OPERATOR :	MANUAL :	N° and edition date :
		N° and revision date :
CHECKED BY :	CHECK DATE:	SIGNATURE :

Chapters	**REGULATION/PRESCRIPTIONS** Arrete N0 2006-00606 -MINT setting Operating conditions of Aeroplanes by an Air Transport Operator	**DEMONSTRATION OF COMPLIANCE BY THE OPERATOR**			
		Manual	**Page**	**Paragraph**	**Observations**
Along this document titles are bolded. All that needs being demonstrated by the operator is the non bolded phrases. Paragraphs and chapters are listed here in respect with the same enumeration used in the ministerial order (the arrete 606).					
4	**FLIGHT OPERATIONS**				
4.1	**Operating facilities**				
4.1.1	provisions relatives to operating facilities before commencing a flight				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.1.2	Provisions relative to facilities inadequacy				
4.2	**Operational certification and supervision**				
4.2.1	**The air operator certificate (AOC)**				
4.2.1.1	Compliance of the AOC holder with the CCAA for Air operations				
4.2.1.4	The AOC applicant obligations:				
a)	Relative to registration				
b)	Relative to the ability to operate safely				
4.2.1.5	Compliance of the AOC's applicant or the AOC modification's applicant with the CCAA				
4.2.1.6	The CCAA allowance to access the operator's organization, the planes and provisions for the maintenance organisations				
4.2.1.7	Provisions relative to the issuing, modifications or renewal of the ATC				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.2.1.8	ATC issuing, modification or renewal conditions				
4.2.1.9	Provisions relative to the appointment of an accountable manager acceptable by the CCAA				
4.2.1.10	Appointment of accountables acceptable by the CCAA for the following posts:				
a)	Flight operations				
b)	Ground operations				
c)	Training				
d)	Maintenance system				
e)	Security				
f)	Quality system				
g)	Safety management system				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.2.1.12	Keeping an AOC up to date or getting a new one after withdrawal.				
4.2.1.14	AOC content				
4.2.2	**Operations manual**				
4.2.2.1	Provisions of the operator for operations manual				
	Application and publication of operations manual to required personnel.				
4.2.2.2	Manual check and approval by the CCAA				
4.2.2.3	disposal of relevant documents to CCAA for the manual check				
4.2.2.4	Obligation to inform in case the manual is no longer used.				
4.2.2.5	Structure of the operations manual				
a)	General				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

b)	Operation of the aircraft				
c)	Roads and aerodromes				
d)	Training				
4.2.2.6	Compliance of the operations manual with the CCAA's prescriptions				
4.2.3	**Operating instructions-General**				
4.2.3.1	The operator responsibities for instruction of duties of personnels and crew				
4.2.3.2	Persons at the controls responsibilities and aeroplane taxing in the movement area				
a)	To be given necessary authority				
b)	To possess the competence needed				
c)	To possess necessary competence for the radio telephone use				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

d)	To have received from a competent person relevant instructions and to be able to comply with relevant norms.				
4.2.3.3	Operation's instructions and informations on the aircraft climb performances				
4.2.4	provisions for in-flight simulations of emergency situations				
4.2.5	**Checklists**				
4.2.5.1	Checklists use by the aircrew				
4.2.5.2	The checklists design and use principles				
4.2.6	**Minimum Flight altitudes**				
4.2.6.1	Provisions relative to the minimum flight altitudes				
4.2.6.2	Specification of the method of determination of the minimum flight altitude				
4.2.6.3	Approval of the method used by the CCAA				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.2.6.4	Provisions for the method to be acceptable by the CCAA: a, b, c, d,e and f need to be met (fullfilled).				
4.2.7	**Aerodrome operating minima (APM)**				
4.2.7.1	Provisions of the state of the operator relatives to the APM				
4.2.7.2	Elements to be taken into account for the establishment of the APM				
4.2.7.3	Instruments landing approach concerns				
4.2.7.4	Instruments landing approach for APM less than 800m				
4.2.8	Provisions relatives to the threshold crossing height for precision approaches				
4.2.9	**Fuel and oil records**				
4.2.9.1	Maintain of the fuel and oil records by the operator				
4.2.9.2	Records retain periods				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.2.10	**Crew**				
4.2.10.1	Pilot-in-command designation				
4.2.10.2	Crew composition rules				
4.2.10.3	Crew flight composition				
4.2.10.4	Rules for flight time, flight duty periods and rest periods				
4.2.10.5	statements for flight, services and break times				
4.2.10.6	Statements for cosmic radiation				
4.2.10.7	Provisions in case of deficiency				
4.2.11	**Passengers**				
4.2.11.1	Provisions relatives to passengers' safety on board :				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

a)	Seat belts				
b)	Emergency exits				
c)	Life jacket				
d)	Oxygen dispensing equipment provision				
e)	Other emergency equipment				
4.2.11.1	Information cards access				
4.2.11.2	Information about common important emergency equipment				
4.2.11.2.1	Safety announcement and demonstration.				
4.2.11.3	provisions for emergency situations				
4.2.11.4	Safety mesures during take off, landing or turbulences				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

