Comment Response Document (CRD) to Notice of Proposed Amendment (NPA) 2009-02b

for a draft Agency Opinion on a Commission Regulation establishing the Implementing Rules for air operations of Community operators

and

a draft Decision of the Executive Director of the European Aviation Safety Agency on Acceptable Means of Compliance and Guidance Material related to the Implementing Rules for air operations of Community operators

'Part-SPO and Part-CAT for sailplanes and balloons'

CRD a.1 – Explanatory Note

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Executive Summary

This CRD provides updated draft rule documents and responses to comments received to NPA 2009-02b 'OPS' related to commercial and non-commercial specialised operations (SPO) and commercial air transport operations with sailplanes and balloons.

This CRD package contains the following documents:

- draft Addenda to the Cover Regulation on Air operations and Annex I – Definitions;
- draft Annex VIII – Part-SPO, technical requirements for specialised operations (commercial and non-commercial) with aeroplanes, helicopters, sailplanes, balloons;
- draft Annex IV – Part-CAT, technical requirements for commercial air transport operations with sailplanes and balloons (S+B);
- Comment Response Summary Table for Part-SPO.

The development of these requirements was based on the following objectives:

- maintain a high level of safety;
- ensure proportionate and distinct sets of rules for:
  - specialised operations; and
  - commercial air transport operations with sailplanes and balloons; and
- provide flexibility and efficiency for operators and competent authorities.

This CRD is the result of an extensive consultation process involving authorities, associations, operators and aviation experts.

Introduction

I. General

1. The purpose of NPA 2009-02 was to consult on the Opinion on the Implementing Rules (IR) for Air Operations (OPS) of EU Operators and the Decision on the related Acceptable Means of Compliance (AMC) and Guidance Material (GM). The scope of this rulemaking activity is outlined in the Terms of Reference (ToR) OPS.001.

2. NPA 2009-02 contained the following eight documents:

   - NPA 2009-02a: Explanatory Note and Appendices;
   - NPA 2009-02b: Draft Opinion and Decision Part-OPS;
   - NPA 2009-02c: Draft Opinion and Decision Part-OR (Subpart OPS);
   - NPA 2009-02d: Draft Opinion and Decision Part-AR (Subparts GEN, OPS, CC);
   - NPA 2009-02e: Draft Opinion and Decision Part-CC and Supplement to Draft Opinion Part-MED;
   - NPA 2009-02f: Cross-Reference Tables;
   - NPA 2009-02g: Regulatory Impact Assessment (RIA); and
   - NPA 2009-02g1: Corrigendum to RIA for Air Operations - concerning sailplanes and balloons.

II. Scope

3. This Comment Response Document (CRD), which contains the third package of OPS rules (hereafter referred to as CRD OPS III), addresses the comments received to NPA 2009-02a, 02b, 02g, and 02g1 in so far as they relate to:

   - commercial and non-commercial specialised operations (SPO); and
   - commercial air transport operations with sailplanes and balloons (CAT S+B).

4. This CRD does not address:

   - comments received to NPA 2009-02a, 02b, 02f, 02g, and 02g1 that related to commercial air transport (CAT) operations with aeroplanes and helicopters – these are covered in the CRD OPS I, published on 25 November 20101;
   - comments received to NPA 2009-02a, 02b, 02f, 02g, and 02g1 that related to non-commercial operations with and without complex motor-powered aircraft (NCO/NCC) – these are covered in the CRD OPS II, published on xxx

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[1] CRDs can be downloaded at the EASA website: http://easa.europa.eu/rulemaking/r-archives.php.

- comments received to NPA 2009-02e as well as comments related to cabin crew (CC) requirements to NPA 2009-02a, 02f, and 02g - these are covered in the CRD on Part-CC, published on 7 October 2010;
- comments received to NPA 2009-02c, 02d as well as comments related to Authority Requirements (AR) and Organisation Requirements (OR) to NPA 2009-02a, 02f, and 02g - these are covered in the CRD to Part-AR and Part-OR, published on 4 October 2010.

5. This CRD OPS contains the following documents:

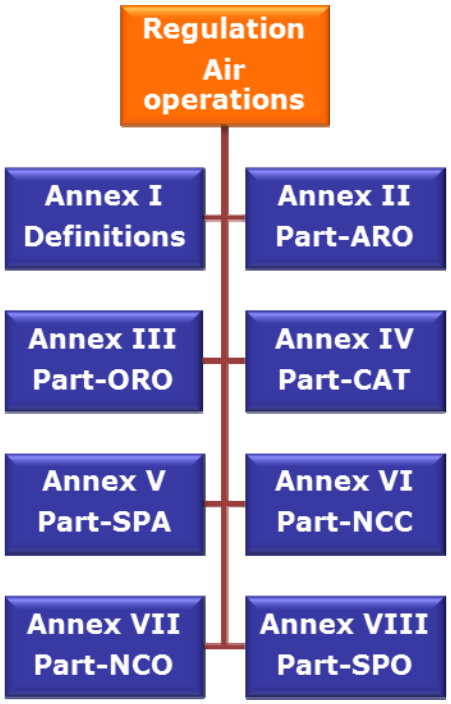
CRD a.1	Explanatory Note to CRD OPS III
CRD b.1	Addendum to Cover Regulation on Air operations including amendments to Annex 1 – Definitions for terms used in Annexes II to VIII
CRD b.2	Resulting text of Part-SPO
CRD b.3	Resulting text of Part-CAT (S+B)
CRD c.1	Comment Response Summary Table (CRST) Part-SPO
CRD d.1	Guidance for submitting reactions

6. The following documents have been already published with the CRD OPS I:

CRD to NPA 2009-2a 'Explanatory notes'	
CRD c.1	Comments received on NPA 2009-02a
CRD c.2	List of commentators for NPA 2009-02b
CRD to NPA 2009-2b 'Part-OPS'	
CRD c.1	Comments received on NPA 2009-02f
CRD c.2	List of commentators for NPA 2009-02f
CRD to NPA 2009-2f 'Cross Reference Tables'	
CRD c.1	Comments received on NPA 2009-02f
CRD c.2	List of commentators for NPA 2009-02f
CRD to NPA 2009-2g 'RIA'	
CRD c.1	Comments received on NPA 2009-02g
CRD c.2	List of commentators for NPA 2009-02g
CRD c.3	Comments received on NPA 2009-02g1
CRD c.4	List of commentators for NPA 2009-02g1

III. Rule structure

7. This CRD is based on the revised rule structure as proposed by the European Commission and the Agency in April 2011. The following chart provides an overview of the Annexes under the Regulation for Air Operations[2].



8. The structure is based on the Essential Requirements in Annex IV of Regulation (EC) No 216/2008[3] (hereafter referred to as the 'Basic Regulation') and ICAO Annex 6. Within Annexes IV, VI-VIII, the same general structure has been applied - Part-CAT, Part-NCC, Part-NCO and Part-SPO have the same rule sequence.

9. The rule structure, and in particular the Sections and Chapters, have been designed in such a way that requirements for additional aircraft categories, or even specific operations, could be added in the future without the need to make changes to the existing rule text.

10. In line with the Agency's rulemaking drafting guidelines, the following rule numbering convention was applied: <Part>.<Subpart>.<Section>.<N>.

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2 ARO – authority requirements for air operations; ORO – organisation requirements for air operations; CAT – commercial air transport operations; SPA – operations requiring specific approvals; NCC – non-commercial operations with complex motor-powered aircraft; NCO – non-commercial operations with other-than-complex motor-powered aircraft; SPO – specialised operations

3 Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC. OJ L 79, 19.3.2008, p. 1, as amended by Regulation (EC) No 1108/2009 of the European Parliament and of the Council of 21 October 2009, OJ L 309, 24.11.2009, p. 51.

<Part>: mandatory - up to four letters or digits

examples: NCC, NCO, SPO

<Subpart>: mandatory - up to four letters or digits

examples: GEN, OP, POL, IDE

<Section>: mandatory - up to five letters or digits

examples: A, H

<N>: mandatory - rule number – three digits, starting at 100, following numbers generally numbered in increments of 5.

IV. Consultation

11. NPA 2009-02 was published on the EASA website (http://www.easa.europa.eu/) on 30 January 2009.

12. The consultation period of the NPA was extended in accordance with Article 6(6) of the Rulemaking Procedure[4], at the request of stakeholders, to ensure sufficient time for analysing and commenting on the NPA.

13. The consultation period ended on 31 July 2009. The European Aviation Safety Agency ('the Agency') had received in total 13 775 comments on NPA 2009-02, of which around 8 200 comments were on the scope of the technical OPS Parts. The comment review published in CRD OPS I presented the Agency's responses to those comments that could clearly be associated with CAT operations relating to aeroplane and helicopter operations and also those comments that could not be attributed to a particular aviation sector. With regard to the comment review published in CRD OPS II, the Agency presented its responses to the comments related to non-commercial operations and also those comments that could not be attributed to a particular aviation sector. This CRD presents the Agency's responses to the comments that could be associated with commercial and non-commercial specialised operations, with CAT operations of sailplanes and balloons and comments that could not be clearly associated with a particular aviation sector.

14. The comment review was carried out in accordance with the joint approach for the extension of the EU competence set by the Agency and the Commission, and as endorsed by the Management Board and EASA Committee. This entails a phased approach for processing the first extension rules so that available resources and the comitology process can concentrate on the proposals in sequence.

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[4] EASA Management Board Decision 08-2007, amending and replacing the Rulemaking Procedure, adopted at the Management Board meeting 03-2007 of 13 June 2007.

(http://www.easa.eu.int/ws_prod/g/management-board-decisions-and-minutes.php)

15. All comments received on NPA 2009-02 were reviewed and analysed for their relevance with regard to proposed changes. Groups of experts were established to assist the Agency in responding to the comments received and revising the rules.

16. Comment summaries, related responses to summarised comments and the proposed revised rule text were discussed in detail with the following four rulemaking review groups (RGs):

- RG01 (CAT), focusing on the rules for commercial air transport operations;
- RG02 (SPO), focusing on the rules for specialised operations;
- RG03 (NCC), focusing on the rules for non-commercial operations of complex motor-powered aircraft; and
- RG04 (NCO), focusing on the rules for non-commercial operations of other-than-complex motor-powered aircraft.

17. With the exception of RG04, the composition of the RGs was based on that of the initial drafting groups established for rulemaking task OPS.001. Membership of these initial drafting groups was extended to include additional stakeholder representatives in line with the rules of procedures for the membership of rulemaking groups.

18. RG04 reviewed the draft requirements for non motor-powered aircraft, specifically for non-commercial operations. As the sailplane and balloon requirements for CAT have been based very much on those presented in Part-NCO, the Agency considered that it was not essential to have an additional review group to cover CAT S+B operations. To ensure adequate consultation with balloon operators, a workshop was held in April 2010 and further meetings took place to ensure that this sector was consulted during the review phase.

19. As for the previously published rules (Part-CAT (A+H), NCC and NCO), this CRD does not follow the traditional format: due to the considerable number of comments received to NPA 2009-02, it was not technically possible to generate a CRD using the Agency's comment response tool (CRT). Therefore, the Agency, in agreement with the Management Board, adopted an alternative method for processing all comments posted via the CRT. This alternative method is the comment response summary table (CRST). Because of the relatively small number of comments received on the NPA OPS that are related to aerial work, the format of the CRD differs slightly to those produced for Parts CAT, NCC and NCO.

20. The CRST of Part-SPO contains four columns:

- 'A: Segment description' displays the title of the rule commented ;
- 'B: Origin' displays the name of the commentators and the associated organisations;
- 'C: Comment' provides the comment as it was received in the CRT tool; and
- 'D: Response' provides the Agency response to the comment.

21. The majority of comments dealing with sailplane and balloon requirements have been answered already with the NCO CRST (published in CRD OPS II). The Agency received only a small number of specific stakeholders' comments related to CAT operations with sailplanes or balloons. It was therefore decided not to duplicate

these comments and the responses already included in the CRD OPS II (for Part-NCO) but to include a summary of these specific comments and the related responses in Annex IV of this Explanatory Note.

22. It must be noted that, due to the restructuring of the NPA's Part-OPS into five separate Parts (i.e. CAT, NCC, NCO, SPO, SPA), judging the appropriateness of each comment to a particular Part in the new OPS structure was challenging. This was particularly the case for OPS.GEN, where comments from the full range of stakeholders were made. Every effort was made to identify those commentators coming from CAT, NCC, NCO and SPO. When in doubt, the Agency chose to take into account all those 'difficult to attribute' comments when making revisions to the various Parts to which they could pertain. For example, an individual comment made to OPS.GEN could therefore be taken into account when revising not only Part-CAT but also Part-NCO, Part-NCC and Part-SPO.

23. Furthermore, since the NPA text was restructured into five separate Parts, the rule sequence as well as the rule text changed significantly. A text comparison between the old NPA text and the new CRD text is effectively unreadable and does not provide any meaningful added value to the reader. Therefore, the Agency did not include a text comparison.

IV. Publication of the CRD

24. The Agency Opinion will be issued at least 2 months after the publication of CRD for Part-SPO and Part-CAT (S+B) to allow for any possible reactions of stakeholders regarding possible misunderstandings of the comments received and responses provided.

25. Such reactions should be received by the Agency not later than 30 January 2012 and should be submitted using the comment response tool (CRT) at http://hub.easa.europa.eu/crt.

26. When submitting their reactions, stakeholders are kindly invited to follow the recommendations in the 'Guidance for submitting reactions'.

