EVALUATION OF THE OPERATIONS MANUAL

Afghanistan Civil Aviation Directive (CAD)

CAD-OPS-027.1

Air Operators Certification

31 MAY 2016

Revision 1

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Director General
Civil Aviation Authority

Approved:
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Administration and Control</td>
<td>9</td>
</tr>
<tr>
<td>0.1</td>
<td>Abbreviations</td>
<td>9</td>
</tr>
<tr>
<td>0.2</td>
<td>Record of Revision</td>
<td>10</td>
</tr>
<tr>
<td>1</td>
<td>Purpose</td>
<td>11</td>
</tr>
<tr>
<td>2</td>
<td>References</td>
<td>13</td>
</tr>
<tr>
<td>3</td>
<td>Contents of Operations Manuals</td>
<td>15</td>
</tr>
<tr>
<td>4</td>
<td>Operator Management Structure</td>
<td>17</td>
</tr>
<tr>
<td>5</td>
<td>Authorized Operations</td>
<td>19</td>
</tr>
<tr>
<td>6</td>
<td>Mass and Balance Procedures</td>
<td>21</td>
</tr>
<tr>
<td>7</td>
<td>Operational Control</td>
<td>23</td>
</tr>
<tr>
<td>8</td>
<td>Flight Planning</td>
<td>25</td>
</tr>
<tr>
<td>9</td>
<td>Restricted or Suspended Operations</td>
<td>27</td>
</tr>
<tr>
<td>10</td>
<td>International Operations</td>
<td>29</td>
</tr>
<tr>
<td>11</td>
<td>Observer’s Seats</td>
<td>31</td>
</tr>
<tr>
<td>12</td>
<td>Line Station Operations</td>
<td>33</td>
</tr>
<tr>
<td>13</td>
<td>Passenger Briefing Procedures</td>
<td>41</td>
</tr>
<tr>
<td>14</td>
<td>Exit Seating Program</td>
<td>43</td>
</tr>
<tr>
<td>15</td>
<td>Use of Portable Electronic Devices</td>
<td>45</td>
</tr>
<tr>
<td>Appendix I</td>
<td>NIL (No Item Listed)</td>
<td>47</td>
</tr>
</tbody>
</table>
List of Tables

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List of Figures

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0 Administration and Control

The following list contains key abbreviations used in this document, as well as others likely to be in common use in the respective area.

0.1 Abbreviations

ACAA ............. Afghanistan Civil Aviation Authority
ACAR ............. Afghanistan Civil Aviation Regulations
AOIM ............. Aircraft Operating Information Manual
ARFF ............. Aircraft Rescue and Fire Fighting
ATC ............. Air Traffic Control
ETOPS ........ Extended Range Operations by Twin–Engine Aircrafts
FOD ............. Foreign Object Damage
FOI ............. Flight Operations Inspector
MCM ........... Maintenance Control Manual
MNPS ....... Minimum Navigation Performance Specifications
NOTAM .... Notices to Airmen
OM .......... Operations Manual
OpSpecs ...... Operations Specifications
PIREP .......... Pilot Report
RNP ............ Required Navigation Plan
RVSM ........ Reduced Vertical Separation Minimum
VFR ............ Visual Flight Rules
### 0.2 Record of Revision

The table below provides a record of amendments.

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
<th>Description</th>
<th>Entered by</th>
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</thead>
<tbody>
<tr>
<td>ALL</td>
<td>23 Dec 2014</td>
<td>Original Version</td>
<td></td>
</tr>
<tr>
<td>TOC</td>
<td>31 MAY 2016</td>
<td>Revised Page Numbers</td>
<td></td>
</tr>
</tbody>
</table>
1 Purpose

This directive contains discussions of selected topics that FOIs should look for when evaluating an operator's OM, and which may be required by the operator's initial and final compliance reports.
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2 References

2.1 Regulation 9.3.1.2 of the Afghanistan Civil Aviation Regulations.

2.2 Checklist: CL: O-OPS-027.
3 Contents of Operations Manuals

3.1 ACAR 9.3.1.2 specifies topics that must be addressed in an operator's Operations Manual (OM). The operator's OM must contain the duties and responsibilities for each category of employee.