1.2.10.3-	Clearing plan establishment.				
4.3	**Flight prepation**				
4.3.1	Flight preparation forms				
	Flight preparation forms completion certifying the satisfaction of the pilot-in -command regarding the following items prior to the commencement of a flight				
a)	The airworthiness of the aeroplane				
b)	The relevant equipments and instruments installation and sufficiency				
c)	The maintenance release issuing				
d)	The weight balance of the aeroplane				
e)	The carried load distribution				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

f)	Checks relatives to use limits				
g)	Norms relatives to operational planification				
h)	Needed operational manual parts on boards				
i)	Relevant documents, informations and forms				
j)	Maps and all associated documents availability				
k)	Installations and ground services required				
l)	Specified provisions for fuel, Oxygen and oil on the operating manual				
4.3.2	Flight preparation forms keeping time				
4.3.3	**Operational flight planning**				
4.3.3.1	Flight plan approval				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.3.3.2	Operatioanal manual provisions for operational flight plan				
4.3.4	Alternate aerodrome				
4.3.4.1	Take-off alternate aerodrome				
4.3.4.1.1	Choice and flight plan specification of the alternate aerodrome				
4.3.4.1.2	provisions relative to the distance between the departure aerodrome and the take-off alternate aerodrome				
a)	Provisions for aeroplanes having two power-units				
b)	Provisions for aeroplanes having three or more power-units				
4.3.4.1.3	Available informations for aerodrome to be chosen as alternate aerodromes				
4.3.4.2	En-route alternate aerodromes				
	Specification on the operational flight plan and the Air traffic services flight plan of the en-route alternate aerodromes				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.3.4.3	Destination alternate aerodromes				
	Provisions for instrument flight taken into account exceptions on a and b below:				
a)	Flight time and meteorological conditions allowing a view landing				
b)	Landing aerodrome isolated				
4.3.5	**Weather conditions**				
4.3.5.1	Provisions for visual flight				
4.3.5.2	Provisions for instrument flight				
4.3.6	**Fuel and oil supply**				
4.3.6.1	Fuel and oil provisions for flights of any aeroplane				
4.3.6.2	Fuel and oil provisions for flights of any propeller driven aeroplane				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.3.6.2.1	Provisions for alternate destination aerodrome				
4.3.6.2.2	Provisions for non alternate destination aerodrome				
4.3.6.3	Provisions for aeroplanes equipped with propeller-driven aeroplanes				
4.3.6.3.1	In case a destination alternate aerodrome is required				
4.3.6.3.2	In case a destination alternate aerodrome is not required				
4.3.6.3.3	Elements to consider in computing fuel and oil required				
a)	Meteorological conditions forecast				
b)	Expected air traffic control routings and traffic delays				
c)	Instrument approach for IFR flight				
d)	relevant procedures precribed in the operations manual				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

e)	Any other conditions that may delay the landing or increase the fuel or oil consumption				
4.3.7	**Refuelling with passengers on board**				
4.3.7	Provisions for refuelling when embarking or disembarking				
a)	Qualified rescueing personnel				
b)	Information about the refuelling operation				
c)	The recommendation "fasten your seatbelt" on power off				
d)	The recommendation "no smoking" on power on				
e)	Informations about seatbelt fastening and smoking				
f)	Stopping the refuelling in case of smoke				
g)	Alternate emergency areas				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.3.7.2	Two-way communications during refuelling				
4.3.8	**Reserve of Oxygen**				
4.3.8.1	Oxygen quantity and equipment requirements				
4.3.8.2	Provisions for flight higher than level 100				
4.3.8.3	**Oxygen supply**				
4.3.8.3.2	Provisions relative to a non pressurized aircraft				
1)	For crew members				
2)	For Non crew members				
4.3.8.3.3	Provisions relative to a pressurized aircraft				
1)	Warning unit				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

2)	Hypothesis for Oxygen quantity computation				
3)	Cabin crew				
4)	passengers other than the crew				
5)	For a flight plan level less than or equal to the 250 level.				
4.3.8.4	**First help's Oxygen**				
4.3.8.3.1	**General**				
a)	Flow delivery of the Oxygen				
b)	Use conditions				
c)	Oxygen quality and distinction				
4.3.8.4.2	Carrying rules				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKI

4.3.8.4.3	**Quantity**				
a)	Calculation rules				
b)	Supplying rules				
4.3.8.4.4	equipments capabilities				
4.3.8.5	breathing oxygen				
4.3.8.5.2	Pressurized aircrafts provisions				
4.3.8.5.2.1	Crew of conduct equipment				
4.3.8.5.2.2	Cabin staff equipment				
4.3.8.5.2.3	Breathing protection equipment				
a)	Providing protection				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKI

b)	Autonomy provided				
c)	Capacity of equipment acceptable				
4.3.8.6	provisions for common equipments and Oxygen quantities for many users				
a)	Breathing protection equipment				
b)	Oxygen quantity predicted				
4.4	**In-flight procedures**				
4.4.1	**Aerodrome operating minima (APM)**				
4.4.1.1	Conditions to further a flight on an schedule landing aerodrome				
4.4.1.2	Emergency situations under which an aircraft can carry on a landing process in conditions less than operating minimum				
4.4.1.3	Instruments approach conditions				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.4.1.4	In case communicated visibility or RVR of control fall down under the specified minimum				
4.4.3	Hazardous flying conditions				
	Report of hazardous flying conditions other than those associated to the wheather				
4.4.4	**Flight crew members at duty stations**				
4.4.4.1	Take-off and landing				
4.4.4.2	En route				
4.4.4.3	Seat belts				
4.4.4.4	safety harness				
4.4.5	**Use of Oxygen**				
4.4.5.1	provisions for critical tasks for the flight safety				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.4.5.2	Oxygen mask				
4.4.7	In-flight operational instructions				
4.4.8	Instruments flight procedures				
4.4.8.1	Approval of instruments approach process				
4.4.8.2	Compliance of operated aircrafts				
4.4.9	Aeroplane operating procedures for noise abatement				
4.5	**Duties of the Pilot-in-command**				
4.5.1	Responsibility of the pilot in command for the safety of the aeroplane				
4.5.2	Checklist compliance with details ensurance				
4.5.3	Accident notification to the nearest authority				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.5.4	Pilot-in command safety report after flight				
4.5.5	Journey log book update				
4.6	**Duties of flight operations officer/flight dispatcher**				
4.6.1	performing his duties for the control and supervision of flights :				
a)	Assist the pilot in command in flight preparation and provide relevant informations				
b)	Assist the pilot in command in flight plan preparation for operation and ATS flight plans				
c)	Furnish the pilot in command with information during the flight				
4.6.2	In case of emergency:				
a)	Initiate recommended procedures of the manual				
b)	Convey crucial informations to the pilot-in command				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.7	**Additional requirements for extended range operations by aeroplanes with two turbine power units (ETOPS)**				
4.7.2	Demonstration by the operator of a general safety level				
4.7.3	Flight conditions				
4.7.4	Aircraft provisions for high distance flight				
4.7.5	ETOPS manual approval				
4.8	**Carry-on baggages**				
4.8.1	Provisions of the operator relative to carry on luggages				
4.8.2	Provisions for more than 5 kg baggages for 20 or more places aircrafts during take off or landing				
4.9	**Transport of passengers**				
4.9.1	**Disable passengers**				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKI

4.9.1.1	Carrying procedures				
4.9.1.2	Seats provisions				
4.9.1.3	Presence awareness to the pilot-in-command				
4.9.1.4	Emergency informations to the disable or the person accompanying him				
4.9.2	**Transport of kids from 2 to 12**				
	provisions for kids to follow the safety rules, both recommendations a and b below must be met				
a)	In case they are not grouped				
b)	In case they are grouped				
4.9.3	**Transport of babies (kids of less than two years)**				
	There must be one accompanyist by baby				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

4.9.4	**Transport of passengers, persona non grata**				
	For the purpose of safety, specific procedures must be established.				
4.10	**Additional requirements for single pilot operations under the IFR or at night**				
4.10.1	The CCAA approval				
4.10.2	Exception cases where the aircraft can be operated				
5	**Aeroplanes Performances Operating Limitations**				
5.1	**General**				
5.1.1	Aeroplanes operations				
5.1.1.1	Operating conditions in Cameroon				
5.1.1.2	Single engine operating conditions				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUTOU KOKO

5.1.2	**Limitations related to operating conditions**				
5.1.2.1	Operating conditions of an aeroplane				
5.1.2.2	Provisions for performances data of the flight manual				
5.1.2.3	Provisions for flight conditions with limitations				
5.1.3	**Limitations related to the failure of one or more powerplants**				
	Clearing aerodrome provisions for each flight				
	First powerplant failure				
	Second powerplant failure provision				
5.1.4	**Performance related informations**				
	performances related informations provisions for operations manual				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

	Operations recommendation and provisions for operations manual				
5.1.5	**Restrictions related to certain aeroplanes types and flight regimes**				
5.1.5.1	Commercial air transport restrictions for single engine aeroplane				
5.1.5.2	Commercial air transport restrictions for VFR at night				
5.1.6	Restrictions related to infrastructures				
5.2	Application rules for class A, B or C performances				
5.3	**Class A performances**				
5.3.1	Take off				
5.3.1.1	Provisions for Take off Weight for not exceeding the Maximum Take Off Weight (MTOW)				
5.3.1.2	Requirements for MTOW				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

a)	Acceleration stop distance				
b)	Take off distance				
c)	Taxing lenght at take off				
d)	Compliance with class A performances				
e)	Take Off Weight on a wet or contamined runway				
5.3.1.3	Elements to take into account for compliance with the above				
a)	Pressure altitude				
b)	Temperature				
c)	Runway's surface type and condition				
d)	Slope of the runway				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

e)	Wind component				
f)	Runway lenght decrease				
5.3.2	**Clearing at take off**				
5.3.2.1	Provision for the trajectory at take off				
5.3.2.2	Elements to consider for compliance				
a)	Aircraft weight at taxing				
b)	Pressure altitude				
c)	Ambiant temperature				
d)	Wind component				
5.3.2.3	Compliance demonstration				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

a)	Trajectory changes				
b)	Take off trajectory provisions				
c)	Special procedures use				
d)	Slope influence accountability				
5.3.3	En route-One power unit inoperative				
5.3.3.1	operator provisions for related trajectory data				
5.3.3.2	Trajectory slope				
5.3.3.4	Flight trajectory provisions				
5.3.3.5	Compliance demonstration provisions				
5.3.4	En route- two power unit inoperative				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.3.4.1	Operator provisions on the flight path				
5.3.4.2	Relevant data provisions				
5.3.4.3	Engines failure provisions				
5.3.4.4	Flight trajectory provisions				
5.3.4.5	Oil change provisions				
5.3.4.6	aeroplane weight provisions				
5.3.5	**Landing-alternate or landing aerodrome**				
5.3.5.1	Landing weight requirements				
5.3.5.2	Weight requirements on instruments approach				
5.3.6	**Landing -dry runway**				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.3.6.1	Landing weight requirements at the landing or alternate aerodrome				
a)	Jets aircrafts or jets				
b)	propeller aircrafts				
c)	provisions for high slope approach procedures				
5.3.6.2	Compliance demonstration with 5.3.6.1 provisions				
a)	airfield altitude				
b)	Wind component				
c)	Runway slope				
5.3.6.3	Compliance demonstration with 5.3.6.1 provisions				
a)	Landing runway favourable to calm wind				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUTOU KOKO