Addendum to the Cover Regulation on Air Operations and Annex I - Definitions

I. Scope

27. The Cover Regulation on 'Air Operations' defines the general applicability of the Parts it covers and proposes transition measures in the form of opt-outs[5]. It is prepared as an amending Regulation to the proposed Cover Regulation of Opinion 04/2011[6], taking into account the amending Regulation proposed with CRD OPS II related to NCC and NCO. Recent changes made by the European Commission during comitology related to the initial OPS Cover Regulation are not considered since these documents are not available to all stakeholders.

II. Overview

28. The Cover Regulation itself was not published with the NPA; however, the following elements were part of the NPA:

- scope and applicability were mentioned in the different Subparts of Part-OPS under the paragraphs relating to scope; and
- general principles for transition and grandfathering were explained in the NPA Explanatory Note.

29. Commentators focused on transition periods and requested sufficient time for the implementation of the new rules.

30. Regarding sailplane and balloon operations, stakeholders questioned whether transport of persons in sailplanes or balloons against remuneration would be considered as commercial air transport. At present the definition for 'commercial air transport' in Article 2 of the Cover Regulation (as published in Opinion 04/2011) would include such operations. Such operations would fall under the requirements set out in Annexes I-V of the Regulation on Air Operations (i.e. Annex I Definitions, Parts ARO, ORO, CAT and SPA).

III. Explanations

31. Article 1(1) of the amending Regulation specifies that any commercial (specialised) operation will be subject to a certificate.

32. Article 1(2) extends the scope of CAT operations to balloons and sailplanes.

33. Article 1(3) specifies that flights taking place immediately before, during or immediately after specialised services or tasks and directly connected to such specialised services or tasks do not only have to be carried out in accordance with Annex VIII Part-SPO but that commercial operators and non-commercial operators

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5 An opt-out is a type of transition measure that leaves to the Member States the choice to postpone the implementation date of a certain provision, up to a certain time limit defined by law.

6 Available on the Agency website at: http://easa.europa.eu/agency-measures/opinions.php.

of complex motor-powered aircraft (CMPA) also have to be in compliance with Part-ORO.

34. Article 1(4) includes consistency changes for training organisations.

35. Article 1(5) identifies the applicable Annexes for specialised operations. The new Annex VIII applies to all specialised operations and contains the technical requirements on operational procedures, performance, equipment and some general requirements. In addition, non-commercial operators of complex motor-powered aircraft and all commercial operators will also have to comply with Annex III Part-ORO. The related provisions were already published with the EASA Opinion 04/2011.

36. Whenever operating within defined airspace or conducting operations to lower minima, both commercial and non-commercial operators are required to hold a specific approval. The provisions related to such activities and approvals are contained in Part-SPA, which was published with the Opinion 04/2011.

37. The table below summarises the different OPS requirements applicable to commercial air transport with balloons and sailplanes and specialised operations:

Operation	**Part**	**Aircraft**	**Publication**
Commercial air transport	Part-CAT	Balloons Sailplanes	Published with this CRD
	Part-SPA	Balloons Sailplanes	Published with Opinion 04/2011
	Part-ORO	Balloons Sailplanes	Published with Opinion 04/2011
Specialised operations	Part-SPO	Aeroplanes Helicopters Balloons Sailplanes	Published with this CRD
	Part-SPA	Aeroplanes Helicopters Balloons Sailplanes	Published with Opinion 04/2011
	Part-ORO (non-commercial with CMPA and any commercial)	Aeroplanes Helicopters Balloons Sailplanes	Published with Opinion 04/2011

38. Article 1(6) of the amending Regulation contains the entry into force and opt-out provisions. The definition of a maximum applicability date for the Implementing Rules (IRs) in Article 70 of the Basic Regulation limits the periods available for transition by establishing that the IRs shall be applicable no later than 8 April 2012. On request of the European Commission, the method of opt-outs was chosen to cater for the transitional period where it extends beyond 8 April 2012.

39. For all operations addressed with this CRD a general opt-out of 3 years is proposed.

40. Article 1(7) includes the additional definitions for terms used in Part-SPO that will be added to Annex I Definitions: competition flight, flying display, human external cargo (HEC), HEC class A-C operations and task specialist. Annex I presents definitions for terms used in the Annexes to the Regulation on Air Operations.

- A definition for 'competition flight' is included, based on that of 'special event' as given in CAA UK's CAP 403 (Flying displays and special events: a guide to safety and administrative arrangements). Stakeholders are invited to comment on this definition.
- The definition for 'flying display' is based on that given in CAP 403, and refers to 'organised events' in place of the 'advertised event open to the public' that is used in CAP 403.
- 'Human external cargo' and the classes of HEC operations are dealt with under Part-SPO.
- The 'task specialist' is directly associated with the specialised task and may or may not be assigned to duties by the operator. However, those that are assigned by the operator also fall under the definition of 'crew member' (as published in Annex I, Opinion 04/2011). Depending on the aircraft being operated (CMPA vs. otCMPA (other-than-complex motor-powered aircraft)) and whether the operation is commercial or not, requirements regarding crew members in Part-ORO would also apply. When using the term 'task specialist' in Part-SPO, it should be understood as a person performing a specialised task, whether this person is assigned by the operator or not.

Annex IV - Part-CAT for sailplanes and balloons

I. Scope

41. Part-CAT contains the technical requirements for commercial air transport (CAT) operations with aeroplanes, helicopters, sailplanes and balloons. It consists of four Subparts, which are further broken down to Sections containing aircraft specific rules. Some Sections are further broken down into Chapters.

42. The structure of the Subparts is comparable to the structure of the Essential Requirements in Annex IV of the Basic Regulation, EU-OPS/JAR-OPS 3, and ICAO Annex 6 Part I.

43. The rule structure, in particular the Sections and Chapters, has been designed in such a way that requirements for additional aircraft categories, or even specific operations, could be added in the future without the need to make changes to the existing rule text. It should be noted that future rulemaking tasks will develop the requirements for airships, tilt-rotor aircraft and unmanned aerial systems.

44. Figure 1 and Figure 2 provide an overview of the structure of Part-CAT.

45. This Explanatory Note concerns only the Sections for CAT operations with sailplanes and balloons. For the CAT.GEN and the CAT.OP requirements no specific aircraft category section for sailplane or balloon operations was developed. As the rule identifier for these sections containing requirements for both categories the term “non motor-powered aircraft” (NMPA) was chosen:

- CAT.GEN.NMPA;
- CAT.OP.NMPA;
- CAT.POL.S, CAT.POL.B;
- CAT.IDE.S, CAT.IDE.B.

46. The Explanatory Note and Implementing Rules for the requirements for CAT operations with aeroplanes and helicopters were published already in Opinion 04/2011.

Figure 1: Structure of Part-CAT – rule title headings

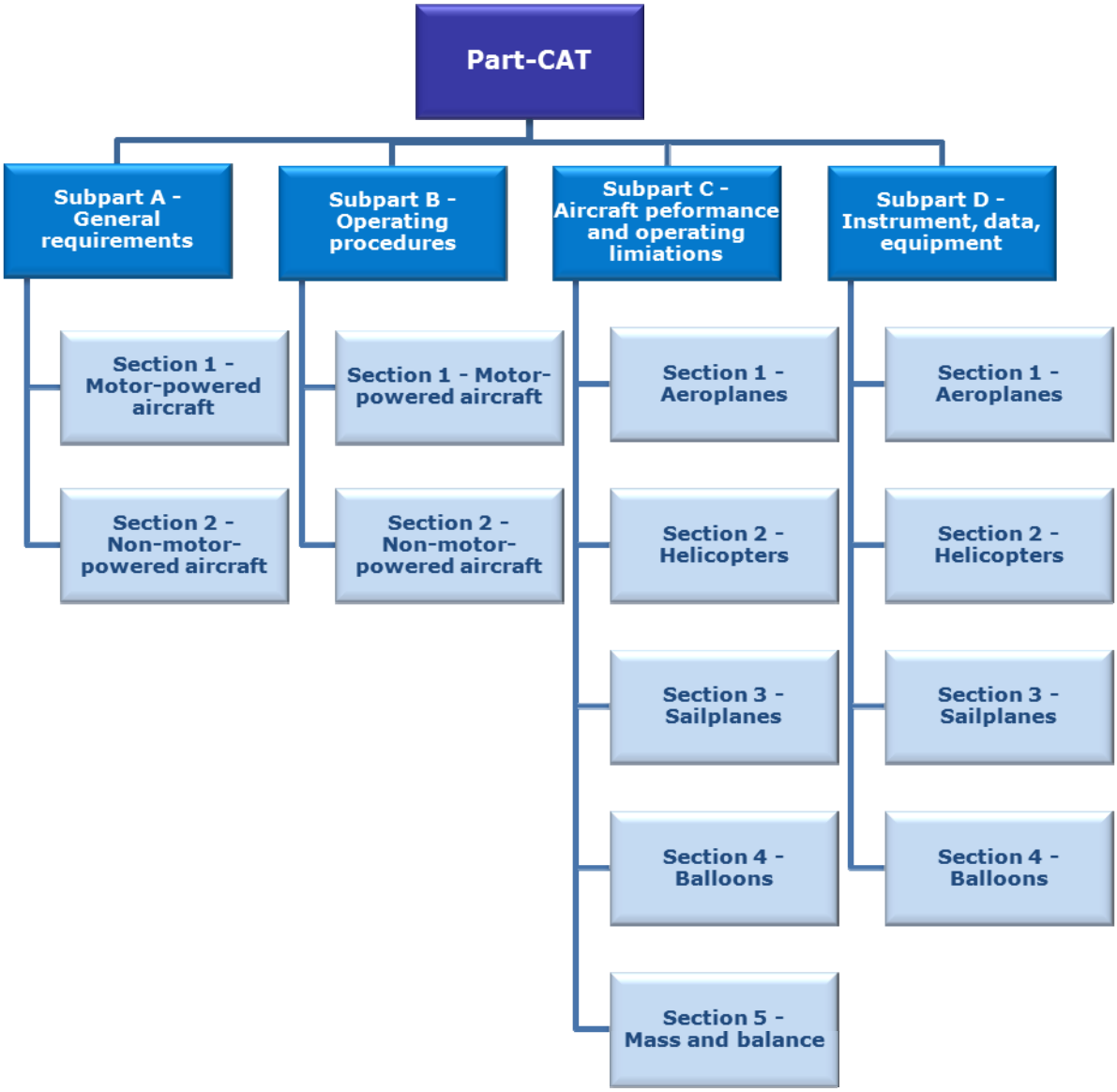
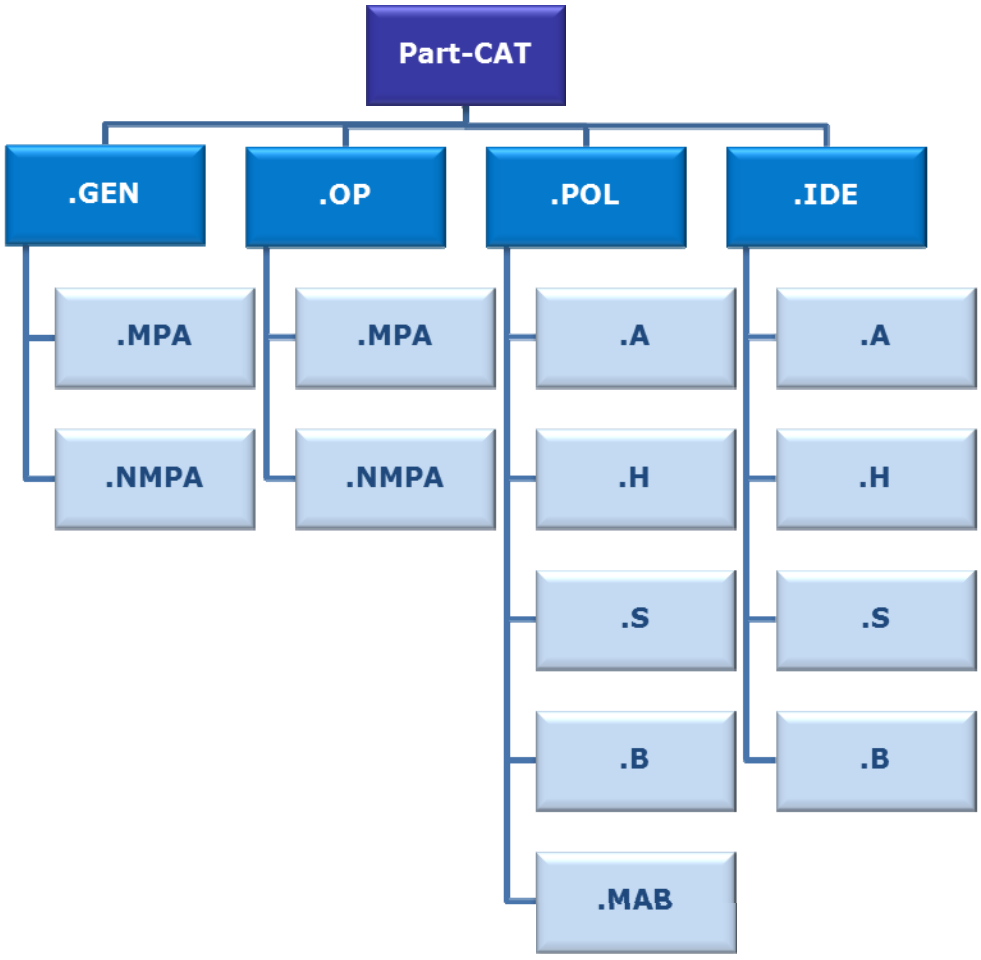


Figure 2: Structure of Part-CAT – rule identifiers



II. Overview

Related Parts

47. Part-CAT (S+B) should be read together with:

- the Cover Regulation on Air Operations in particular concerning applicability dates and transition periods;
- Annex I – Definitions for terms used in Annexes II to VIII;
- Annex II – Part-ARO containing, among others, authority requirements for operators relating to oversight responsibilities and the list of specific approvals;
- Annex III – Part-ORO containing organisation requirements for commercial air transport operations that are also applicable to sailplanes and balloons; and
- Annex V - Part-SPA, which contains the requirements for operations requiring a specific approval.