3.2 This manual must also provide sufficient policy, direction, and guidance to its employees for the safe and efficient performance of their duties.

3.3 In addition, an operator's OM must address the policies, systems, and procedures necessary to comply with the operations specifications (OpSpecs) provisions and safe operating practices.
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4 Operator Management Structure

4.1 When evaluating an operator’s OM, Flight Operations Inspectors (FOI) must ensure that the operator’s management structure is included in the OM, and that it meets the following guidelines:

4.1.1 Management Structure
The OM must contain a description of the operator’s management structure as it pertains to flight operation activities. Organizational entities, areas of responsibility, and titles of key management positions must all be identified in the management structure. This description should contain information on how the flight operation management structure interfaces with the airworthiness management structure and the responsibilities of both. Organizational charts and diagrams may also be useful in showing the relationship between operational units within the company;

4.1.2 Names of Management Personnel
The names of the individuals filling required management positions must be listed in the OM. An acceptable way for the operator to meet this requirement is to include a copy of his OpSpecs in the manual. The ACAA may approve management structures and titles different from those specified in Regulation 9.2.2.2 of the Afghanistan Civil Aviation Regulations.
5 Authorized Operations

5.1 When evaluating an operator's OM, FOIs must ensure that the operator's authorized operations are included in the operator's OM, and that they meet the following guidelines:

5.1.1 Clear Descriptions of Authorized Operations

a) The OM must contain clear descriptions of the types and kinds of operations that the operator is authorized to conduct;

b) The OM must prohibit those operations which a flight crew could possibly conduct but which the operator is specifically prohibited from conducting by the OpSpecs;

c) The OM must contain information on the authorized areas of en-route operation in which flights may be conducted, including the types of aircraft authorized, crew member complements, and any special en-route and instrument approach procedure authorizations or requirements. One way an operator may describe the types and kinds of authorized and prohibited operations is to include a copy of the operator's OpSpecs in the OM. Since the OpSpecs is designed to address a variety of situations and is not easily understandable as it applies to specific operational circumstances, FOIs should encourage operators to extract the applicable information and incorporate it in the OM;

d) Clearly written direction and guidance on how to comply with authorizations and limitations should also be included;

e) It is acceptable for operators to contract a charting and publishing service (such as Jeppesen/Sanderson) to prepare manual material concerning these authorizations and limitations. In these cases, the charting and publishing service's product is considered to be a part of the operator's OM. FOIs must review this portion of the operator's OM as well as all other portions;

5.1.2 Flight Operations Policies, Methods, and Procedures

a) Flight operations policies, methods, and procedures may be located in either the OM, or in a section of the OM such as an aircraft operating information; or company aircraft operating information manual (AOIM).

b) When an operator operates a variety of aircraft, it may be preferable for the flight operations policies, methods, and procedures that is common to all aircraft to be published in the OM instead of each AOIM;

c) Crew members are required to comply with the flight operations policies, methods, and procedures, regardless of whether they are published in the OM or the AOIM. Therefore flight operations policies, methods, and procedures should be written in directive language, and provide specific operational criteria;

d) An example of a flight operations policy statement that does not provide a clear directive or specific operational criteria is as follows: "Use caution when arriving
or departing a terminal area when thunderstorms are present"; An example of a flight operations policy statement that is clearly directive and that e) provides specific operational criteria is as follows: "Take-offs and landings shall not be attempted when thunderstorms are within 3 miles of the airport or the take-off or arrival path."
6 Mass and Balance Procedures

6.1 When evaluating an operator's OM, FOIs shall ensure that an operator's mass and balance procedures are included in the operator's OM, and that they meet the following guidelines:

6.1.1 Placement of Mass and Balance Procedures.
   a) Each type of aircraft used by the operator may require a separate mass and balance procedure;
   b) In such cases, it may be appropriate for the operator to place the mass and balance procedure to be used by flight crew in the AOIM and the procedures to be used by other flight operations personnel in sections of the OM;
   c) If the operator develops a single mass and balance procedure for all aircraft operated, it may be appropriate for the operator to place the procedure to be used by flight crew and other flight operations personnel in the OM;
   d) An operator may develop his own mass and balance procedures or use the procedures furnished by aircraft manufacturers.