b)	landing runway taking into account wind direction and force , ground manœuvre and other conditions				
5.3.6.4	Provisions for operator non compliance with 5.3.6.3				
5.3.6.5	Provisions for operator non compliance with 5.3.6.3.2				
5.3.7	**Landing-wet and contaminated runway**				
5.3.7.1	Landing distance provisions for forcasted wet aerodrome				
5.3.7.2	Landing distance provisions for forcasted contaminated aerodrome				
5.3.7.3	Conditions of using wet aerodrome shorter than required				
5.3.7.4	Conditions of using contaminated aerodrome shorter than required				
5.4	**Class B performances**				
5.4.1	Take off				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.4.1.1	Provisions for Take off Weight for not exceeding the Maximum Take Off Weight (MTOW)				
5.4.1.2	Provisions for take off distance				
5.4.1.3	Elements to take into account for compliance with 5.4.1.2				
a)	Aircraft weight at taxing				
b)	Pressure altitude				
c)	The ambiant temperature				
d)	The runway surface type and condition				
e)	The runway slope				
f)	The wind component				
5.4.2	**Alternate aerodrome at take off- multi-engines aeroplanes**				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.4.2.1	Take off trajectory provisions for multi-engines aeroplanes				
5.4.3	**En route-one power unit aeroplanes**				
5.4.3.1	Provisions for operating a single engine aeroplane in VFR at night or in IFR for passengers transportation				
5.4.3.2	Provisions for landing in case of power unit inoperative				
5.4.3.3	Demonstration compliance with provisions of 5.4.3.2				
5.4.4	En route - multi-power unit aeroplanes				
5.4.4.1	Landing provisions in case of power unit inoperative				
5.4.5	**Landing-alternate or landing aerodrome**				
	Landing weight requirements				
5.4.6	**Landing -dry runway**				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.4.6.1	Landing weight provisions				
5.4.6.3	Conditions for operating an aircraft in compliance with 5.4.6.1				
5.4.7	**Landing - wet and contaminated runway**				
5.4.7.1	Landing distance provisions for forcasted wet aerodrome				
5.4.7.2	Landing distance provisions for forcasted contaminated aerodrome				
5.4.7.3	Conditions of using wet aerodrome shorter than required				
5.5	**Class C performances**				
5.5.1	**Take off**				
5.5.1.1	Provisions for Take off Weight for not exceeding the Maximum Take Off Weight (MTOW)				
5.5.1.2	Provisions for taxing distance before take off				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKI

5.5.1.3	Provisions for aircrafts with flight manual where data relatives to the runway length at take off take into account an inoperative power unit				
5.5.1.4	Provisions for compliance with 5.5.1.2 and 5.5.1.3				
5.5.2	**Alternate aerodrome at take off**				
5.5.2.1	Take off trajectory requirements with one power unit inoperative				
5.5.2.2	Take off trajectory boundaries				
5.5.2.3	Elements considered for compliance demonstration provisions with 5.5.2.1				
5.5.2.4	Provisions for compliance demonstration of 5.5.2.1				
5.5.2.5	Compliance provisions for flight trajectory with less than 15 deg change needed				
5.5.2.6	Compliance provisions for flight trajectory with more than 15 deg change needed				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.5.2.7	Emergency procedures establishment by the operator				
5.5.3	**En route - All power units working**				
5.5.3.1	Operator provisions for attaining the climb speed				
5.5.4	**En route - one power unit inoperative**				
5.5.4.1	Operator provisions for climb				
5.5.4.2	Flight trajectory slope				
5.5.4.4	Provisions for compliance demonstration				
5.5.4.5	Jet provisions				
5.5.5	**En route - 3 power units aeroplanes or more with more than 2 power units inoperative**				
5.5.5.1	Provisions for 3 or more power units aeroplanes cruise speed				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.5.5.2	Trajectory requirements with 2 power units inoperative				
5.5.5.3	2 engines failure expectations				
5.5.5.4	aircraft weight provisions				
5.5.5.5	Climb speed requirements				
5.5.5.6	Provisions placing				
5.5.5.7	Jet				
5.5.6	Landing - alternate or landing aerodrome				
	Landing weight provisions				
5.5.7	**Landing - dry runway**				
5.5.7.1	Landing weight provisions				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUTOU KOKO

5.5.7.2	Compliance demonstration with 5.5.7.1 provisions				
5.5.8	**Landing - Contaminated and wet runways**				
5.5.8.1	Requirements for wet runway				
5.5.8.2	Requirements for contaminated runway				
5.6	**Weight and balance**				
5.6.1	**General**				
5.6.1.1	Weight and balance compliance with flight manual recommendations				
5.6.1.2	Weight and balance establishment				
5.6.1.3	Determination of the weight of all elements and of their influence in the balance of the aircraft				
5.6.1.4	Payload weight determination				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.6.1.5	Oil weight determination				
5.6.3	loading, weight and balance				
	Principles and methods for loading and for weight and balance system				
5.6.4	**Aircrew weight**				
5.6.4.1	Determinations provisions				
5.6.4.2	Supplement baggage provisions				
5.6.5	**Passengers and baggage weight**				
5.6.5.1	passengers and baggage weight calculation				
5.6.5.2	weighting provisions				
5.6.5.3	Provisions for uniform (forfaitaire) mass				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