General comments

48. General comments received on NPA 2009-02a and NPA 2009-02b related to CAT S+B can be summarised as follows:

- Most commentators found NPA Part-OPS too difficult to read and requested to split the rules into distinctive Parts, dealing with specific operations and/or specific aircraft categories. The Agency accepted these comments and NPA Part-OPS has been split into five Parts – Part-CAT, Part-SPA, Part-NCC, Part-NCO and Part-SPO.
- Many commentators recommended separating the rules into aircraft-specific rules. The Agency accepted this request where an additional benefit is obvious; in Part-CAT S+B the rules for instrument, data and equipment and for performance and operating limitations have been broken down into aircraft-specific sections. However, for consistency reasons and in order to reduce complexity, the Agency developed operations-specific Parts covering several classes of aircraft.
- Some commentators argued that the balance between IR text and AMC/GM was not justified and requested that AMC material be upgraded to IR level. The Agency has accepted this request where appropriate, taking into account that the rules have to provide sufficient flexibility to operators and authorities.
- In general, commentators provided support for the rule structure of Subparts (.GEN, .OP, .POL, .IDE). Therefore, the Agency maintained the concept of four Subparts, which have been further broken down into Sections and Chapters, where appropriate.

Specific comments

49. As mentioned above the Agency received only a few specific comments on NPA 2009-02a and NPA 2009-02b related to CAT S+B requirements. The Agency therefore decided not to publish a specific Comment Response Table (CRST) containing a summary of these comments and responses but to address the issues in this Explanatory Note. The general comments related to CAT requirements have already been answered and published with the CRD for CAT (A+H) (CRD OPS I). The other general comments related to sailplane and balloon operations have been addressed in the CRD to Part-NCO (CRD 2009-02b - OPS II) as well as the CRD to Part-AR/OR (CRD 2008-22b and 2009-02d and CRD 2008-22c and 2009-02c).

50. The additional CAT related issues raised in the comments can be summarised as follows:

- One stakeholder requested that the requirements for commercial and non-commercial operations of sailplanes and balloons should be the same as the operations themselves are fundamentally the same. The Agency has taken this comment into account and has aligned the majority of the sailplane and balloon rules in Part-CAT with those in Part-NCO.
- Several stakeholders requested that tethered flights with passengers in balloons by night should be exempted from the requirement OPS.GEN.220.B.

The Agency would like to remind stakeholders that the definition of 'night' as presented in the NPA was amended (please see Annex I of the draft Regulation presented in Opinion 04/2011). In addition, the Agency, in consultation with the Review Group and experts, reviewed the requirement on operating limitations and deleted the exclusion of landing at night (without specific reference to tethering) as there are more situations where a landing at night with balloons should be allowed under certain circumstances.

- Several comments were received on OPS.GEN.405 regarding the crew restraint harness. This issue was discussed with the Review Group and experts, and concluded that a restraint harness for the commander should be introduced for all CAT balloon operations. For clarity, the term used is 'pilot restraint harness'.
- Another issue that attracted several comments was protective clothing, as presented in OPS.GEN.105. Some of the items listed in the NPA were not considered as essential and the intent of the rule was not clear. As a response, the items considered as most important by the RG04 and experts were retained but moved to GM level.
- One NAA proposed to specify that persons unable to understand and respond to instructions given by the crew should fall under the requirement for special categories of passengers (SCPs). The Agency considered this to be a valuable item and have amended the AMC accordingly (AMC1-CAT.OP.NMPA.115).

Changes compared to the NPA and main principles

51. The rule sequence has been amended in order to align with the rule sequence of Parts CAT, NCO, NCC and SPO. This involved transferring rules between Subparts (as were presented in NPA 2009-02b). The rule title comparison table in this Explanatory Note provides an overview of how NPA Part-OPS and CRD Part-CAT rules correlate with each other.

52. The general drafting principle was to align with the requirements in Part-CAT, though taking into account those for sailplanes and balloons in Part-NCO to ensure proportionality for these operations. As the requirements for CAT operations with aeroplanes and helicopters have already been published in Opinion 04/2011, the decision was taken to align with those rules where the intent of the rule for non motor-powered aircraft (NMPA) would be the same as for motor-powered aircraft (MPA). Such differences to the NPA text should be considered as editorial, improving clarity, and are not further discussed below. The rule title comparison tables assist in understanding where the requirements as published in the NPA can be found in this CRD. The Explanatory Note provides a commentary on those paragraphs where the changes are more than purely editorial.

III. CAT.GEN.NMPA: Subpart A – General requirements

General

53. This Subpart contains general requirements for commercial air transport operations with sailplanes and balloons. Most rules in this Subpart correspond to

the former rules of NPA OPS.GEN Sections I and V and of OPS.CAT Section I. OPS.GEN Section VI was not transposed since these rules are covered under ORO.SEC and Regulation (EC) No 300/2008 of the European Parliament and of the Council on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002, and its implementing rules.

Specific issues

CAT.GEN.NMPA.100 Touring motor glider and powered sailplanes

54. The purpose of this new requirement is to clarify under which rules touring motor gliders are subject to as they are sometimes operated as sailplanes and at other times as aeroplanes.

CAT.GEN.NMPA.105 Responsibilities of the commander

55. In accordance with the new drafting principles, the IR makes a reference to the Essential Requirements in Annex IV of the Basic Regulation, where such requirements are addressed in more detail. The NPA rule text has been amended to take into account items that are already mentioned in the Essential Requirements and so as not to duplicate them.

56. Additional responsibilities of the commander of a balloon have been laid down in a separate requirement. An AMC and a GM provide further means to comply with this requirement.

CAT.GEN.NMPA.120 Portable electronic devices

57. Due to the alignment of the rule sequence with the other Parts, this requirement has been moved from the former Section II operational procedures to Subpart CAT.GEN. The requirement is now addressed to the operator.

58. The corresponding GM1 has been – compared to the NPA version – shortened and limited to explanatory information about the reasons for interferences and recommendations to the operator. A new AMC / GM on portable electronic devices will be developed as part of the future rulemaking task RMT.0061 / 25.063 ‘Portable electronic devices (PEDs)’.

CAT.GEN.NMPA.125 Information on emergency and survival equipment carried

59. This requirement transposes the former OPS.CAT.050. The rule text is aligned with the other Parts.

CAT.GEN.NMPA.130 Alcohol and drugs

60. This requirement stems from OPS.CAT.111 proposed with the NPA but has been amended and aligned with CAT.GEN.MPA.

CAT.GEN.NMPA.140 Documents, manuals and information to be carried

61. This new requirement merges the content of the former OPS.GEN.600 and OPS.GEN.605. The text has been amended to reflect the specific needs of CAT operations with sailplanes and balloons and has been aligned with its equivalent in Part-NCO.

CAT.GEN.NMPA.150 Transport of dangerous goods

62. This requirement addresses the circumstances under which dangerous goods might be carried without holding an approval in accordance with SPA.DG. This concerns, for example, items carried in passengers' baggage that are normally considered as dangerous goods. This paragraph also addresses the awareness of the commander to detect dangerous goods carried inadvertently.

63. The approach taken by the Agency is to work with a dynamic reference to the ICAO Technical Instructions, as presented in the NPA. The reference is specified in the IR. Extracts from the Technical Instructions are not generally included in these rules. Only requirements specifying particular operator responsibilities have been repeated from the Technical Instructions.

64. The term 'Technical Instructions' is defined in Annex I (as published in Opinion 04/2011).

CAT.GEN.NMPA.155 Immediate reaction to a safety problem

65. The Agency considers it necessary to introduce the obligation for the operator conducting CAT operations to implement the safety measures issued by the competent authority and mandatory safety information issued the Agency such as airworthiness directives (ADs).

IV. CAT.OP.NMPA: Subpart B – Operating procedures

General

66. This Subpart contains requirements for operating procedures for CAT operations. It is separated into two Sections:

- Section 1 – motor-powered aircraft (aeroplanes and helicopters); and
- Section 2 – non motor-powered aircraft (sailplanes and balloons).

This Explanatory Note discusses Section 2.

67. Most rules in this Subpart correspond to the former rules of NPA OPS.GEN Section II and OPS.CAT Section II.

Specific issues

CAT.OP.NMPA.105 Noise abatement procedures

68. . Noise abatement procedures for sailplanes and balloons are addressed to the operator and the objective that safety has priority over noise abatement has been added.

CAT.OP.NMPA.110 Fuel or ballast supply and planning - balloons

69. This requirement has been added to cater for the fuel or ballast supply and the planning for CAT operation with balloons. The text provides some operating conditions on which the calculation has to be based and has been aligned with its equivalent in Part-NCO.

CAT.OP.NMPA.115 Carriage of special categories of passengers (SCPs) - balloons

70. The new rule text changes for clarity and consistency the term 'persons' into 'passengers'. The proposed text of the Implementing Rule and of the related AMC has been redrafted taking into account Regulation (EC) No 1107/2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air[7]. Particular attention has been given to Article 2(a), which gives a definition of 'disabled person' or 'person with reduced mobility' that has a slightly wider scope than its equivalent in EU-OPS (re. ACJ OPS 1.260 in Section 2 of JAR-OPS 1) and to the specific needs for CAT operation with balloons. An additional AMC has been developed and aligned with the requirements in the other Parts.

CAT.OP.NMPA.120 Stowage of baggage

71. This rule is derived from OPS.CAT.120 and combines both the elements of OPS.CAT.120 and OPS.GEN.120. It has been amended in order to focus on sailplane and balloon related issues.

CAT.OP.NMPA.125 Passenger briefing

72. The new rule text has been adapted to CAT operations with sailplanes and balloons. It clarifies that the briefing can also be made before or, where appropriate, during the flight and not only before take-off or in case of emergencies.

73. The two AMCs address specific briefing items for CAT balloon and sailplane operations.

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[7] OJ L 204, 26.7.2006, pp. 1-9.

CAT.OP.NMPA.130 Flight preparation

74. This requirement has been added to align with the equivalent rule for motor-powered aircraft.

CAT.OP.NMPA.140 Securing of passenger and pilots compartment

75. This rule is derived from OPS.GEN.120 but has been redrafted to be more appropriate to balloon and sailplane operations.

CAT.OP.NMPA.145 Smoking on board

76. The NPA rule has been simplified and shortened as some paragraphs of the original requirement are beyond the scope of sailplane and balloon operations.

CAT.OP.NMPA.155 Ice and other contaminants – ground procedures

77. The former OPS.GEN.100 has been split into two requirements for CAT with aeroplanes and helicopters: the first one dealing with ground procedures and the second with flight procedures. For sailplane and balloon operations the Agency only kept the requirements for the ground procedures as the in-flight procedures have no relevance for CAT operations with balloons and sailplanes.

78. The corresponding AMC has been deleted for sailplane and balloon operations. It is considered more appropriate to include such material as proposed with the NPA in a leaflet to raise awareness rather than producing regulatory material.

CAT.OP.NMPA.160 Take-off conditions

79. The text has been slightly amended to reflect CAT operations with sailplanes and balloons only, but the intent of the rule has been maintained.

CAT.OP.NMPA.165 Simulated abnormal situations in flight

80. The text is derived from OPS.GEN.105 and aligned with CAT.OP.MPA.275 but the reference to flights in IMC by artificial means has been deleted as this requirement is not applicable to CAT balloon and sailplane operations.

CAT.OP.NMPA.170 In-flight fuel or ballast management

81. The text has been amended to reflect the specific operational needs of powered sailplanes and balloons.

CAT.OP.NMPA.175 Use of supplemental oxygen

82. The text addresses the operational requirement on when to use supplemental oxygen. It has to be read in conjunction with the related requirements on oxygen in CAT.IDE.S.125 and CAT.IDE.B.125.

CAT.OP.NMPA.185 Operational limitations – hot-air balloons

83. The text has been amended and is addressed to hot-air balloon operations only, as gas-balloon operations should be treated differently. The original NPA requirement OPS.GEN.220 (a) was deleted as a landing with balloons during night should be allowed under certain circumstances.

V. CAT.POL: Subpart C – Aircraft performance and operating limitations

General

84. This Subpart contains rules for aircraft performance and operating limitations for CAT operations with sailplanes and balloons.

85. Most rules in this Subpart correspond to the former rules of NPA OPS.GEN Section III.

Specific issues – Section 3 Sailplanes

CAT.POL.S.100 Operating limitations - General

86. The text of the NPA has been reproduced in the new rule text, with one additional subparagraph on the display of placards, listings and instrument markings that contain those operating limitations.

CAT.POL.S.105 Weighing

87. This requirement contains the elements of OPS.GEN.305 but the wording has been improved for greater clarity.

88. Many comments underlined that this requirement should not be in the OPS rules but should be covered under Part-M rules. The requirements for weighing of aircraft have been kept, for the time being, in this Regulation. They will be incorporated into Part-M within the rulemaking task RMT.0244 / MDM.047[8]. This task will include an assessment of subjects/organisations entitled to perform aircraft weighing.

89. Provision for periodic aircraft reweighing has been proposed for deletion since the conditions for a reweighing are already sufficiently described in the new subparagraph (a).