6.1.2 The approval of mass and balance procedures is granted in the OpSpecs.
   a) Reference to the OpSpecs may be made in the OM, however the reference shall not be used instead of a detailed description of the procedures to be used by flight operations, ground handling, and flight crew personnel;
   b) FOIs must ensure that the information and guidance in the operator's OM is consistent with that in the MCM;
   c) The mass and balance procedures described in the operator’s manuals should normally address the following topics:
      (i) Procedures for complying with mass and balance limitations for each type of aircraft;
      (ii) For air operators procedures for ensuring that the empty mass and centre of gravity of each aircraft is determined by actually weighing the aircraft as per Part 5 of the Afghanistan Civil Aviation Regulations;
      (iii) Procedures for determining the mass of passengers, crew, cargo, and baggage;
      (iv) Procedures for making the centre of gravity calculations including loading schedules or other approved methods, if applicable;
      (v) Procedures for the completion and disposition of load manifests and mass and balance records;
      (vi) Procedures for loading the aircraft.
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7 Operational Control

7.1 When evaluating an operator’s OM, FOIs must ensure that an operator’s operational control procedures are included. The procedures, duties, and responsibilities of flight crew, operational control and management personnel must also be described. Furthermore, the OM must contain staffing requirements for operational control personnel during periods of time that flights are operational. When training and operational control requirements for operational control personnel are not contained in a training and qualification document, they must be listed in the OM.

7.2 The FOI must ensure that the following requirements are met:

7.2.1 Flight Monitoring Systems - Large Aircraft
The description of the operational control system used by air operators conducting schedule flights of more than two hours duration, ETOPS, MNPS, RVSM or RNP Type operations must be comprehensive.

a) The OM must contain flight dispatch procedures as well as flight monitoring procedures;

b) The interrelation of flight dispatch, crew scheduling, and airworthiness control must be outlined in detail;

c) The communication facilities to be used for operational control purposes, procedures to be used with ATC, and methods for handling delayed flights, must all be addressed;

d) Procedures to be used during adverse weather conditions and for discontinuing flight in unsafe conditions must also be covered in the OM;

e) The procedures to be used to operate unscheduled or charter must be outlined if the operator conducts these kinds of flights.

7.2.2 Flight Following Systems.
The description of the operational control system used by for air operators for scheduled or unscheduled flights of less than two hours duration must contain the flight release and flight monitoring procedures to be used by flight crew, operational control and management personnel:

a) The interrelation of flight crews, persons authorized to release flights, and airworthiness control personnel must be outlined;

b) The communication facilities to be used and the procedures for using these facilities must also be covered in the OM;

c) OMs must contain procedures to be used during adverse weather conditions and for discontinuing flight in unsafe conditions;

d) The OpSpecs are required to specify the flight following system and the location of the flight following centres.
7.2.3 Small Operation

The description of the operational control system used by small operators must, as a minimum, contain a list of the names and titles of the personnel who are authorized by the operator to exercise operational control:

a) If the operator does not establish a flight monitoring system, the OM must contain directions to flight crews for filing ATC flight plan for each flight conducted;

b) If a flight monitoring system is established, the OM must contain an outline of the procedures which provide the operator with at least the information included in a VFR flight plan for each flight operated;

c) The OM must also contain an outline of the procedures which provide the operator with information on the location, date, and estimated time for re-establishing radio or telephone contact if flights are conducted in areas where such communications cannot be maintained with the operator;

d) The flight locating system must also be provided for timely notification to an ATC facility or a search and rescue facility when an aircraft is overdue or missing;

e) The OM shall also contain a description of the procedures for retaining flight location information until a flight has been completed;

f) If an operator uses a flight control system more sophisticated than the basic requirements of the regulation, the OM shall contain a description of the system and procedures actually used.
8 Flight Planning

8.1 When evaluating an operator's OM, FOIs shall ensure that an operator's flight planning procedures are included.

8.2 The direction and guidance for flight planning must be comprehensive and address the responsibilities of both flight control and flight crew personnel.

8.3 The OM must contain a discussion of weather minima, special airports, and other special requirements such as drift-down, re-release, and diversion contingencies.

