aid kits, in accordance with:    (b) First-aid kits shall be:  (1) readily accessible for use; and  (2) kept up to date. (a) Aeroplanes shall be equipped with first-aid kits, in accordance with:  (b) First-aid kits shall be:  (1) readily accessible for use; and  (2) kept up to date. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.225** | *Emergency medical kit - Aeroplanes* | (a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit when 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.  (c) The emergency medical kit referred to in (a) shall be:  (1) dust and moisture proof;  (2) carried in a way that prevents unauthorised access; and  (3) kept up to date. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.230** | *First-aid oxygen - Aeroplanes* | (a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation.  (b) The oxygen supply referred to in (a) shall be calculated using an average flow rate of at least 3 litres standard temperature pressure dry (STPD)/minute/person. This oxygen supply shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person.  (c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.  (d) The first-aid oxygen equipment shall be capable of generating a mass flow to each user of at least 4 litres STPD per minute. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.245** | *Crew protective breathing equipment - Aeroplanes* | (a) All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes:  (1) oxygen for each flight crew member on duty in the flight crew compartment;  (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and  (3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.  (b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station.  (c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.  (d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in CAT.IDE.A.250, or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.250** | *Hand fire extinguishers - Aeroplanes* | (a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.  (b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.  (c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.  (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.  (e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.255** | *Crash axe and crowbar - Aeroplanes* | (a) Aeroplanes with an MCTOM of more than 5 700 kg or with an MOPSC of more than nine shall be equipped with at least one crash axe or crowbar located in the flight crew compartment.  (b) In the case of aeroplanes with an MOPSC of more than 200, an additional crash axe or crowbar shall be installed in or near the rearmost galley area.  (c) Crash axes and crowbars located in the passenger compartment shall not be visible to passengers. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.265** | *Means for emergency evacuation - Aeroplanes* | (a) Aeroplanes with passenger emergency exit sill heights of more than 1,83 m (6 ft) above the ground shall be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency.  (b) Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1,83 m (6 ft) from the ground with the aeroplane on the ground, the landing gear extended, and the flaps in the take-off or landing position, whichever flap position is higher from the ground.  (c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.  (d) The heights referred to in (a) and (c) shall be measured:  (1) with the landing gear extended; and  (2) after the collapse of, or failure to extend of, one or more legs of the landing gear, in the case of aeroplanes with a type certificate issued after 31 March 2000. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.270** | *Megaphones - Aeroplanes* | Aeroplanes with an MOPSC of more than 60 and carrying at least one passenger shall be equipped with the following quantities of portable battery-powered megaphones readily accessible for use by crew members during an emergency evacuation:  (a) For each passenger deck:  (b) For aeroplanes with more than one passenger deck, in all cases when the total passenger seating configuration is more than 60, at least one megaphone. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.280** | *Emergency locator transmitter (ELT) - Aeroplanes* | (a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:  (1) two ELTs, one of which shall be automatic, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or  (2) one automatic ELT or two ELTs of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.  (b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:  (1) one automatic ELT, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or  (2) one ELT of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.  (c) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz. |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.285** | *Flight over water - Aeroplanes* | (a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:  (1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching;  (b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.  (d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:  (1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or  (2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser,  shall be equipped with the equipment specified in (e).  (e) Aeroplanes complying with (d) shall carry the following equipment:  (1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;  (2) a survivor locator light in each life-raft;  (3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and  (4) at least two survival ELTs (ELT(S)). |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.305** | *Survival equipment - Aeroplanes* | (a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:  (1) signalling equipment to make the distress signals;  (2) at least one ELT(S); and  (3) additional survival equipment for the route to be flown taking account of the number of persons on board.  (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:  (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:  (i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or  (ii) 30 minutes at cruising speed for all other aeroplanes;  (2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard. |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.285**  **CAT.IDE.A.230 +AMCs**  **CAT.IDE.A.235 +AMCs**  **CAT.IDE.A/H.240 + AMCs**  **SPA.SET-IMC.110** | **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. | Check that the quantity of oxygen available is described.  In case of an operator approved iaw. SPA.SET-IMC, the procedure should take it into account. |  | N/A  C  NC  N/R |  |
|  | **11. Emergency evacuation procedures** | | | | | |
|  | **ORO.GEN.110(f)**  **AMC1 ORO.GEN.110(f)(h)** | **11.1** Instructions for preparation for emergency evacuation, including crew coordination and emergency station assignment. | It should include emergency evacuation on ground and in water (ditching), if applicable.  Task sharing should be clearly described. |  | N/A  C  NC  N/R |  |
|  | **ORO.GEN.110(f)**  **AMC1 ORO.GEN.110(f)(h)** | **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. | Task sharing should be clearly described. |  | N/A  C  NC  N/R |  |
|  | **12. Aircraft systems** | | | | | |
|  | **ORO.MLR.100** | 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. | If the section 12 refers to the manufacturer’s documentation, verify its availability and customisation. |  | N/A  C  NC  N/R |  |

**TKA rekomendacija tvirtinti leidimą arba pakeitimus**

*TCA Recommendation for approval*

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| --- | --- |
| **Dokumento DVS registracijos nr.**  *DVS document registration nr.* |  |

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|  | **Inspektorius rekomenduojantis tvirtinti pakeitimą** (*vardas, pavardė, parašas (elektroninis parašas pripažįstamas tinkamu)*)  *Inspector (Name/signature)* | **Data**  *Date* |
| **SPS inspektorius**  *Flight operations inspector (FOI)* |  |  |
| **SPS CC****inspektorius**  *Flight operations Cabin crew inspector (FOI CC)* |  |  |
| **Kiti**  *Others* |  |  |