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[8] Alignment of Regulation No (EC) 2042/2003 with Regulation (EC) No 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme

CAT.POL.S.110 Performance - General

90. The requirement is derived from OPS.GEN.315 and only minor editorial amendments have been made to improve clarity.

Specific issues – Section 4 - Balloons

CAT.POL.B.100 Operating limitations - General

91. As explained above for the equivalent sailplane requirements in Section 3, the text of the NPA has been largely retained, with one additional paragraph on the display of placards, listings and instrument markings that contain those operating limitations.

CAT.POL.B.105 Weighing

92. The balloon and sailplane requirements have been aligned (please see the explanation given to CAT.POL.S.105).

CAT.POL.B.110 System for determining the mass

93. This requirement has been included in order to align with the equivalent aeroplane requirements in Section 1 (as presented in Opinion 04/2011). As the calculation of the take-off mass is also a very important safety related factor in CAT balloon operations the Agency decided to align with the aeroplane section and add this requirement also for commercial balloon operations.

CAT.POL.B.115 Performance - General

94. The requirement has not been changed. Only minor editorial amendments have been made.

VI: CAT.IDE: Subpart D – Instruments, data and equipment

95. This Subpart contains instruments, data and equipment requirements for CAT operations with sailplanes and balloons. It consists of four Sections:

- Section 1 – aeroplanes;
- Section 2 – helicopters;
- Section 3 – sailplanes; and
- Section 4 – balloons.

96. Most rules in this Subpart correspond to the former rules of NPA OPS.GEN Section IV.

97. The text has, in general, been drafted to keep performance-based objectives, where practical, at IR level and systems/equipment specifications and means of compliance at AMC level.

98. Equipment requirements have been separated from purely operational requirements, e.g. on the use of equipment, which are addressed in CAT.GEN.NMPA or CAT.OP.NMPA as applicable.

99. The numbering of the rules in the Section of CAT.IDE is not consistent. Although rules for A and H follow the same numbering order and principle, it was not always possible to apply the same rule numbering for sailplanes and balloons as these aircraft categories have many differences to aeroplanes and helicopters. This is why the numbering for sailplanes and balloons is consecutive within their Sections.

100. Regarding hand fire extinguishers, sailplanes have been excluded from this requirement for the following reasons:

- it is unlikely to have a fire on a sailplane due to the absence of possible fire sources (e.g. fuel, engines, electrical systems)
- the space available in the cockpit is limited or for some types there is no space available at all; or
- the fire extinguisher could only be fitted behind the pilot's head, which could endanger the safety of the pilot.

Specific issues – Section 3 - Sailplanes

CAT.IDE.S.100 Instruments and equipment - general

101. The approval requirements have been clarified in line with the Part-21 requirements. Additional provisions have been added to ensure that instruments and equipment not required by Part-CAT that do not need to be approved in accordance with Part-21 are not used for safety functions and do not affect airworthiness. Moreover, applicability of airworthiness requirements for equipment approval on aircraft registered in third countries has been clarified. A GM has been added with this purpose.

CAT.IDE.S.110 Operations under VFR – flight and navigational instruments

102. It is proposed to require that only powered sailplanes operated under VFR should be equipped with a means of displaying the magnetic heading.

CAT.IDE.S.115 Cloud flying – flight and navigational instruments

103. With the NPA 2009-02 the Agency proposed the requirement OPS.GEN.415 dealing with instruments and equipment for VFR night and IFR flights with sailplanes. As there are no IFR flights with sailplanes and as the Agency believes that night VFR flights with sailplanes are only very rarely conducted, this requirement has been deleted but a new one for flights in cloud has been developed.

CAT.IDE.S.120 Seats and restraint systems

104. A dedicated requirement for seats, belts and restraint systems has been introduced. A definition for 'upper torso restraint' (UTR) has been also provided in the AMC to offer flexibility for existing design solutions. The review of comments made it clear that the term 'harness' was not used consistently.

CAT.IDE.S.125 Supplemental oxygen

105. The Agency received several comments suggesting alleviations not only for non-commercial operations but also for sailplanes and balloons in general, based on current operational practice in some Member States and the ICAO SARPs.

106. Review Group 02 provided evidence that in Europe there are no records of accidents due to lack of oxygen occurring below 14 000 ft and also expressed a safety concern about the constraint to hold aircraft at low flight levels when flying in cloud and icing conditions if not equipped with oxygen.

107. The Agency reviewed all comments and material received on this subject and points out the following:

- The Agency took in particularly into account that human physiology is not different depending on the nature of operations conducted (commercial or non-commercial) or the complexity of the aircraft. Therefore, the proposed text implements the content provided in Attachment 2.A of ICAO Annex 6 Part II and requires to carry supplemental oxygen as also foreseen in Part-NCO.
- The Agency also acknowledges the assessments carried out by ICAO on this subject, available in Doc 8984 in the last amended version of 2008. This document contains in particular a description of the effects of hypoxia at different altitudes and substantiates the necessity of the requirement.
- It is recognised that pilots with a long established flying experience in certain mountainous regions may be physiologically adapted to these altitudes. However, based on medical studies mentioned above, the Agency also has safety concerns on such flights where a lack of oxygen can result in a cognitive impairment or (partial) incapacitation of the pilot. In addition, passengers with underlying medical conditions may be adversely affected by an oxygen deficiency.

CAT.IDE.S.130 Flight over water

108. Based on comments received, the Agency has assessed the possibility to use a personal locator beacon (PLB) in place of an emergency locator transmitter for certain small aircraft and verified that an equivalent level of safety is provided. Relevant AMC and GM on PLBs have also been added.

Specific issues – Section 4 - Balloons

CAT.IDE.B.100 Instruments and equipment - general

109. The approval requirements have been clarified in line with the Part-21 requirements. Additional provisions have been added to ensure that instruments and equipment not required by Part-CAT that do not need to be approved in accordance with Part-21 are not used for safety functions and do not affect airworthiness. Moreover, applicability of airworthiness requirements for equipment approval on aircraft registered in third countries has been clarified. A GM has been added for this purpose.

CAT.IDE.B.110 Operating lights

110. This requirement is derived from OPS.GEN.415. It is proposed to add a requirement for flights at night and specifying means to illuminate not only the instruments but also the equipment essential for the safe operation of the balloon. Furthermore, an independent portable light is included.

CAT.IDE.B.115 Operations under VFR – flight and navigational instruments

111. This requirement is derived from OPS.GEN.415. It is proposed to add a requirement for an altimeter on balloons, when applicable. Conditions that would require its use are specified in an AMC.

CAT.IDE.S.120 Restraint systems

112. A dedicated rule for a pilot restraint system has been added based on the feedback received and additional discussions with the balloon experts. An additional AMC has been developed.

CAT.IDE.B.130 Supplemental oxygen

113. The balloon and sailplane requirements have been aligned (please see the explanations provided for CAT.IDE.S.125).

CAT.IDE.B.135 Hand fire extinguishers

114. A dedicated rule for hand fire extinguishers has been drafted. Provisions mandating the use of the extinguishing agent Halon were removed to comply with Regulation (EC) No 1005/2009, which will forbid its use. The rule contains a general safety objective on the efficiency of the fire extinguishing agent. This allows the continued use of Halon during the transition period.

CAT.IDE.B.140 Flight over water

115. Based on comments received, the Agency has assessed the possibility to use a personal locator beacon (PLB) in place of an emergency locator transmitter for

certain small aircraft and verified that an equivalent level of safety is provided. Relevant AMC and GM on PLBs have also been added.

CAT.IDE.B.150 Miscellaneous equipment

116. This is an amendment of OPS.GEN.405, which listed most of the additional equipment items for balloon operations included in this requirement. Only minor amendments have been made and the term “mixed balloons” was added, based on the comments received.

Annex VIII - Part-SPO

I. Scope

117. Part-SPO contains the technical requirements for commercial and non-commercial specialised operations.

118. This Part consists of five Subparts. Subpart D, SPO.IDE, is further broken down into Sections containing aircraft-specific rules for aeroplanes, helicopters, sailplanes and balloons. Figures 1 and 2 provide an overview of the structure of Part-SPO. Subpart E is specific to Part-SPO and is explained in more detail below.

Figure 1: Structure of Part-SPO – rule title headings

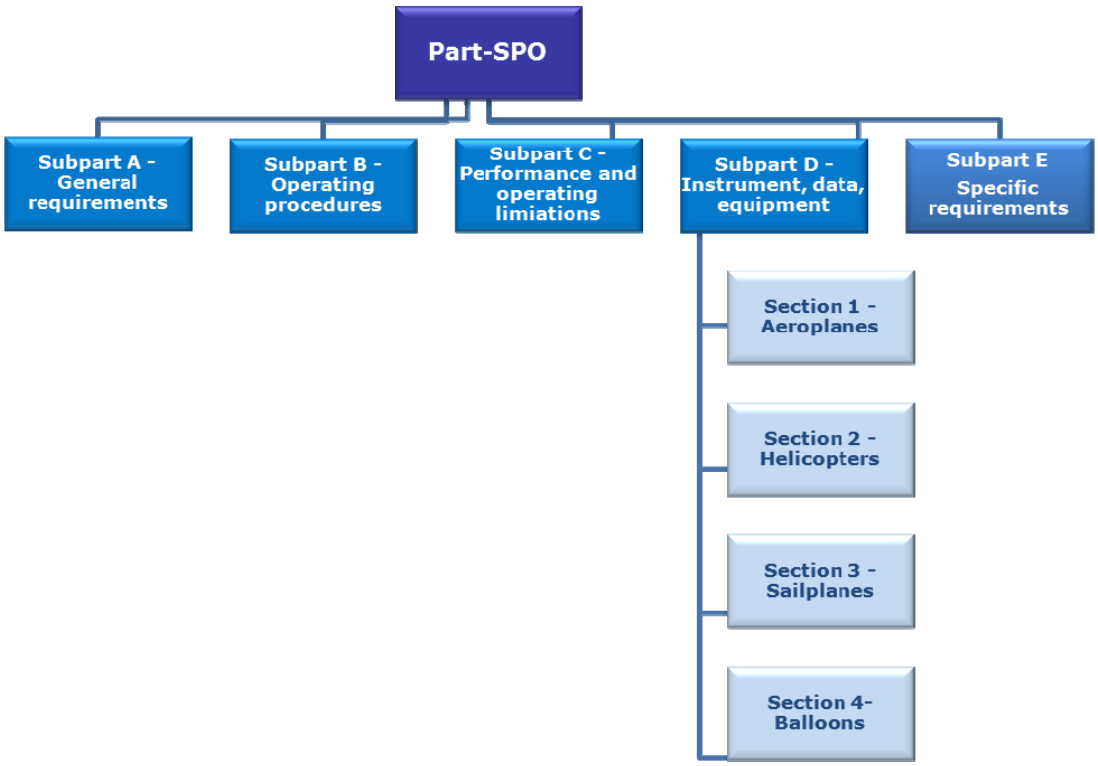
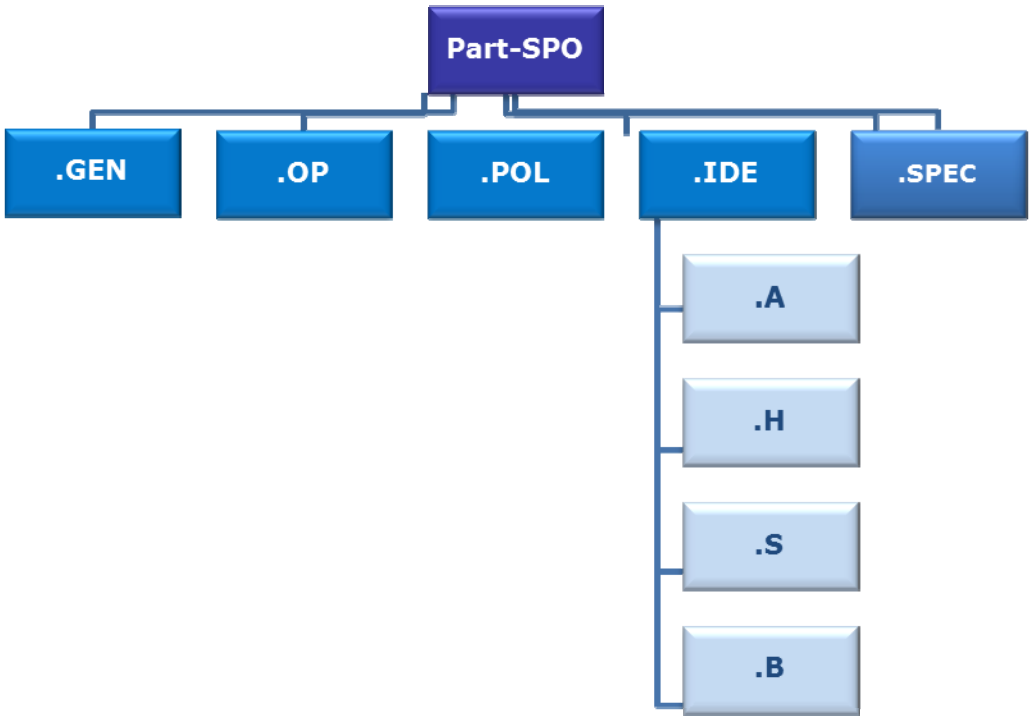


Figure 2: Structure of Part-SPO – rule identifiers



II. Overview

Related Parts

119. Part-SPO should be read together with:

- the Cover Regulation on Air Operations in particular concerning applicability dates and transition periods;
- Annex I – Definitions for terms used in Annexes II to VIII;
- Annex II – Part-ARO containing, among others, authority requirements for SPO operators relating to oversight responsibilities and the list of specific approvals;
- Annex III – Part-ORO containing organisation requirements for SPO operators conducting commercial specialised operations and non-commercial specialised operations with complex motor-powered aircraft; and
- Annex V - Part-SPA, which contains the requirements for operations requiring a specific approval.