8.4 Some operators may elect to place the flight planning procedures in the AOM and the operational control procedures in a dispatch or flight control user manual.

     Notices to Airmen (NOTAM) and Pilot Reports (PIREPs)

8.5 When evaluating an operator's OM, FOIs shall ensure that procedures for the acquisition of NOTAMs and PIREPs and for the distribution of these NOTAMs and PIREPs to applicable personnel are included. The OM should also contain a description of the procedures for obtaining applicable NOTAMs that are only distributed to a local area.
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9 Restricted or Suspended Operations

The regulations require operators who know of conditions that preclude safe operations (including hazardous airport and runway conditions), to restrict or suspend operations until those conditions change. FOIs must evaluate an operator's OM to ensure that it contains a description of the procedures for employees to follow should they become aware of such conditions.
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10 International Operations

10.1 For an operator that conducts international operations, FOIs must evaluate the operator's OM to ensure that it includes pertinent and necessary flight control information.

10.2 In the OM, particular emphasis should be placed on fuel and performance requirements, communications, weather reports and forecasts, flight planning, and any specialized means of navigation.
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11 Observer's Seats

11.1 FOIs should ensure that the operator's OM includes the requirement that the operator must provide an observer's seat (jump-seat or passenger seat) to the Authority inspectors and other specified personnel.

11.2 Usually operators assign the authority to control the use of these forward observer's seats to a flight control department.

11.3 Gate agents and passenger handling personnel must also be aware of these requirements.

11.4 Crew members must also be aware of the procedures to be used for observer seat assignments.

11.5 Information to comply with ACAR 9.1.1.10, 9.1.1.11, and 8.5.1.14 inspection and surveillance requirements must be included in the OM, such as the following:

11.5.1 Priorities of inspectors, crew members, manufacturer's technical representatives, and other personnel;

11.5.2 Methods for ensuring that no more than one person is assigned to a forward observers position at any particular time;

11.5.3 Procedures for disseminating forward observer position assignments to other stations.
11 Observer’s Seats

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12 Line Station Operations

12.1 Line station operations are those activities performed by the operator's personnel (or by other personnel for the operator) to originate, turn around, or terminate flights conducted by the operator.

12.2 For an operator that conducts line station operations, FOIs must evaluate the operator's OM to ensure that it includes the necessary information on the various topics that follow.

12.2.1 Line station operations should include the use of the following types of facilities and equipment:
   a) Ramp areas including markings, signs, signalling devices, lighting, and blast fences;
   b) Ramp facilities and equipment, such as passenger and cargo deplaning and enplaning equipment (towing, refuelling, catering, and ground power equipment);
   c) Crew member meeting areas, facilities for crewmember flight planning (preparation for flight), and post-flight activities;
   d) Ground station personnel work areas and facilities, communications equipment, and administrative support.

12.2.2 Inspectors must ensure that an operator's OM contains the policies, procedures, and guidance to be used by the personnel who support the operator's flight operations at line stations:
   a) This manual material must include those situations in which the operator maintains line stations as well as situations in which the operator contracts or purchases line station support;
   b) This type of material is usually located throughout various user manuals, such as ground station operations and maintenance manuals, passenger service manuals, facilities and equipment manuals, fuelling manuals, and other special types of manuals;
   c) An operator may format and organize this type of manual material in a manner which is most consistent and usable for the operator's kind and type of operation;
   d) Regardless of the format and organization, however, this type of manual information is considered to be OM material;
12.2.3 The following are examples of the types of information that should be addressed in manual material concerning line stations operations;

a) Duties and Responsibilities

The OM or MCM, as appropriate, must contain an outline of the duties and responsibilities of line station supervisory personnel:

(i) The types of positions that should be addressed include: ground station operations personnel, passenger handling agents, cargo and baggage handling personnel, and aircraft servicing personnel (when not addressed in the MCM);

(ii) When an operator contracts for, or purchases, line station support, the OM or MCM, as appropriate, must contain outlines of the procedures to be used by the personnel providing the support.

b) Passenger Handling and Protection

The OM must contain procedures and guidance for ensuring the safety of passengers during line station operations. The following are examples of passenger handling and protection subjects that must be addressed in the OM:

