

Ops Last Minute Facts:

- Doc 7030 = Regional Supplementary Procedures
- EU Ops = Doc 965/2012
- Maintenance procedures must have part 145 approval
- AOC oversight cycle = 24 months exceptionally extended to 36/48
- Incident report must be submitted within 72 hours
- In the event of serious defect, inform: Designer, Supplier and Authority
- Dry Lease = Under AOC of the Lessee
- Wet Lease = Under AOC of lessor
- Pilots issued a type rating based on zero hours must start line training within 21 days.
- Dangerous Goods training every 24 months
- The commander may delegate operations of a flight to another qualified commander, or for operations above FL200, A qualified ATPL pilot
- The Co-pilot may be relieved by another suitably qualified pilot, or for operations above FL200, by another pilot with a CPL/IR
- Single cabin crew must have had 20 hours and 15 sectors training
- Cabin crew may be authorised on 3 aircraft types (exceptionally 4)
- Local Night = A period of 8 hours between 2200 and 0800
- WOCL = period between 0200 and 0559 – within a band of 3 time zones refers to home base time, and beyond this is home time for 48 hours and then local time thereafter.
- PA system required for 19+ passenger seats and must be audible in cabin plus toilets
- Crash Axe = all aircraft above 5700kg//9 pax seats. 2 required >200 passengers
- Break in point = yellow or red. If corner greater than 2m, dashed line needed
- Life rafts needed 400nm or 120 mins flight time from land (if the a/c can continue OEI)
 - Else, 100nm or 30 mins cruise time and at least 2 ELTS to be carried
- ICAO DOC 9284 = Dangerous Goods
- 2 = GAS, 3= LIQUID, 4 = SOLID
- ETOPS enroute alternate – at least 1 instrument approach and ATS facility
- Take off alternate = 1 hour still air flight time or the ETOPS rating up to 2 hours
- Infant = Less than 24 months
- Noise abatement not permitted if crosswind>15kts and tailwind >5kts or Windshear
- NADP1 = Close settlements and NADP2 = distant settlements
- Non ETOPS = 60 mins
- Adequate ETOPS aerodrome = at least 1 instrument approach plus weather forecast within minima for ETA + 1 hour.
- ETOPS approved = up to 180 minutes in stages
- MNPS Airspace = FL285-FL420
- MNPS extends 27N to 90N
- MNPS entry requires 2 independent long range navigation systems (Blue spruce routes else)
- WEST- 1130 to 1900 produced by Shanwick
- EAST – 0100-0800 produced by Gander
- Oceanic clearance required 40mins prior to entry point ETA

- Clearance comprises: TRACK/ROUTE (60/30 nm separation), MACH NO (10 Min Separation) and FL (1000ft separation)
- ETA Alters to entry point by >3 mins – inform ATC
- Strategic lateral offset = 1 to 2 nm RIGHT
- 2 primary altimeters must agree by +/- 200ft
- MNPS Airspace – report altitude deviation of >300ft
- SELCAL = 2 pairs of letters A to S
- Maintain last assigned SSR for 30 mins after entry to MNPS airspace, then 2000
- No clearance = turn 45-90 degrees and laterally offset 15nm
- When track deviations >10nm, initiate a level change of 300ft
- Autoland requires 2 independent autopilots and 2 independent altimeters
- LVPs in place when RVR < 600m or cloud ceiling <200ft
- Low vis takeoff when RVR <400m
- Mandatory signs to be illuminated when RVR <800m
- DZ = Drizzle = Diameter less than 0.5mm. RA = Rain = Diameter >0.5mm
- Slush = Water saturated snow – displaced with a splatter
- Ice can reduce lift by 30% and drag by 40%
- Holdover time commences when the final application of anti ice fluid commences
- LLWAS = Low level Windshear alerting system = 15kts +
- Contaminated runway = 25% or more coverage in 3mm+
- Class A Fire = Combustible solids **FOAM Or HALON
- Class B Fire = Flammable liquid and solid ** FOAM or HALON
- Class C Fire = Electrical ** CO2 or HALON
- Class D Fire = Combustible metals **DRY POWDER