5.6.5.4	Mass value for passengers - 20 seats or more				
5.6.5.4.1	Provisions for 20 seats or more				
5.6.5.5.1	Provisions for 19 seats or less				
5.6.5.5.2	Provisions for flights with no hand baggage allowed				
5.6.5.6	Weight value for baggages				
	Provisions for baggages in more than 19 passengers flights and in 19 or less passengers flights				
5.6.5.7	Provisions for using uniform mass values for baggages				
5.6.5.8	Real mass determination by the operator in case the mass are above the uniform mass for flights with a significant number of passengers				
5.6.5.9	Real mass determination for uniform values				

5.6.5.10	Captain informations provisions relative to the use of a non uniform method for mass determination				
5.6.6	Weight and balance documentation				
5.6.6.1	weight and balance preflight documentation establishment				
5.6.6.2	Last minute change procedures specification				
5.6.6.3	alternatives to procedures in 5.6.6.1 and 5.6.6.2				

6	**Aeroplane Instruments, equipment and flight documents.**				
6.1	**General**				
6.1.1	Equipments and documents on board				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKI

6.1.1.1	Approval by the CCAA of all instruments, equipments as well as their installation				
6.1.2	Minimum Equipment List				
6.1.2.1	provisions relative to inoperative equipments				
6.1.2.2	The Minimum Equipment List (MEL) requirements				
6.1.2.4	MEL provisions for foreign aircrafts				
6.1.3	Operation manual				
6.1.3.1	Operation manual supply to staff and flight crew				
6.1.3.2	Operation manual details content				
6.1.4	unusable access (Requirements in subparts a, b and c need to be met.)				
	Enunciation of provisions relative to unusable access in the MEL				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.2	**All Aeroplanes on all flights**				
6.2.1	Aircrafts equipment with instruments for trajectory control, manoeuvrability and operating limitations				
6.2.2	Provisions for seats, seatbelts harnesses (Requirements a to f need to be met)				
6.2.3	Provisions for recommendations " fasten your seatbelt" and " no smoking"				
6.2.4	Provisions for curtains and interior doors (Requirements in subparts a, b and c need to be met.)				
6.2.5	First aid kits provisions and requirements				
6.2.6	Emergency medical kits				
6.2.6.1	Operating conditions for more than 30 passengers seats aircrafts in regards with medical assistance				
6.2.6.2	Drug delivery oversight by the pilot-in-command				
6.2.6.3	Carrying conditions				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

a)	Medical kit sealing and waterproofing				
b)	Periodic control and replenishment				
6.2.7	Hand fire extinguishers				
	Provisions for operating an aeroplane with a hand fire extinguisher. Provisions in subparts a, b, c, d ,e ,f, g need to be met				
6.2.8	crash axes and crowbars				
6.2.8.1	Aircraft operating conditions relative to the use of crash axes and crowbars				
6.2.8.2	Non visibility for passengers				
6.2.9	Marking of fuselage break-in points				
	Provisions for areas of fuselage for break-in by rescue crews in emergency				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.2.10	Exit and opening marking				
6.2.10.1	Interior marking provisions				
6.2.10.2	Exterior marking provisions				
6.2.11	Emergency evacuation devices provisions				
6.2.12	Provisions for megaphones				
6.2.13	lighting assistance				
6.2.13.1	lighting aid system provisions for flights obeying the Instruments Flight rules				
6.2.13.2	Lighting aid system capabilities				
6.2.13.3	Lighting aid provisions for more than 9 passengers aeroplanes				
6.2.14	Fire protection to the toilets				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.2.14.1	Provisions for containers in the toilets				
6.2.14.2	Fire alarm provisions				
6.2.14.3	Toilet bins and automatic extinguishers				
6.2.14.4	Design of the containers in the toilets				
6.2.14.5	No smoking marking				
6.2.15	seats and non fireproof provisions				
6.2.16	Interior compartments				
6.3	**Flight recorders**				
6.3.1	Aeroplanes to be equipped of flight recorder				
6.3.1.1	provisions for more than 5700 kg aeroplanes				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.3.1.2	Functionning mode: recording and memorization				
6.3.1.3	provisions for more than 5700 kg aeroplanes regarding flight recorder and voice recorder cockpit				
6.3.1.4	Documentation				
6.3.2	Types of flight data recorder (FDR)				
6.3.2.1	Provisions for flight data recorder type I				
6.3.2.2	Provisions for flight data recorder type II and IIA				
6.3.2.3	prohibition for FDR by etching				
6.3.2.4	Prohibition for FDR on photographic film				
6.3.2.5	Provisions for aeroplanes with Type certificate delivered after january 1st 2005				
6.3.2.5.1	Provisions for aeroplanes using data link communication before 1st January 2005				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.3.2.5.2	Recorded data sufficiency				
6.3.2.6	Recorded data sufficiency for type IA aeroplane				
6.3.2.6.1	Parameters for speed and flight trajectory requirements				
6.3.2.6.2	Parameters for flight altitude requirements				
6.3.2.6.3	Parameters for engines power requirements				
6.3.2.6.4	Parameters for outline requirements				
6.3.2.6.5	Parameters for flight mode requirements				
6.3.3	Flight data recorders- duration				
6.3.4	Flight data recorder- Aeroplane for which the Type certificate has been delivered after 1st January 1989				
6.3.4.1	Provisions for more than 27000kg aeroplanes				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.3.4.2	Provisions for aeroplanes with weight between 5700 kg and 27000 kg				
6.3.5	Provisions for flight data recorder- Aeroplane for which the first Type certificate has been delivered from the 1st January 1987 to the 1st January 1989				
6.3.6	Provisions for flight data recorder- Aeroplane for which the first Type certificate has been delivered from the 1st January 2005				
6.3.7	Provisions for cockpit voice recorder- Aeroplane for which the first Type certificate has been delivered from the 1st January 1987				
6.3.8	Provisions for cockpit voice recorder- Aeroplane for which the first Type certificate has been delivered before the 1st January 1987				
6.3.9	Cockpit voice recorder-duration				
6.3.10	Flight recorder- construction and installation provisions				
6.3.11	Flight recorder - operation provisions				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.3.12	Flight recorder -continued serviceability				
6.4	**All aeroplanes operated as VFR flights**				
6.4.1	instrument panel provisions				
6.4.2	VFR flights				
6.5	**All aeroplanes- Flight over water**				
6.5.1	Seaplanes				
	Provisions for Seaplanes: life jacket and others				
6.5.2	Landplanes				
6.5.2.1	Equipment prescription				
	Equipment provisions				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKI

6.5.3	All aeroplanes on long-range over-water flight				
6.5.3.1	Equipment provisions				
6.5.3.2	life jacket provisions				
6.6	**All aeroplanes- flight over designated land areas**				
	Provisions for inhospitable lands (requirements a, b, c need to be met)				
6.7	**High Altitude flight**				
6.7.1	Oxygen tank for altitude of less than 700 hPa in passengers compartment				
6.7.2	Oxygen tank for altitude of less than 700 hPa in passengers compartment in aircraft equipped of device to increase pressure				
6.9	**All aeroplanes operated in accordance with instruments flight rules**				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.9.1	Provisions for instruments to be installed.				
6.9.2	Provisions for Electric aid supply of attitude indicator instruments working with electricity				
6.10	Provisions for aeroplanes operated at night				
6.11	Provisions for weather radar				
6.12	Aeroplanes operated above 15000m -radiation indicator				
6.13	All aeroplanes complying with the noise certification standards				
6.14	Mach number indicator				
6.15	Aeroplanes required to be equipped with ground proximity warning system				
6.16	Aeroplanes carrying passengers- seats of cabin crew members				
6.16.1	Aeroplanes with TC delivered from 1st January 1981				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

6.16.2	Aeroplanes with TC delivered before the 1st January 1981				
6.17	Emergency locator transmitter				
6.18	Aeroplanes required to be equipped with an airbone collision avoidance system (ACAS II)				
6.19	Requirements for pressure altitude reporting transponders				
6.20	Microphones				
6.22	All aeroplanes operated by a single pilot under the instrument flight rules or at night				
7	**Aeroplane Communication and Navigation Equipment**				
7.1	**General**				
7.1.1	Requirements before flight				
a)	Approval and compliance of the installation with relevant				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

	requirement				
b)	Fail safe installation				
c)	Functionning state				
d)	Access facilitation				
7.1.2	Minimum performances standards				
7.2	**Communication equipment**				
7.2.1	Radio communication equipment provisions				
a)	Two-way communication for aerodrome control purposes				
b)	Meteorological information reception at anytime during flight				
c)	Conducting two-way communication at anytime during flight				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

	with an aeronautic station				
7.2.2	Emergency provisions for radio communication equipment				
7.2.3	Mixing audio box				
	Mixing audio box provisions for using the aircraft in IFR				
7.2.4	Communication systems for ground station interaction				
7.3	Navigation equipment				
7.3.1	Aeroplane navigation equipment enabling to proceed:				
a)	In accordance with operational flight plan				
b)	in accordance with the requirements of air traffic services				
7.3.2	**Accurate approaches execution**				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

	Demonstration of necessary qualification of the aeroplane and the crew				
7.3.3	Required Navigation Performances types				
	For Flights in defined portions of airspace or on routes where and RNP type has been prescribed, an aeroplane shall:				
a)	Be provided a relevant navigation system				
b)	Be authorized for operations in these flight zones				
7.3.4	**Air space Minimum Navigation Performances Specification (MNPS)**				
7.3.4.1	Requirements to be met by the operator				
7.3.4.2	Aircraft equipments requirements:				
a)	Inertial systems				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

b)	Omega Cat 1 systems				
c)	Omega and Inertial system				
7.3.4.3	Navigation system equipments for aircrafts equiped with navigation sensors				
7.3.5	**Air space Reduced Vertical Separation Minima**				
7.3.5.1	Specification demonstration				
7.3.5.2	Aircraft equipments capabilities				
a)	Flight level of the aircraft				
b)	Maintained flight level				
c)	Aircrew alert for gap with the selected flight level				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

d)	Pressure altitude indication				
7.3.5.3	Technical crew RVSM training success				
7.4	**Installation**				
	Failure independency of the installation for radiocommunication and navigation elements				
7.5	**Electronic navigation data management**				
7.5.1	Relevant Operator procedures approval by the CCAA				
7.5.2	Electronic data distribution procedures				
8	**MAINTENANCE OF AEROPLANES**.				
8.1	**Operator's maintenance responsibilities**				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

8.1.1	AOC holder responsibility				
a)	Airworthiness of an aeroplane				
b)	serviceability of operational and emergency equipment				
c)	Validity of the Certificate of Airworthiness				
8.1.2	Conditions of operation of an aeroplane regarding maintenance aspect				
8.1.3	Acceptance of an equivalent system of maintenance by the State of registry				
8.1.4	Documents submission for maintenance system approval				
8.1.5	Acceptability of persons to be employed				
8.1.6	Quality system for AOC holder aeroplane maintenance manual				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