(i) Passenger enplaning and deplaning procedures;

(ii) Procedures for use of jet ways, passenger boarding stairs, air stairs and other types of passenger boarding equipment;

(iii) Procedures to ensure the safety of passengers on the ramp including restricting of ground equipment and vehicle operation on ramps; and directing passengers to and from aircraft, around equipment, and to painted pathway lines on the ramp;

(iv) Procedures and guidance for protecting passengers from jet intake and blast, rotating and static propellers and rotors, ice on the ramp and boarding equipment, and tripping hazards;

(v) Procedures for prohibiting smoking in no smoking areas;

(vi) Procedures for assisting and ensuring safety of handicapped persons;

(vii) Procedures for handling intoxicated, hostile, or unruly persons;

(viii) Procedures for handling and controlling carry-on baggage;

(ix) Procedures for exit seating;

(x) Procedures for identifying and handling hazardous materials.

c) Aircraft Servicing and Ramp Operations

The OM and MCM must contain detailed procedures and guidance on servicing and maintaining aircraft during line station operations. These manuals should also contain instructions on the maintenance and use of ramp areas. The following are examples of procedures for aircraft servicing and ramp operations that should be addressed in the OM:

(i) Procedures for the safety and protection of personnel working on the ramp;
(ii) Procedures and/or guidance for the maintenance and catering of aircraft, with or without passengers on board;

(iii) Procedures for fuelling aircraft with or without passengers on board, including any requirements for crewmembers to be on board during fuelling or prohibitions against positioning fuel trucks next to open exits with passengers on board;

(iv) Procedures for operating ground equipment including the capabilities and limitations of the equipment and the training and qualification of persons before using the equipment;

(v) Procedures and guidance for properly locating and stowing ground equipment;

(vi) Procedures for the operation of aircraft cargo doors, baggage and cargo loading, closing and checking the security of doors;

(vii) Procedures for foreign object damage (FOD) control and periodically inspecting ramp areas;

(viii) Procedures to be used during adverse weather conditions such as thunderstorms, high winds, low visibility;

(ix) Procedures for the inspection and removal of frost, ice, snow, or standing water.

d) Hot and Cold Weather Operations

FOIs should evaluate an operator’s OM to ensure that it (as well as the MCM) contains detailed procedures and guidance on hot and cold weather operations, including:

(i) Procedures for the inspection of ramps for accumulation of frost, ice, snow, or standing water;

(ii) Precautions for the operation of vehicles and equipment;

(iii) Restrictions and cautions on aircraft movements;

(iv) Restrictions and cautions for the protection of passengers and ramp personnel.

e) De-icing Procedures

Aircraft ground de-icing procedures should be clearly delineated by the operator. While such procedures are usually in the MCM, the operator’s OM must contain the following types of information concerning de-icing for crewmembers, ground operations, and management personnel:

(i) Assignment of responsibility for ensuring that aircraft is clear of frost, ice, and snow accumulation;

(ii) Conditions that require aircraft ground de-icing;

(iii) Procedures to ensure the effectiveness of de-icing, including the frequency of applications, proper fluid mixtures, and tactile or close visual checks of selected portions of critical surfaces;
(iv) Parts of the aircraft to deice, including a description of the critical surfaces of the aircraft used by the operator;

(v) Locations on the ramps or airports where de-icing will be conducted;

(vi) Engine auxiliary power unit (APU) and ground equipment operation during de-icing;

(vii) Passenger and ramp personnel protection during de-icing;

(viii) Procedures to be used by contract personnel when the operator contracts for de-icing services;

(ix) If applicable, a complete description of the elements of the operator's ground de-icing/anti-icing programme and the procedures required to operate under that programme;

(x) If applicable, a complete description of the ground de-icing/anti-icing operational procedures that the operator uses to comply with Part 8 and Part 9 of the Afghanistan Civil Aviation Regulations.

f) Aircraft Movement in the Ramp Area

FOIs must ensure that the operator's procedures and guidance for the movement of aircraft in the ramp area is carefully coordinated between the operator's OM and MCM (or appropriate user manuals):