General comments

120. General comments received on NPA 2009-02a and NPA 2009-02b related to SPO can be summarised as follows:

- Most commentators found NPA Part-OPS too difficult to read and requested to split the rules into distinctive Parts, dealing with specific operations and/or specific aircraft categories. The Agency accepted these comments and NPA Part-OPS has been split into five Parts – Part-CAT, Part-SPA, Part-NCC, Part-NCO and Part-SPO.
- Many commentators recommended separating the rules into aircraft-specific rules. The Agency accepted this request where an additional benefit is obvious; for example, the rules for instruments, data and equipment (IDE) have been broken down into aircraft-specific sections. However, for consistency reasons and in order to reduce complexity, the Agency developed operations-specific Parts covering all classes of aircraft.
- Some commentators argued that the balance between IR text and AMC/GM was not justified and requested that AMC material be upgraded to IR level. The Agency has accepted this request where appropriate, taking into account that the rules have to provide sufficient flexibility to operators and authorities.
- In general, commentators provided support for the rule structure of Subparts (.GEN, .OP, .POL, .IDE). Therefore, the Agency maintained the concept of the four Subparts. However, for Part-SPO, an additional Subpart E (on specific requirements) has been added to take into account the specificities of specialised operations. Subparts D and E have been further broken down into Sections and Chapters.

Changes compared to the NPA

121. In NPA Part-OPS, the requirements for specialised operations were located in Subpart C OPS.COM and a few AMCs to OPS.GEN specifically related to COM operators. The new Part-SPO only contains SPO-related rules.

122. The rule sequence has been amended in order to align with the rule sequence of Part-NCC and Part-NCO. This involved transferring rules between Subparts. The rule title comparison provides an overview of how NPA Part-OPS and CRD Part-SPO rules correlate with each other.

Particularity of Part-SPO

123. Part-SPO covers many different types of activities. The list contained in the scope shows the complexity of the activities. The rules in Part-SPO were drafted to take into account the nature of those specific operations. Typical aerial work operations encompass the majority of the activities listed in the rule but other specialised operations may exist. The list is not exhaustive. It is recognised that the border between aerial work activities and other specialised operations is sometimes difficult to define.

124. Whereas SPO rules were drafted irrespective of whether specialised operations are conducted commercially or non-commercially, due account was taken of the type of aircraft used. Generally, Part-SPO contains rules for all types of aircraft. However, where necessary, some rules are aircraft-specific, meaning that they

sometimes only apply to operations conducted with complex motor-powered aircraft or with other-than-complex motor-powered aircraft.

125. Part-SPO contains Subpart E on specific requirements. This subpart contains the exemptions, alleviations or additional requirements to the rules laid down in Subpart A to D.

126. The SPO rules have been drafted to regulate those specific situations where the operation of an aircraft is done solely for the purpose of a specialised task. However, the variety and complexity of specialised operations makes it impossible to propose the same rules for all SPO operators. This, of course, had an impact on the content of the rules for which some exemptions needed to be foreseen. These exemptions are contained in Subpart E – Specific requirements. Subpart E is also meant to be an "open box" to integrate other types of specialised operations that are not known today and will facilitate the introduction of relevant exemptions, alleviations or additional requirements needed in the future.

127. Standard operating procedures (SOPs). As was presented in the NPA, the Agency proposes a concept of standard operating procedures for specialised operations in order to cater for the variety of activities that can be undertaken. SPO operators are required to develop SOPs for the activity they intend to conduct, based on a risk assessment to ensure that proper mitigating measures are in place. The SOPs are contained in Subpart E (Specific requirements) and are divided between IR and AMC material. In addition to the helicopter external sling load (HESLO) SOP that was contained in the NPA, the CRD now contains a SOP for human external cargo (HEC) operations as proposed by the review group members.

III. SPO.GEN: Subpart A – General requirements

General

128. This Subpart contains general requirements for commercial and non-commercial specialised operations.

129. Most rules in this Subpart correspond to the former rules of NPA OPS.GEN Sections I - VI and of NPA OPS.COM Sections I – IV and are aligned with Part-NCO and Part-NCC as far as applicable.

Specific issues

SPO.GEN.100 Competent authority

130. The determination of the competent authority is based on the 'principle place of business'. For aircraft registered in a third country, the criterion used is the State where the operator is established or residing. Indeed, as the operator can be either a company or a natural person, the determination of the competent authority needs to take into account both situations where the company is established or where the pilot is residing.

SPO.GEN.101 Scope

131. Specialised operations are defined in the cover regulation that was already published with Opinion 04/2011. Paragraph SPO.GEN.101 establishes a list of 26 activities considered as being covered under Part-SPO as specialised tasks. These are the activities known by the Agency that are taking place in Member States today. This is a non-exhaustive list and any other specialised task that would be identified as needed to be regulated under Part-SPO shall be added to the list in the future.

SPO.GEN.105 Crew member responsibilities

132. For SPO, crew member responsibilities are addressed to the flight crew (other than the pilot-in-command for whose responsibilities are covered in SPO.GEN.106/107), meaning the second pilot if applicable. They are also addressed to task specialists who are assigned to perform specialised task by the operator.

133. The rule text covers the duties that the crew member also needs to perform as a normal crew member on board in addition to the specialised task.

SPO.GEN.106 Pilot-in-command responsibilities and authority
SPO.GEN.107 Pilot-in-command responsibilities and authority – balloons

134. These paragraphs contain all the responsibilities of the pilot-in-command when operating an aircraft for specialised operations. They lay down the pilot-in-command responsibilities in accordance with Regulation 216/2008 and are adapted to the type of aircraft used.

135. Also, in accordance with the drafting principle that this Regulation should not duplicate other regulations, the IR make reference to the Essential Requirements in Annex IV of the Basic Regulation rather than repeat them. The IR address these requirements in more detail. The NPA rule text has been amended to take into account items that are already mentioned in the Essential Requirements so as not to duplicate them.

136. Additional responsibilities of the pilot-in-command (PIC) of a balloon have been laid down in a separate requirement.

SPO.GEN.110 Compliance with laws, regulations and procedures

137. This requirement has been added to ensure that the pilot-in-command knows what he/she has to do when operating an aircraft in Europe. This provision comes from ICAO Annex 6 Part II. The reference to ‘security’ has intentionally not been transposed because in this context it has been considered to be beyond the scope of the Basic Regulation.

138. To ensure consistency with the other OPS rules, AMC1-SPO.GEN.110 provides a rule on incident reporting, which transposes ICAO Annex 6 Part II 2.1.1.4.

SPO.GEN.115 Common language

139. For specialised operations, the crew and the task specialist need to understand each other in order to accomplish the specialised task in a safe manner.

SPO.GEN.120 Taxiing of aeroplanes

140. This requirement has been moved from the former Section II operational procedures to Subpart SPO.GEN. Based on comments received, the corresponding AMC has been upgraded to IR level and the text has been aligned with Part-NCC.

SPO.GEN.125 Rotor engagement

141. This requirement has been moved from the former Section II operational procedures to Subpart SPO.GEN. The text has been aligned with Part-NCC.

142. The associated GM1 describes the intent of the rule and provides further guidance for the rotor engagement for the purpose of flight and for maintenance reasons.

SPO.GEN.130 Portable electronic devices

143. Although various portable electronic devices (PEDs) may be used for the purpose of the specialised task, these must not adversely affect the performance of the aircraft systems and equipment.

144. Due to the alignment of the rule sequence with Part-NCC, this requirement has been moved from the former Section II operational procedures to Subpart SPO.GEN.

145. The corresponding GM1 has been – compared to the GM in the NPA version – shortened and limited to explanatory information about the reasons for interferences and recommendations to the operator. A new AMC/GM on PEDs will be developed in a forthcoming rulemaking task in order to accommodate developments in this area (RMT.0061[9]).

SPO.GEN.135 Information on emergency and survival equipment carried

146. This requirement transposes the former NPA OPS.CAT.050. The Agency concluded that this former CAT-specific rule should also apply to SPO operators. The rule text has been aligned with Part-NCC.

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99 The Rulemaking Programme 2012-2016 is available on the Agency website: http://easa.europa.eu/rulemaking/annual-programme-and-planning.php

SPO.GEN.140 Documents, manuals and information to be carried

147. This new requirement merges the content of the former OPS.GEN.600 and OPS.GEN.605. The text has been amended to reflect specialised operations.

SPO.GEN.145 Journey log

148. This new requirement merges the content of the former OPS.GEN.600 and OPS.GEN.605 and is only applicable to non-commercial specialised operators with other-than-complex motor-powered aircraft. For commercial and non-commercial specialised operations with complex motor-powered aircraft, the rule on the journey log in ORO.MLR.110 applies. The text has been amended to reflect specialised operations.

SPO.GEN.150 Preservation, production and use of flight recorders recording

149. This new requirement merges and simplifies the content of former OPS.GEN.505 and OPS.GEN.510. It is only applicable to specialised operations with complex motor-powered aircraft and has been aligned with Part-NCC.

SPO.GEN.155 Transport of dangerous goods

150. This requirement addresses the circumstances under which dangerous goods might be carried without holding an approval in accordance with SPA.DG.

151. The approach taken by the Agency is to work with a dynamic reference to the ICAO Technical Instructions, as presented in the NPA. The reference is specified in the IR. Extracts from the Technical Instructions are not generally included in these rules. Only requirements specifying particular operator responsibilities have been repeated from the Technical Instructions.

152. The term 'Technical Instructions' is defined in Annex I (as published in Opinion 04/2011).

SPO.GEN.165 Releasing of dangerous goods

153. For the purpose of specialised operations, the use of dangerous goods is allowed, with some restrictions as mentioned in SPO.GEN.160. This requirement was a specific OPS.COM provision in the NPA. It has been amended by using the term "releasing" to clarify the intent of the rule, in place of "application and use of dangerous goods".

SPO.GEN.145 Immediate reaction to a safety problem

154. The Agency considers it necessary to introduce the obligation for the operator conducting specialised operations to implement the safety measures issued by the competent authority and mandatory safety information issued the Agency such as airworthiness directives (ADs).

SPO.GEN.155 Minimum equipment list

155. In principle, a MEL is not required for non-commercial specialised operations with other-than-complex motor-powered aircraft. However, some operators may, on a voluntary basis, decide to have one. If such is the case, the MEL requires the approval by the competent authority. The MEL of a third country registered aircraft must be approved by the State of registry. An AMC on the content of the MEL and its approval has been added.

IV. SPO.OP: Subpart B – Operating procedures

General

156. This Subpart contains requirements for operating procedures for commercial and non-commercial specialised operations.

157. Most rules in this Subpart correspond to the former rules of NPA OPS.GEN Sections I and II.

Specific issues

SPO.GEN.100 Competent authority

158. The determination of the competent authority is based on the 'principle place of business' criterion. For aircraft registered in a third country, the criterion used is the state where the operator is established or residing. Indeed, as the operator can be either a company (aero-club) or a natural person, the determination of the competent authority needs to take into account both situations where the company is established or where the pilot is residing.

SPO.GEN.102 Touring motor glider and powered sailplanes

159. The purpose of this requirement is to clarify under which rules touring motor gliders, conducting specialised operations, are subject to as they are sometimes operated as sailplanes and at other times as aeroplanes. The position of the Agency is to facilitate the regulatory approach while allowing touring motor glider operations to continue their activities as they are conducted today.

SPO.OP.105 Specification of isolated aerodromes - aeroplanes

160. The specification of an isolated aerodrome has been upgraded from GM1 OPS.GEN.155.A(a)(3) to IR level. The rule has been simplified and only refers to the flying time to the nearest adequate alternate aerodrome.

161. It should be noted that the term is not defined for helicopter operations and it is understood that the pilot-in-command would specify the selection criteria. Stakeholders are kindly asked to comment on this approach and to provide recommendations for selection criteria if they believe that the term should also be defined in the IR for helicopters.

SPO.OP.110 Aerodrome operating minima

162. As requested by the review group members, the rules on the aerodrome operating minima for Part-SPO have been aligned with those in Part-NCC and Part-NCO. Consequently, this requirement has been reviewed extensively to reflect specialised operations. The changes made ensure the principle of proportionality.

163. AMC and GM have been, where necessary, aligned mostly with Part-NCC. However, for SPO operators conducting operations with other-than-complex motor-powered aircraft the AMCs have been re-drafted to follow NCO rules, as the initial text was considered to be too long and too complex.

164. Some AMCs contain the same title but the content is different depending on the type of aircraft used. For example, AMC3 – Effect on landing minima of temporarily failed or downgraded ground equipment - has been completely redrafted to adapt to specialised operations with other-than-complex motor-powered aircraft. The associated table was considered as not appropriate for specialised operations.

165. Some AMCs have been amended and shortened. For example, GM2 – Continuous descent final approach (CDFA) – aeroplanes. The NPA text confused approach procedure with vertical guidance (APV) operations with non-precision approach (NPA) operations flown with the CDFA technique. The amended text provides a clear distinction between these operations.

SPO.OP.111 Aerodrome operating minima – NPA, APV, CAT I operations
SPO.OP.112 Aerodrome operating minima – circling operations with aeroplanes
SPO.OP.113 Aerodrome operating minima – circling operations with helicopters

166. These requirements were initially AMC text and have been upgraded to IR level in the interest of safety. The text has been aligned with the NCC/NCO rules.