8.2	**Operator's Maintenance Control Manual**				
8.2.1	Availability of the MCM to Maintenance and Operational personnel				
8.2.2	Amendement of the MCM for updating				
8.2.3	Furnishing copies of all amendements to the Operator's MCM				
8.2.4	Manual availability to the CCAA				
8.3	**Maintenance Programme**				
8.3.1	Providing Maintenance and operational personnel's a maintenance program				
8.3.2	communicating all the amendements brought to the maintenance program				
8.3.3	Maintenance Program content sources				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUTOU KOKO

8.3.4	Maintenance task and schedule				
8.4	**Maintenance records**				
8.4.1	Ensurance that the below records are keeped:				
a)	a) the total time in service (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components;				
b)	The current status of compliance with all mandatory continuing airworthiness informations;				
c)	Appropriate details of modifications and repairs to the aircraft and its major components;				
d)	The time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the aircraft or its components subject to mandatory overhaul life;				
e)	The current aircraft status of compliance with the maintenance program;				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

f)	The detailed maintenance records to show that all requirements for signing of a maintenance release and airworthiness release have been met.				
8.4.2	Time to keep records of items a) to e) and items of f)				
8.4.3	Transfer of records in case of operator change				
8.5	**Continuing Airworthiness information**				
8.5.1	Monitoring and maintenance assessment of aeroplane of MTOW of 5700 Kg				
8.5.2	Assessment of Airworthiness informations and recommendations for aeroplanes over 5700 kg				
8.6	**Modifications and repairs**				
8.6.1	Compliance of modificatiions and repairs with requirements acceptable to the CCAA				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

8.7	**Maintenance release**				
8.7.1	Completion and signing of the maintenance release				
8.7.2	Contain of a maintenance release tag				
a)	Basic details of maintenance carried out including detailed reference of approved data used				
b)	Date of completion of the maintenance work				
c)	When applicable the identity of the approved Maintenance Organisation				
d)	The identity of the person or persons signing the maintenance release				
	Approval by the CCAA of the maintenance tag				
8.8	**Aircraft technical log**				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

8.8.1	Use of the aircraft technical log including:				
a)	a) information about each previous flight to ensure continued flight safety;				
b)	b) the current aeroplane maintenance release and/or an airworthiness release;				
c)	c) all deferred defects that affect the operation of the aeroplane ; and				
d)	d) All necessary recommandations dealing with line maintenance and handling agreement.				
8.8.2	Approval by the CCAA of the aeroplane technical log				
8.8.3	Possibility for the maintenance tag to be part of the Aeroplane Technical Log				
8.8.4	Keeping period of the Aeroplane technical log				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

8.9	**Certificate of Compliance**				
8.9.1	Certificate of Compliance prior to the Aeroplane Operator Certificate				
8.9.2	Certificate of Compliance content.				
9	**AEROPLANE FLIGHT CREW**				
9.1	**Composition of the flight crew**				
9.1.1	Crew members specifications				
9.1.2	Provisions for commercial flights pilots				
9.1.3	**Radio operator**				
	Provisions for qualified and certified crew member to manipulate radio transmitting equipment				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

9.1.4	**Flight engineer**				
	Qualified or certified person for the duty				
9.1.5	**Flight navigator**				
	Provisions for qualified crew member				
9.2	**Flight crew member emergency duties**				
9.2.1	Flight crew emergency duties distribution				
9.2.2	Relevant annual training program				
9.3	**Flight crew member training programmes**				
9.3.1	Ground qnd flight training programme provisions				
a)	Provisions for necessary means and qualified instructors				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

b)	Validation of ground and flight training on relevant aeroplane				
c)	Proper flight crew coordination and training in various emergency and abnormal situations				
d)	Training in knowledge and skills related to visual and instruments flight procedures				
e)	Knowledge of individual task and interconnectivity				
f)	Competence assessment				
9.3.2	Satisfying a flight training on a particular aeroplane :				
a)	A training simulator on approved aeroplanes				
b)	Control of competence				
9.3.3	Instructors approved by the CCAA				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

9.4	**Qualifications**				
9.4.1	**pilot in command/captain-title**				
9.4.1.1	Captain qualification and experience requirements				
9.4.1.2	Captain qualification and experience for passenger transport aircraft				
9.4.1.3	Provisions for a more than 9 passengers' aeroplane				
9.4.1.4	Pilot-in command license for JAR/FAR 25				
9.4.1.5	Aircraft of FAR/JAR 25 captain assessment				
9.4.2	**Pilot title**				
9.4.2.1	Requirements for piloting an aeroplane				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