(i) The definitions of signalling devices, signs, and ramp markings (such as taxi lines, stop lines, boundary and clearance lines) must be the same and be mutually understood by both crewmembers and ground handling personnel;

(ii) Specific procedures for engine start, pre-taxi pushback, power back (if approved), taxi out, taxi in, and parking while in the ramp area must be provided in the OM (or in an applicable user manual);

(iii) Communication procedures for ground handling personnel and crew members must be thoroughly coordinated;

(iv) FOIs must ensure that the interphone terminology and hand signals used by ground handling personnel and crew members have the same meaning. The need for common terminology and hand signals is also important for crew members and passenger handling agents. Illustrations of standard hand signals and their meanings should be provided in the OM and MCM (or appropriate user manuals);

(v) The training and qualification requirements of personnel authorized to move aircraft on the ramp or on the airport must be described in the appropriate manuals. For example, when an operator is approved to power back, the OM must contain specific procedures for those operations for each airport and gate where authorized. Power back communications and hand signals must be thoroughly coordinated between crewmembers and ground handling personnel.
g) **Line Station Emergency Procedures**

FOIs must ensure that the operator’s OM and MCM contain procedures to be used by crew members or ground personnel in case of emergency situations during line station operations:

(i) Line station emergency procedures must contain the specific duties and actions of appropriate personnel. This type of manual material must also include notification procedures and requirements;

(ii) The notification procedures and requirements should contain specifications on who will be notified, who will make the notification, how the notification should be made, and when it will be made for the various types of emergency situations that could occur at line stations;

(iii) Usually this type of manual material should also include a quick reference telephone listing for obtaining fire fighting and medical assistance, and for notifying appropriate company management, law enforcement officials, and other government investigation officials;

(iv) Line station emergency procedures should be published in a distinct section of the OM or MCM so that they are easily accessible;

(v) For large, complex operators, line station emergency procedures are usually published as a manual under separate cover to assure rapid accessibility.

h) **Line Station Emergency Procedures**

Operators may publish line station emergency procedures manual for each station because of the uniqueness of each line station. FOIs should encourage this as a preferred practice. The types of situations that should be covered in line station emergency procedures include the following:

(i) Aircraft accidents and incidents: (FOIs) should encourage operators to develop guidance for ground personnel providing passenger lists to aid in handling passengers and accounting for all passengers immediately after a survivable type accident. Handling passengers includes actions such as providing suitable transportation for injured passengers to locations where medical assistance can be obtained;

(ii) Bomb threats, hijack procedures, and other types of security incidents;

(iii) Fuel spills and hazardous materials mishaps;

(iv) Procedures for post flight handling of passenger injury, illness, or incidents involving passenger altercations and interference with crew members;

(v) Employee/passenger accidents and injuries;

(vi) Adverse weather conditions such as hurricanes, tornadoes or other adverse conditions such as earthquakes (if such conditions are likely to occur at the operator's line stations);
(vii) Emergency evacuation of aircraft while parked (This should include procedures for both the flight crew and cabin crew members to activate the aircraft emergency lighting systems during an emergency evacuation, regardless of the perceived ease with which an evacuation can be accomplished; and passenger egress procedures for crew members and other operations personnel. These procedures should include the requirement that whenever passengers are on board the aircraft prior to airplane movement on the surface, that at least one floor-level exit must be usable for the egress of passengers through normal or emergency means);

(viii) Aircraft rescue and fire fighting (ARFF) emergency notification procedures while parked: (FOIs) shall encourage their assigned operators to develop explicit ARFF emergency notification procedures for crew members and other operations personnel to employ in the event of an emergency occurrence on their aircraft while they are parked);

Note: ARFF notification procedures apply to situations where ARFF equipment is located both on and off airports. These procedures should include information concerning: (1) whom to notify (such as airport fire department, airport control tower, alternate facility if control tower is closed) (2) The means of notification to be used (such as jet-way telephone, including ARFF telephone numbers; and aircraft radio communication system, including ARFF radio frequencies); and (3) The persons by job title whom the operator determines shall implement notification procedures in the event of an emergency occurrence on the operator's aircraft.