SPO.OP.115 Departure and approach procedures

167. Two content-related modifications are proposed. The rule has been addressed to the PIC as in NCC and NCO. Based on comments received, the requirement adds that the PIC can deviate from a published procedure when being radar-vectored by an air traffic control (ATC) unit.

SPO.OP.120 Noise abatement procedures

168. Noise abatement procedures rules for aeroplanes/helicopters/powered sailplanes and balloons are addressed to the pilot-in-command and the objective that safety has priority over noise abatement has been added.

SPO.OP.130 Fuel and oil supply – aeroplanes
SPO.OP.131 Fuel and oil supply - helicopters

169. The former OPS.GEN.205 has been completely redrafted. The text has been split into aircraft-specific rules and simplified to adapt to specialised operations. Moreover, AMC1 OPS.GEN.205, specifying the procedure to determine the minimum fuel required, has been moved to the IR level.

SPO.OP.132 Fuel and ballast supply and planning - balloons

170. This requirement has been added to cater for the fuel and planning for balloons. The text is aligned with the equivalent balloon rules in Part-CAT.

SPO.OP.135 Carriage of crew members and task specialists

171. The new rule text changes for clarity and consistency the term ‘persons’ into crew members and task specialists and ‘harness’ into ‘restraint device’. An exemption for balloon operations has been introduced. The intent of the rule remains otherwise unchanged. An exemption to (b) is introduced in Subpart E to allow task specialists in parachute operations to jump out of the aircraft.

SPO.OP.140 Safety briefing

172. The new rule text has been adapted to specialised operations. It clarifies that the briefing either can be done before each flight or series of flights (this would be the case for task specialists who are not assigned by the operator) or can be replaced by the operator’s training programme.

SPO.OP.145 Flight preparation

173. This requirement has been added to align with Part-NCC and Part-NCO and is considered necessary for any operator.

SPO.OP.150 Take-off alternate aerodromes – complex motor-powered aircraft

174. This rule is only applicable for SPO operators conducting operations with complex motor-powered aircraft. It has been aligned with Part-NCC.

SPO.OP.145 Destination alternate aerodromes – aeroplanes
SPO.OP.146 Destination alternate aerodromes – helicopters

175. The former NPA OPS.GEN.155 requirement has been split into two requirements. The requirements have been aligned with Part-NCC and Part-NCO.

SPO.OP.160 Refuelling with persons embarking, on board or disembarking

176. The rule has been amended. It does not allow refuelling with aviation gasoline (AVGAS) or wide-cut type fuel (or a mixture of these types of fuel) when crew members and/or task specialists are embarking, on board or disembarking. The new text differentiates between aviation gasoline (AVGAS) and wide-cut fuels in the first instance and other types of fuel in which refuelling with persons embarking/disembarking and remaining on board is allowed.

SPO.OP.165 Use of headset

177. This rule is applicable to all operations and aircraft. Even for specialised operations it is important that the flight crew can communicate with air traffic services (ATS) if needed and certainly with those persons who are performing the specialised task if necessary.

SPO.OP.170 Smoking on board

178. The NPA rule has been simplified and shortened. Smoking is now completely forbidden on board and, of course, during refuelling.

SPO.OP.175 Meteorological conditions

179. The NPA text has been maintained with minor editorial improvements. Paragraph (c) was added to cater for the possibility to plan a flight for which flight rules will change during the flight.

SPO.OP.180 Ice and other contaminants – ground procedures
SPO.OP.181 Ice and other contaminants – flight procedures

180. The former OPS.GEN.100 has been split into two requirements: the first one deals with ground procedures and the second with flight procedures. The text has been amended to put the obligation on the PIC, except for SPO.OP.181 where procedures need to be put in place in the case of operations with complex motor-powered aircraft, and to ensure compliance with the Essential Requirements (2.a.5 of Annex IV).

181. Based on comments received, former AMC2 has been changed to a GM2 since the text is very prescriptive and has more the nature of explanatory material than a means to comply with the safety objective specified in the IR.

SPO.OP.185 Take-off conditions – aeroplanes and helicopters
SPO.OP.186 Take-off conditions - balloons

182. The text has been split into aircraft-specific rules. The text has been slightly amended to reflect specialised operations, but the intent of the rule is maintained.

SPO.OP.190 Simulated abnormal situations in flight

183. The text has been slightly amended to reflect specialised operations but the intent of the rule is maintained. The NPA reference to the 'training organisation' has been removed as training flights are not covered under Part-SPO but fall either under Part-NCO or Part-NCC, depending on the type of aircraft being operated.

SPO.OP.195 In-flight fuel management

184. The text has been amended to align with Part-NCC and Part-NCO. The new rule contains a PIC requirement and better specifies the safety objective of the in-flight fuel management, to ensure that after landing the remaining fuel is not less than the planned final reserve fuel. The new rule text is also better suited to balloon operations.

SPO.OP.200 Use of supplemental oxygen

185. The text addresses the operational requirement on when to use supplemental oxygen. It has to be read in conjunction with the related requirement on oxygen in SPO.IDE.

SPO.OP.205 Ground proximity detection

186. This requirement has been slightly amended to improve the understanding of the rule. It is the former OPS.GEN.222. It addresses the operational requirement on the use of the ground proximity warning system (GPWS). .As in the NPA, the requirement also allows the pilot to disable the GPWS for certain necessary low level flights.

SPO.OP.210 Airborne collision avoidance system (ACAS) – complex motor powered aircraft

187. The text has been aligned with Part-NCC and CAT.OP.MPA.295 and applies only to complex motor-powered aircraft in SPO. It should be further noted that ACAS is also addressed in a European airspace rule in AUR.ACAS[10], which will be published in the near future. The OPS text (i.e. Parts CAT, NCC, SPA, SPO) has also been aligned with those rules. The OPS rule is maintained to cater for situations in which the aircraft is operated outside of European airspace.

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[10] Available as Opinion 05/2010 on the Agency website: http://easa.europa.eu/agency-measures/opinions.php.

SPO.OP.215 Approach and landing conditions – aeroplanes and helicopters
SPO.OP.216 Approach and landing conditions – balloons and sailplanes

188. The text is maintained with minor editorial improvements to reflect specialised operations and split into aircraft-specific rules.

SPO.OP.220 Commencement and continuation of approach

189. The text has been amended to fit specialised operations. The objective of this rule is to prevent an operator from flying below 1 000 ft if the reported minima are below the selected aerodrome operating minima.

190. The former IR text on visual references, which was applicable to NPA, APV and CAT I operations only, has been moved to a new AMC1.

SPO.OP.230 Standard operating procedures

191. The text is as was published in the NPA, adding that the SOPs have to be approved by the competent authority if the operation is conducted by commercial operators.

V. SPO.POL: Subpart C – Aircraft performance and operating limitations

General

192. This Subpart contains rules for aircraft performance and operating limitations for commercial and non-commercial specialised operations.

193. Most rules in this Subpart correspond to the former rules of NPA OPS.GEN Section III.

Specific issues

Performance classes concept for Helicopters in SPO

194. Several requirements for helicopters in other Parts are based on the criterion of performance classes 1, 2 and 3. This concept was originally developed for Part-CAT to ensure an enhanced level of safety for the transport of passengers and it is considered not appropriate for SPO. It has been therefore changed using other performance criteria more relevant to SPO.

SPO.POL.100 Operating limitations

195. The text of the NPA has been reproduced in the new rule text, with one additional paragraph on the display of placards, listings and instrument markings that contain those operating limitations.

SPO.POL.105 Mass and balance

196. This requirement contains the elements of OPS.GEN.305 but the wording has been amended to improve clarity.

197. Many comments underlined that this requirement should not be in the OPS rules but should be covered under Part-M[11] rules. The requirements for weighing of aircraft have been kept, for the time being, in this Regulation. They will be incorporated into Part-M within the on-going rulemaking task MDM.047/RMT.0244. This task will include an assessment of subjects/organisations entitled to perform aircraft weighing.

198. Provision for periodic aircraft reweighing has been proposed for deletion since the conditions for a reweighing are already sufficiently described in the new subparagraph (a).

SPO.POL.110 Mass and balance system – complex motor powered aircraft

199. The key elements of the mass and balance system have been kept at IR level. The text has been redrafted to state more clearly the intent. A GM has been added regarding different computerised mass and balance systems that may be used.

SPO.POL.120 Performance - General

200. The requirement has not been changed. Only minor editorial amendments have been made.

SPO.POL.125 Take-off mass limitations – complex motor-powered aeroplanes

201. This rule has been added to better clarify the safety objectives as regards mass limitation and is aligned with Part-NCC as it only applies to complex motor-powered aircraft.

SPO.POL.130 Take-off – complex motor-powered aeroplanes

202. The amended text takes into account that not all aeroplanes have a V_1 specified in the aircraft flight manual (AFM). It also better distinguishes between multi-engined aeroplanes where a net take-off flight path is specified in the AFM and multi-engined aeroplanes without a specified net take-off fight path.

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[11] Annex I of Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks. *OJ L 315, 28.11.2003, p. 1*. Consolidated version of Part-M is available on the Agency website: http://easa.europa.eu/rulemaking/technical-publications.php.

SPO.POL.135 En-route – one engine inoperative – complex motor-powered aeroplanes

203. The amended text specifies that, under performance consideration, the flight to an 'adequate aerodrome' should be considered and includes the possibility to fly to an operating site as permitted under SPO.OP.100.

SPO.POL.140 Landing – complex motor powered aeroplanes

204. The amended text includes the possibility to land at an operating site as permitted under SPO.OP.100.

SPO.POL.145 Performance criteria - aeroplanes

205. The text is based on that of the NPA with minor adjustments to adapt to SPO.

SPO.POL.146 Performance criteria – helicopters

206. The text was amended after discussion and agreement with the review group members. The issue was the certification category when operating over a congested hostile environment. This rule is now to be read in conjunction with SPO.POL.120 – Performance general. Helicopters operating in a congested hostile environment need to be certificated category A or equivalent. Operators need to establish procedures to minimise the consequences of an engine failure and ensure the necessary compliance with mass requirement at take-off. The review group members considered SPO.POL.120 (b) sufficient to maintain a high level of safety.

VI: SPO.IDE: Subpart D – Instrument, data, equipment

207. 127. This Subpart contains instrument, data and equipment requirements for specialised operations with complex and non-complex aircraft. It consists of four Sections:

- Section 1 – aeroplanes;
- Section 2 – helicopters;
- Section 3 – sailplanes; and
- Section 4 – balloons.

208. Most rules in this Subpart correspond to the former rules of NPA OPS.GEN Sections IV.

209. The text has, in general, been drafted to keep performance-based objectives, where practical, at rule level and to place systems/equipment specifications and means of compliance at AMC level.

210. Equipment requirements have been separated from purely operational requirements, e.g. on the use of equipment. The latter are addressed in SPO.GEN or SPO.OP as applicable.

211. The numbering of the rules is consistent between the Sections on aeroplanes and helicopters, so that the same number and title is used for helicopter and aeroplane rules on the same subject. Whenever a rule is peculiar to aeroplanes that number has been skipped for helicopters and vice versa. This numbering was not always possible for sailplanes and balloons as these aircraft have many differences to aeroplanes and helicopters. The S and B rules are therefore numbered consecutively.

Specific issues

Use of the MOPSC concept in SPO

212. Several equipment requirements are based on the criterion of Maximum Operational Passenger Seating configuration as done in other Parts. Such criterion may be not the most appropriate for SPO. Therefore, stakeholders are invited to provide their position on whether only a weight criterion should be used or in combination with another criterion linked to the certified seating configuration of the aircraft or the number of persons present on board.

SPO.IDE.A/H/S/B.100 Instruments and equipment - general

213. The approval requirements have been clarified, in line with the Part-21 requirements[12]. Additional provisions have been added to ensure instruments and equipment not required by Part-SPO that do not need to be approved in accordance with Part-21 are not used for safety functions and do not affect airworthiness. Moreover, applicability of airworthiness requirements for equipment approval on aircraft registered in third countries has been clarified and a GM been added.

SPO.IDE.A/H.105 Minimum equipment for flight

214. This paragraph provides the possibility to operate an aircraft outside of the constraints of the MEL (if established) but within the constraints of the master minimum equipment list (MMEL), upon a specific case-by-case approval of the competent authority. This is consistent with the appropriate provision in Part-CAT.

SPO.IDE.A.110 Spare electrical fuses

215. A dedicated requirement for spare electrical fuses has been introduced for aeroplanes from the former NPA provision in OPS.CAT.407. This is in line with

[12] Annex to Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations. *OJ L 243, 27.9.2003, p. 6.*

ICAO Annex 6 Part II, 2.4.2.2. As with CAT.IDE, NCC.IDE and NCO.IDE, an equivalent requirement has not been proposed for helicopters.

SPO.IDE.B.115 Operations under VFR – flight and navigational instruments and associated equipment

216. It is proposed to add a requirement for an altimeter on balloons, when applicable. Conditions that would require its use are specified in an AMC.

SPO.IDE.A/H.120&125 Operations under VFR/IFR – flight and navigational instruments and associated equipment

217. The proposed rules have been developed with the basic assumption that the flight rules for visual flight rules (VFR) will impose visual meteorological conditions (VMC) and that flight in instrument meteorological conditions (IMC) will have to be performed under IFR.

218. An AMC has been added for local flights, in line with CAT.IDE, providing additional means of compliance for some instruments on aeroplanes.

219. For helicopters, the condition of visibility below 1500 m is added to those requiring additional equipment for operations under VFR.

220. An AMC has been added on means of measuring and displaying magnetic heading.

221. A requirement has been added for a means of preventing malfunction of the airspeed indicating system for certain operations under VFR in compliance with ICAO Annex 6.