9.4.2.2	Concordance between the pilot license and the flight instrument qualification for a pilot				
9.4.2.3	Requirements for being a pilot in the cabin crew				
	Exemptions for pilots with qualification type on aeroplanes under FAR/JAR 25 regulation				
9.4.3	**Recent experience of the pilot-in-command and the copilot**				
9.4.3.1	Take off and landing requirements for a pilot or a pilot-in-command on an aeroplane type				
9.4.3.2	Provisions for a pilot or a captain piloting many aeroplane types or many variants of the same type				
9.4.4	**Recent experience of the cruise relief pilot**				
9.4.4.1	The cruise relief pilot duty assignment is not to be given to:				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

a)	Pilot or assimilate without a recent experience on the same aeroplane type				
b)	Pilot or assimilate non recently retrained				
9.4.4.2	Provisions for a cruise relief pilot piloting many variants of the same aeroplane type or many aeroplane type				
9.4.5	**Pilot in command area, route and aerodrome qualification**				
9.4.5.1	Provisions relative to captain with the flight path				
9.4.5.2	Sufficient knowledge demonstration				
a)	Considering the flight path and the aerodromes, the perimeter of the knowledge : points 1,2, 3, 4, 5 should be met.				
b)	Applicable procedures				
9.4.5.3	Captain requirement in terms of landing airfields. Exceptions:				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

a)	Not difficult landing aerodrome or familiarities with previous aeroplane environemment				
b)	Descent alititude possible with view flight meteorological conditions				
c)	Qualification of the captain for the aerodrome of interest				
d)	The aerodrome of concern distance with an aerodrome familiar to the pilot				
9.4.5.4	Pilot qualification and the operator				
9.4.5.5	Provisions of the operator in using a captain for a flight path				
9.4.6	**Pilot proficiency check**				
9.4.6.1	Operator provisions for piloting skills and emergency procedures execution ability				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

9.4.6.2	Provisions with a pilot qualified for many aircrafts types				
9.4.6.3	Provisions with a pilot qualified for many aircrrafts of less than 9 passengers capability types				
9.4.6.4	Technical crew training provisions				
9.4.7	Personnel file				
	Provisions relative to the training and the check up of each personnel				
9.4.8	Proficiency check certificate				
	Operator provisions for each member of the flight crew				
9.5	**Flight crew equipment**				
	Dispositions relative to glasses				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

9.6	**Operations in instrument flight regime with a single pilot**				
9.6.1	Conditions on steps and flight path				
9.6.2	Conditions on pilot				
11	**MANUALS, LOGS AND RECORDS**				
11.1	**Operator's Maintenance Control Manual**				
11.1.1	Keeping updated a Maintenance Control Manual				
11.1.2	Informations and guidance on the Maintenance Control Manual				
11.1.3	Agreement of the Air Operator Certificate with the MCM				
11.1.4	MCM issuing language				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

11.1.5	Access of the MCM				
11.1.6	Amendement and revision of the MCM				
11.1.7	MCM update or MCM's parts update for its bearers				
11.1.8	AOC holders amendements and revisions submission to the CCAA				
11.1.9	Considering amendements and revisions requested by the CCAA				
11.1.10	Correct transfer of all informations withdrawn form amendements or approved documents				
11.1.11	Display of the MCM for ease of use				
11.1.12	Informations contained in the MCM				
a)	Description of procedures				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

	1) Description of administrative agreements existing between the AOC holder and the approved maintenance organization(s)				
	2) Description of Maintenace procedures and procedures relating to production and signing of maintenance tag, when maintenance work is undertaken under a system different from the approved Maintenance Organization.				
b)	Names and functions of the persons described in 8.1.4,				
c)	Reference to Aircraft Maintenance Program described in 8.1.3.,				
d)	Description of methods to be used to set and keep AOC holder's maintenance tag as required in 8.4;				
e)	Description of procedures to be used to monitor and evaluate maintenance and operation experience and submit relating datas as per 8.5.1,				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

f)	Description of procedures to be followed in order to be in compliance with specifications relating to operational data transmission;				
g)	Description of procedures to be used to comply with 8.5.2, concerning evaluation of airworthiness data and the implementation of necessary eventual actions resulting from airworthiness data evaluation				
h)	Description of mean to set up and manage an analytical system that allows permanent monitoring of the functioning and effectiveness of the aeroplane maintenance program , so that all descrepencies within the program can be detected and rectified;				
i)	Description of aeroplane model and type to which the manual is refering to				
j)	Description of procedures settled up to ensure that defects impacting airworthiness are recorded and rectified;				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

k)	Description of procedures to be followed to notify CCAA about significant operational issues				
11.2	**Aeroplane Maintenance Program (AMP)**				
11.2.1	Aeroplane Maintenance Program continuing update				
11.2.2	Informations and instructions in the AMP				
11.2.3	Approval of the AMP, amendements and revisions				
11.2.4	Language of the AMP				
11.2.5	Access to the AMP				
11.2.6	Amendements and revisions of the AMP for update				
11.2.7	Manual update ensurance by bearers of an AMP				

Validé par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

11.2.8	Amendements and revisions submission				
11.2.9	Amendements and revisions consideration				
11.2.10	Content display				
11.2.11	Maintenance program of each aeroplane displayed				
a)	Maintenance tasks and interval at which these are to be performed taking in account the anticipated utilization of the airplane;				
b)	When applicable, a continuing structural integrity program.				
c)	Procedures for changing or deviating from a) and b) above and				
d)	When applicable, condition monitoring and reliability program descriptions for aircraft systems, components and powerplants				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

12	**CABIN CREW**				
12.1	**Assignments of emergency duties**				
	Assignment of the minimum number of cabin crew and their function for each aeroplane by the operator				
12.2	Cabin crew members presence at the emergency evacuation stations				
12.3	Protection of cabin crew during flight				
12.4	Personnel training				
12.4.1	Training programme provisions				

Validée par
Directeur Sécurité Aérienne
Paule ASSOUMOU KOKO

12.4.2	Cabin crew personnel control				
12.4.3	Training programme approval and goals				
12.5	Personnel files provisions				
12.6	Provisions for Recent experience conditions				
12.7	Flight time, flight duty periods and rest periods provisions				