(ix) For passenger-carrying operations, if the operator's ARFF procedures require its crewmembers to implement these procedures, then the following guidance should be included in the event of an aircraft fire or other emergency scenario involving aircraft evacuation, the first actions of crewmembers and/or other personnel qualified in accordance with Part 8 and Part 9 of the Afghanistan Civil Aviation Regulations should be to initiate the evacuation of the aircraft occupants. Once the crew has determined that all aircraft occupants have been evacuated, then the crew member(s) designated by the operator should initiate the ARFF emergency notification procedures.

i) Contract Services

FOIs must ensure that the OM and MCM, as appropriate, contain policy and guidance concerning the interrelationship between the operator's personnel and the personnel of organizations who provide contract services at line stations:

(i) Contractor personnel are required to be trained on operator specific procedures;

(ii) The appropriate manual must contain the specifications for: the types of training to be given to contractor personnel; who is responsible for providing the training; and who is responsible for keeping records of the training;

(iii) Although the contractor may be delegated this responsibility, the operator has final responsibility.
j) **Flight Preparation (Journey) Records**

FOIs must ensure that the operator’s OM contains policies, procedures, and guidance concerning the preparation and disposition of journey records at line stations:

(i) Journey records include documents such as dispatch and flight releases, flight plans, weather NOTAMs, oceanic plotting charts, load manifests, and mass and balance documents;

(ii) The manual material must specify who is responsible for preparing the journey records, the coordination activities that must be accomplished during the journey record preparation process, and the intermediate and final disposition of the journey records;

(iii) The FOI must ensure that the policies, procedures, and guidance in this manual material consistently contain accurate information for crew members and flight operational control personnel.

k) **Local Conditions at Line Stations**

Personnel at line stations have immediate access to and knowledge of various conditions and activities that could affect flight operations at those line stations:

(i) Examples of local conditions and activities include the following: weather conditions, runway and taxiway conditions, airport construction activities, and new obstacles observed in the airport take-off flight paths;

(ii) As such, inspectors must ensure that an operator's OM contains instructions and procedures so that line station personnel can provide the operator with local condition reports;

(iii) This manual material must contain clear instructions about the circumstances in which line station personnel are authorized to suspend or delay flight operations.
13 Passenger Briefing Procedures

13.1 FOIs must ensure that the operator’s OM or flight manual, as appropriate, specifies the procedures to be used for pre take-off, en-route, and post landing briefings of passengers.

13.2 Operators who use Cabin Crew Members may publish Cabin Crew user manuals as sections in their OMs. The OM or Cabin Crew user manual must contain the briefings to be given.

13.3 Passenger briefing cards must be used to supplement the oral briefings. These passenger briefing cards must depict the required items that are addressed during the oral briefings.
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14 Exit Seating Program

14.1 ACAR 8.9.2.11 regulates exit seating in aircraft operated by air operators. These Regulations prescribe requirements relating to the seating of airline passengers near emergency exits.

14.2 FOIs must ensure that air operators' manuals, as appropriate, contain the applicable portions of the operators' approved exit seating program.
15 Use of Portable Electronic Devices

15.1 ACAR 8.5.1.26 regulates the use of portable electronic devices aboard aircraft. FOIs shall review the provisions on the use of portable electronic devices aboard aircraft with assigned operators.

15.2 FOIs shall ensure that operators have adequate procedures in place to determine whether or not portable electronic devices are acceptable for passenger use on board their aircraft.

15.3 FOIs shall ensure that their operators specify in their operations manuals those portable electronic devices that may not be operated on board their aircraft.

15.4 FOIs should encourage their assigned operators to include information regarding the operation of portable electronic devices in their operators' pre take-off passenger safety briefings. These briefings should include any specific restrictions that apply to passenger use of portable electronic devices. An example briefing might be the following: "Some portable electronic devices may interfere with the aircraft's communications and navigation systems. Please refrain from using any electronic device other than portable voice recorders, hearing aids, and [the operator should add to this list of portable electronic devices, the generic identification of any device that it determines will not cause interference]. For your safety and the safety of others, please stow all carry-on portable electronic devices during taxi, take-off, and landing."
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Appendix I  NIL (No Item Listed)

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Appendix I – NIL (No Item Listed)

Evaluation of the Operations Manual

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