222. An AMC has been added on the means of preventing malfunctions of the airspeed indicating system due to condensation or icing.

SPO.IDE.A/H.126 Additional equipment for single-pilot operation under IFR

223. It is proposed to add a requirement for an autopilot with at least altitude hold and heading mode for complex aeroplanes and for helicopters operated under IFR, based on existing certification requirements for augmentation stability and on the safety recommendation from the UK AAIB contained in the Aircraft Accident Report AAIB 4/97.

SPO.IDE.A.130 Terrain awareness warning system (TAWS)

224. The specifications on TAWS functions have been included in the Class A & B definitions and therefore removed from the rule text. An AMC and GM have been added to provide a reference for the TAWS standard consistently with NCC.IDE and NCO.IDE.

SPO.IDE.A.131 Airborne collision avoidance system (ACAS)

225. The equipment requirement for ACAS has been simplified and aligned with SPO.OP.210.

SPO.IDE.A/H.132 Airborne weather detecting equipment

226. A requirement for airborne weather detecting equipment on complex motor-powered aeroplanes has been added from the former NPA provision in OPS.CAT.416 and in line with ICAO Annex 6 Part II, 3.6.6.

SPO.IDE.A/H.140 Cockpit voice recorder
SPO.IDE.A/H.145 Flight data recorder

227. Although ICAO Annex 6 Part II already required such equipment for some time, the implementation dates for SPO (aligned with NCC) have been proposed in order to give sufficient notice to industry to comply. It has therefore been proposed to mandate recording for aircraft with a certificate of airworthiness (CofA) issued on or after 1 January 2016.

SPO.IDE.A/H.160 Seats, seat safety belt and restraint systems
SPO.IDE.S.125 Seats and restraint systems

228. A dedicated requirement for seats, belts and restraint systems has been introduced. A definition for 'upper torso restraint' (UTR) has been also provided to provide flexibility for existing or future design solutions. The review of comments made clear that the term 'harness' was not used consistently. While there seems to be a common understanding that a safety harness includes a safety belt and two shoulder straps, there are a number of aeroplanes that may not be in compliance with the applicable requirements. Several comments were received requesting to allow the use of safety belts with a diagonal shoulder strap on aeroplanes where the fitting of a four-point harness is not practicable. Considering the latest developments in aircraft interior designs, different design solutions for the upper torso restraint system can provide the same enhanced safety level. In particular for specialised operations an upper torso restraint system with one shoulder strap (e.g. a seat belt with diagonal shoulder strap) is deemed to be compliant with the requirement for flight crew seats. The case of restraining systems for task specialists at their station is also addressed by the rule.

Equipment requirements on oxygen

229. The following rules were extensively commented on and discussed:

- SPO.IDE.A.170 Supplemental oxygen – pressurised aeroplanes; and
- SPO.IDE.A/H.175 Supplemental oxygen – non-pressurised aeroplanes/ helicopters.

230. It is generally requested to alleviate these rules for SPO, based on current operational practice in some Member States.

231. The Review Group members for NCO argued that no records exist in Europe of accidents due to lack of oxygen occurring below 14 000 ft and also expressed a safety concern about the constraint to hold aircraft at low flight levels when flying in cloud and icing conditions if not equipped with oxygen.

232. The Agency reviewed all comments and material received on this subject and pointed out the following:

- Requirements for pressurised helicopters have been deleted as in CAT.IDE, NCC.IDE and NCO.IDE, since there are no pressurised helicopters operated in the EU.
- Requirements for non-pressurised helicopters are consistent with those for NCC and NCO, where the carriage of oxygen is required when flying for more than 30 minutes between 10 000 ft and 13 000 ft and for any period where the altitude is above 13 000 ft.
- The current proposed text for aeroplanes has been kept aligned with NCC.IDE and NCO.IDE requirements and intentionally above the current ICAO standards. In fact, the ICAO standard relies completely on the assessment of the pilot-in-command, thus theoretically allowing flight at any altitude without oxygen. This is considered to be too weak.
- The Agency took in particular into account that human physiology is not different depending on the nature of operations conducted (commercial or non-commercial) or the complexity of the aircraft.
- The Agency also acknowledges the assessments carried out by ICAO on this subject, available in Doc 8984 Manual of Civil Aviation Medicine in the last amended version of 2008. This document contains in particular a description of the effects of hypoxia at different altitudes and substantiates the necessity of the requirement.
- It is recognised that pilots with a long established flying experience in certain mountainous regions may be physiologically adapted to these altitudes. However, based on medical studies mentioned above, the Agency also has safety concerns on such flights where a lack of oxygen can result in a cognitive impairment or (partial) incapacitation of the pilot. In addition, tasks specialists with underlying medical conditions may be adversely affected by an oxygen deficiency.

233. In addition, the requirement for oxygen supply to task specialists is aligned with that for crew members.

SPO.IDE.A/H.180 & SPO.IDE.B.125 Hand fire extinguishers

234. A dedicated rule for hand fire extinguishers has been drafted. Provisions mandating the use of the extinguishing agent Halon were removed to comply with Regulation (EC) No 1005/2009[13], which will forbid its use. The rule contains a general safety objective on the efficiency of the fire extinguishing agent. This allows the continued use of Halon during the transition period.

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13 Regulation (EC) No 1005/2009 of the European Parliament and of the Council of 16 September 2009 on substances that deplete the ozone layer. *OJ L 286, 31.10.2009, p. 1.*

235. Touring motor gliders (TMGs) and sailplanes have been excluded from this requirement for the following reasons:

- it is unlikely to have a fire on a sailplane due to the absence of possible fire sources (e.g. fuel, engines, electrical systems);
- the space available in the cockpit is limited or for some types there is no space available at all; or
- the fire extinguisher could only be fitted behind the pilot's head, which could endanger the safety of the pilot.

SPO.IDE.A/H.190 Emergency locator transmitter (ELT)
SPO.IDE.S.135 & SPO.IDE.B.130 Flight over water

236. Based on comments received, the Agency has assessed the possibility to use a personal locator beacon (PLB) in place of an emergency locator transmitter for certain small aircraft and verified that an equivalent level of safety is provided. Relevant AMC and GM on PLBs have also been added.

SPO.IDE.H.195 Flight over water – other than complex motor-powered helicopters

237. The requirement for electric illumination for life-jackets has been maintained for helicopters, consistently with Part NCC and NCO.

Equipment requirements for helicopters operated over water and offshore

238. The following set of requirements has been revised and redrafted to be consistent with the equivalent NCC.IDE and NCO.IDE rules, due to the similar safety concerns for these kind of operations for NCC/NCO and SPO:

- SPO.IDE.H.195 Life-jackets – Flight over water – other-than-complex motor-powered helicopters
- SPO.IDE.H.197 Life-jackets – complex motor-powered helicopters
- SPO.IDE.H.198 Survival suits
- SPO.IDE.H.199 Life-rafts, survival ELTs and survival equipment on extended overwater flights – complex motor-powered helicopters
- SPO.IDE.H.200 Survival equipment
- SPO.IDE.H.201 Additional requirements for helicopters conducting offshore operations in a hostile sea area
- SPO.IDE.H.202 Helicopters certified for operating on water - miscellaneous equipment
- SPO.IDE.H.203 All helicopters on flights over water – ditching.

239. In particular the following has to be noted:

- Most of these requirements are in line with ICAO Annex 6 Part II, which is considered to establish an acceptable level of safety also in the area of aerial work.
- Those more stringent than ICAO are SPO.IDE.H.198 and SPO.IDE.H.201 where, in line with CAT.IDE and NCC.IDE, the results of existing studies and former JAA NPAs on survival time in cold water have been taken into account.
- Relevant AMCs and GMs have been added or redrafted in line with Part-NCC or Part-NCO.

240. Comments are especially requested on specific issues and on the topic overall for SPO.

SPO.IDE.A/H.206 Crash mitigation equipment

241. A dedicated requirement for crash mitigation equipment has been introduced for aerial work based on the issue date of the individual certificate of airworthiness of the aircraft. Comments were received on this as being too constraining and requiring to refer to the date of issue of the type design. Stakeholders are particularly invited to provide their position on this.

SPO.IDE.A/H.210 Headset

242. A dedicated equipment requirement for a headset has been introduced and aligned with the operational requirement SPO.OP.165 on the use of the headset.

SPO.IDE.A/H.215 Radio communication equipment

243. The following additional requirements have been introduced in line with ICAO Annex 6 Part II 3.7.1:
- capability of conducting two-way communication for aerodrome control purposes; and
- capability of receiving meteorological information at any time during flight.

SPO.IDE.S.110 Operating lights

244. The requirement has been deleted for sailplanes as there is no night rating in Part-FCL for this category of aircraft.

VII: SPO.SPEC: Subpart E – Specific requirements

245. This Subpart was specifically added for Part-SPO. It contains the specific requirements for specialised operations for which some exemptions,alleviations or additional requirements compared to the common rules (subpart A to D) are needed. It also contains the standard operating procedures that are currently available to the Agency.

246. In this CRD, two SOPs are proposed. The SOP for helicopter external sling load operations that was already contained in the NPA and, on request of the review group members, a new SOP on human external cargo operations.

247. Subpart E currently consists of four Sections :

248. Section 1 – Helicopter external sling load operations;

249. Section 2 – Human external cargo;

250. Section 3 – Parachute operations; and

251. Section 4 – Flying displays operations.

252. This structure will make Part-SPO easy to manage in terms of rulemaking. Subparts A to D contain the requirements that need to be followed by all SPO operators. Subpart E will enable the Agency to easily integrate further provisions, exemptions or alleviations that are needed when developing further rules for specialised operations and ease the introduction of new SOPs as they become available. As other types of specialised activities can emerge in the future, Part-SPO allows a lot of flexibility.

Acronyms and abbreviations used in Part-SPO and Part-CAT (S+B) – for reference only

A/C	aircraft
AAC	aeronautical administrative communication
AAL	above aerodrome level
AC	Advisory Circular
AC	alternating current
ACAS II	airborne collision avoidance system II
AD	airworthiness directive
ADS	automatic dependent surveillance
ADS-B	automatic dependent surveillance - broadcast
ADS-C	automatic dependent surveillance - contract
AEA	Association of European Airlines
AEO	all engines operating
AFCS	automatic flight control system
AFM	aircraft flight manual
AFN	ATS Facilities Notification
AGL	above ground level
AHRS	attitude heading reference system
AIP	aeronautical information publication
AIRAC	aeronautical information regulation and control
AIRMET	air meteorological information report
AIS	aeronautical information service
ALS	approach light system
ALSF	approach light system with sequenced flashing lights

AMC	Acceptable Means of Compliance
ANP	actual navigation performance
ARO	authority requirements for air operations
AOC	aeronautical operational control data
AOC	air operator certificate
APU	auxiliary power unit
APV	approach procedure with vertical guidance
AR	Authority Requirements
ASDA	accelerate-stop distance available
ATC	air traffic control
ATN	air traffic navigation
ATS	air traffic services
ATSC	air traffic service communication
AVGAS	aviation gasoline
AVTAG	wide-cut fuel
BALS	basic approach light system
B-RNAV	basic area navigation
CAP	controller access parameters
CAT	commercial air transport operations
CBT	computer-based training
CDFA	continuous descent final approach
CDL	configuration deviation list
CFIT	controlled flight into terrain
CG	centre of gravity
cm	centimetres

CM	context management
CMPA	complex motor-powered aircraft
CMV	converted meteorological visibility
CofA	certificate of airworthiness
COSPAS - SARSAT	cosmicheskaya sistyema poiska avariynich sudov - search and rescue satellite-aided tracking
CPA	closest point of approach
CPDLC	controller pilot data link communications
CRM	crew resource management
CRST	comment response summary table
CRT	comment response tool
CS	Certification Specifications
CVR	cockpit voice recorder
D-ATIS	data link automatic terminal information service
D-FIS	data link flight information service
D-METAR	data link meteorological airport report
D-OTIS	data link operational terminal information service
DA/H	decision altitude/height
DAP	downlinked aircraft parameter
DC	direct current
DCL	departure clearance
DGOR	dangerous goods occurrence report
DH	decision height
DME	distance measuring equipment
DSTRK	desired track
EC	European Commission

EFB	electronic flight bag
EFIS	electronic flight instrument system
EGT	exhaust gas temperature
ELT(AD)	emergency locator transmitter (automatically deployable)
ELT(AF)	emergency locator transmitter (automatic fixed)
ELT(AP)	emergency locator transmitter (automatic portable)
ELT(S)	survival emergency locator transmitter
EPE	estimate of position error
EPR	engine pressure ratio
EPU	estimate of position uncertainty
ERA	en-route alternate (aerodrome)
ETSO	European technical standards order
EUROCAE	European Organisation for Civil Aviation Equipment
EVS	enhanced vision system
F/D	flight director
FAA	Federal Aviation Administration
FAF	final approach fix
FAK	first-aid kit
FALS	full approach light system
FANS	future air navigation system
FATO	final approach and take-off area
FDM	flight data monitoring
FDR	flight data recorder
FLTA	forward-looking terrain avoidance
FMS	flight management system

ft	feet
FTL	flight and duty time limitations
g	gram
g	gravity
GBAS	ground-based augmentation system
GCAS	ground collision avoidance system
GEN	general
GIDS	ground ice detection system
GLS	GBAS landing system
GM	Guidance Material
GNSS	global navigation satellite system
GPS	global positioning system
GPWS	ground proximity warning system
HEC	human external cargo
HELO	helicopter external load
HI/MI	high intensity / medium intensity
HIALS	high intensity approach light system
HoT	hold-over time
hPa	hectopascal
HUD	head-up display
HUDLS	head-up guidance landing system
HUMS	health usage monitor system
IAF	initial approach fix
IALS	intermediate approach light system
ICAO	International Civil Aviation Organisation

IDE	instruments, data and equipment
IF	intermediate fix
IFR	instrument flight rules
ILS	instrument landing system
IMC	instrument meteorological conditions
INS	inertial navigation system
IR	Implementing Rule
IRNAV/IAN	integrated area navigation
IRS	inertial reference system
ISO	International Organization for Standardization
IV	intra-venous
JET 1 / A1	kerosene
JET B	wide-cut fuel
JP-4	wide-cut fuel
km	kilometres
kt	knot
LI	low intensity
LoA	letter of agreement
LOC	localiser
LOFT	line oriented flight training
LOUT	lowest operational use temperature
LPV	lateral precision with vertical guidance approach
LVO	low visibility operations
LVTO	low visibility take-off
m	metres

MALS	medium intensity approach lighting system
MALSF	medium intensity approach light system with sequenced flashing lights
MALSR	medium intensity approach light system with runway alignment indicator lights
MAPt	missed approach point
MCTOM	maximum certified take-off mass
MDA	minimum descent altitude
MDA/H	minimum descent altitude/height
MDH	minimum descent height
MEL	minimum equipment list
METAR	meteorological aerodrome report
MHA	minimum holding altitude
MHz	Megahertz
MIALS	medium intensity approach light system
ml	millilitres
MLS	microwave landing system
MM	multi-mode
MMEL	master minimum equipment list
MOPSC	maximum operational passenger seating configuration
mph	miles per hour
MSA	minimum sector altitude
mSv	millisievert
mW	milliwatt
N_1	low pressure compressor speed (two-stage compressor), fan speed (three-stage compressor)
N_2	high pressure compressor speed (two-stage compressor), intermediate pressure compressor speed (three-stage compressor)

N_3	high pressure compressor speed (three-stage compressor)
NADP	noise abatement departure procedure (1 and 2)
NALS	no approach light system
navaid	navigation aid
NCC	non-commercial operations with complex motor-powered aircraft
NCO	non-commercial operations with other-than-complex motor-powered aircraft
NDB	non-directional beacon
N_F	free power turbine speed
N_G	engine gas generator speed
NM	nautical miles
NOTAM	notice to airmen
NPA	non-precision approach
NPA	Notice of Proposed Amendment
NVED	night vision enhancement device
OAT	outside air temperature
OCH	obstacle clearance height
OCL	oceanic clearance
ODALS	omnidirectional approach light system
OEI	one-engine-inoperative
OM	operations manual
OP	operating procedures
ORO	organisation requirements for air operations
otCMPA	other-than-complex motor-powered aircraft
PAPI	precision path approach indicator
PAR	precision approach radar

PDA	premature descent alert
PED	portable electronic device
PIC	pilot-in-command
PLB	personal locator beacon
PNR	point of no return
POL	performance and operating limitations
QFE	atmospheric pressure at aerodrome elevation (or at runway threshold)
RA	resolution advisory
RCC	rescue coordination centre
RCLL	runway centreline lights
RNAV	area navigation
RTZL	runway touchdown zone lights
RVR	runway visual range
SAE	Society of Automotive Engineers
SALS	simple approach light system
SALSF	short approach light system with sequenced flashing lights
SAp	stabilised approach
SAP	system access parameters
SAR	search and rescue
SBAS	satellite-based augmentation system
SID	standard instrument departure
SIGMET	significant meteorological information
SPA	operations requiring specific approvals
SPO	specialised operations
SRA	surveillance radar approach

SSALF	simplified short approach light system with sequenced flashing lights
SSALR	simplified short approach light system with runway alignment indicator lights
SSALS	simplified short approach light system
SSR	secondary surveillance radar (pressure-altitude-reporting)
T_4	engine exhaust gas temperature
TA	traffic advisory
TAF	terminal area forecast
TAS	true airspeed
TAWS	terrain awareness warning system
TCAS	traffic alert and collision avoidance system
TCCA	Transport Canada Civil Aviation
TDP	take-off decision point
TDZ	touchdown zone
THR	threshold
TIT	turbine inlet temperature
TWIP	terminal weather information for pilots
UN	United Nations
V_{AT}	indicated airspeed at threshold
VDF	VHF direction finder
VFR	visual flight rules
VHF	very high frequency
VIS	visibility
VMC	visual meteorological conditions
VNAV	vertical navigation
VOR	VHF omnidirectional radio range

V_{S1g}	1 g stall speed
V_{SO}	stalling speed
W	watts
WAT	weight, altitude and temperature
WLAN	wireless local area network
WPAN	wireless personal area network

Rule title comparison NPA-CRD

II. Part-SPO

Sorted in accordance with NPA rules

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
OPS.GEN Sec1	**General Requirements**	**SPO.GEN**	**General Requirements**	
OPS.GEN.001	Competent authority	SPO.GEN.100	Competent authority	
OPS.GEN.005	Scope	SPO.GEN.101	Scope	
OPS.GEN.010	Definitions	Definitions	Definitions	
OPS.GEN.015	Pilot-in-command responsibilities and authority	SPO.GEN.106	Pilot-in-command responsibilities and authority	
OPS.GEN.015	Pilot-in-command responsibilities and authority	SPO.GEN.107	Pilot-in-command responsibilities and authority - balloons	
OPS.GEN.020	Crew responsibilities	SPO.GEN.105	Crew member responsibilities	
OPS.GEN.025	Common language	SPO.GEN.115	Common language	
OPS.GEN.030	Transport of dangerous goods	SPO.GEN.155	Transport of dangerous goods	
OPS.GEN Sec2	**Operational procedures**	**SPO.OP**	**Operational procedures**	
OPS.GEN.100	Ice and other contaminants	SPO.OP.180	Ice and other contaminants — ground procedures	
OPS.GEN.105	Simulated abnormal situations in flight	SPO.OP.190	Simulated abnormal situations in flight	
OPS.GEN.110	Carriage of persons	SPO.OP.135	Carriage of crew members and task specialists	
OPS.GEN.115	Passenger briefing	SPO.OP.140	Safety briefing	
OPS.GEN.120	Securing of passenger cabin and galleys	xxx	xxx	xxx
OPS.GEN.125	Portable electronic devices	SPO.GEN.130	Portable electronic devices	
OPS.GEN.130	Smoking on board	SPO.OP.170	Smoking on board	
OPS.GEN.135.A	Taxiing of aeroplanes	SPO.GEN.120	Taxiing of aeroplanes	
OPS.GEN.140.H	Rotor engagement	SPO.GEN.125	Rotor engagement	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.GEN.145	Use of aerodromes/operating sites	SPO.OP.100	Use of aerodromes and operating sites	
OPS.GEN.147	Visual Flight Rules (VFR) Operating minima	xxx	xxx	xxx
OPS.GEN.150	Instrument Flight Rules (IFR) Operating minima	SPO.OP.110	Aerodrome operating minima – aeroplanes and helicopters	
OPS.GEN.155	Selection of alternate aerodromes	SPO.OP.150	Take-off alternate aerodromes - complex motor-powered aeroplanes	
OPS.GEN.155	Selection of alternate aerodromes	SPO.OP.155	Destination alternate aerodromes – aeroplanes	
OPS.GEN.155	Selection of alternate aerodromes	SPO.OP.156	Destination alternate aerodromes – helicopters	
OPS.GEN.160	Departure and approach procedures	SPO.OP.115	Departure and approach procedures - Aeroplanes and helicopters	
OPS.GEN.165	Noise abatement	SPO.OP.120	Noise abatement procedures	
OPS.GEN.165	Noise abatement	SPO.OP.121	Noise abatement procedures - balloons	
OPS.GEN.170	Minimum terrain clearance altitudes – IFR flights	SPO.OP.125	Minimum obstacle clearance altitudes — IFR flights	
OPS.GEN.175	Minimum flight altitudes	xxx	xxx	xxx
OPS.GEN.180	Routes and areas of operation	xxx	xxx	xxx
OPS.GEN.185	Meteorological conditions	SPO.OP.175	Meteorological conditions	
OPS.GEN.190	Take-off conditions	SPO.OP.185	Take-off conditions – aeroplanes and helicopters	
OPS.GEN.190	Take-off conditions	SPO.OP.186	Take-off conditions - balloons	
OPS.GEN.195	Approach and landing conditions	SPO.OP.215	Approach and landing conditions – aeroplanes and helicopters	
OPS.GEN.195	Approach and landing conditions	SPO.OP.216	Approach and landing conditions – balloons and sailplanes	
OPS.GEN.200	Commencement and continuation of approach	SPO.OP.220	Commencement and continuation of approach - aeroplanes and helicopters	
OPS.GEN.200	Commencement and continuation of approach	AMC1-SPO.OP.220	Commencement and continuation of approach	VISUAL REFERENCES FOR INSTRUMENT APPROACHES
OPS.GEN.205	Fuel and oil supply	SPO.OP.130	Fuel and oil supply - aeroplanes	
OPS.GEN.205	Fuel and oil supply	SPO.OP.131	Fuel and oil supply - helicopters	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.GEN.205	Fuel and oil supply	SPO.OP.132	Fuel and ballast supply and planning - balloons	
OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking	SPO.OP.160	Refuelling with persons embarking, on board or disembarking	
OPS.GEN.215	In-flight fuel checks	SPO.OP.195	In-flight fuel management	
OPS.GEN.220.B	Operational limitations - balloons	SPO.OP.225	Operational limitations – hot-air balloons	
OPS.GEN.222	Ground proximity detection	SPO.OP.205	Ground proximity detection	
OPS.GEN Sec3	**Aircraft performance and operating limitations**	**SPO.POL**	**Aircraft performance and operating limitations**	
OPS.GEN.300	Operating limitations	SPO.POL.100	Operating limitations - general	
OPS.GEN.305	Weighing	SPO.POL.105	Mass and balance	
OPS.GEN.310	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	SPO.POL.110	Mass and balance system - complex motor powered aircraft	
OPS.GEN.315	Performance - general	SPO.POL.120	Performance - general	
OPS.GEN.320.A	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	SPO.POL.130	Take-off - complex motor powered aeroplanes	
OPS.GEN.325	En-route - Critical engine inoperative - complex motor-powered aircraft	SPO.POL.135	En-route - One engine inoperative - complex motor powered aeroplanes	
OPS.GEN.330.A	Landing - complex motor-powered aeroplanes	SPO.POL.140	Landing - complex motor powered aeroplanes	
OPS.GEN Sec4	**Instrument, data, equipment**	**SPO.IDE**	**Instrument, data and equipment**	
OPS.GEN.400	Instruments and equipment – General	SPO.IDE.A.100	Instruments and equipment – general	
OPS.GEN.400	Instruments and equipment – General	SPO.IDE.H.100	Instruments and equipment – general	
OPS.GEN.400	Instruments and equipment – General	SPO.IDE.S.100	Instruments and equipment – general	
OPS.GEN.400	Instruments and equipment – General	SPO.IDE.B.100	Instruments and equipment – general	
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.A.110	Spare electrical fuses	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.A.160	Seats, seat safety belts and restraint systems	
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.A.180	Hand fire extinguishers	
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.H.160	Seats, seat safety belts and restraint systems	
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.H.180	Hand fire extinguishers	
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.S.125	Seats and restraint systems	
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.B.125	Hand fire extinguishers	
OPS.GEN.405	Equipment for all aircraft	SPO.IDE.B.140	Miscellaneous equipment	
OPS.GEN.410	Flight instruments and equipment - VFR flights	SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment	
OPS.GEN.410	Flight instruments and equipment - VFR flights	SPO.IDE.H.120	Operations under VFR – flight and navigational instruments and associated equipment	
OPS.GEN.410	Flight instruments and equipment - VFR flights	SPO.IDE.S.115	Operations under VFR – flight and navigational instruments	
OPS.GEN.410	Flight instruments and equipment - VFR flights	SPO.IDE.S.120	Operations under VFR – flight and navigational instruments	
OPS.GEN.410	Flight instruments and equipment - VFR flights	SPO.IDE.B.115	Operations under VFR – flight and navigational instruments and associated equipment	
OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights	SPO.IDE.A.115	Operating lights	
OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights	SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment	
OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights	SPO.IDE.A.125	Operations under IFR – flight and navigational instruments and associated equipment	
OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights	SPO.IDE.H.115	Operating lights	
OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights	SPO.IDE.H.120	Operations under VFR – flight and navigational instruments and associated equipment	
OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights	SPO.IDE.H.125	Operations under IFR – flight and navigational instruments and associated equipment	
OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights	SPO.IDE.B.110	Operating lights	
OPS.GEN.420	Flights over water	SPO.IDE.A.195	Flight over water	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.GEN.420	Flights over water	SPO.IDE.H.195	Flight over water – other than complex motor-powered helicopters	
OPS.GEN.420	Flights over water	SPO.IDE.H.197	Life-jackets – complex motor-powered helicopters	
OPS.GEN.420	Flights over water	SPO.IDE.H.199	Life-rafts, survival ELTs and survival equipment on extended overwater flights –complex motor-powered helicopters	
OPS.GEN.420	Flights over water	SPO.IDE.S.135	Flight over water	
OPS.GEN.420	Flights over water	SPO.IDE.B.130	Flight over water	
OPS.GEN.420	Flights over water	AMC1-SPO.IDE.A.195	Flight over water	MEANS OF ILLUMINATION FOR LIFE-JACKETS
OPS.GEN.420	Flights over water	AMC1-SPO.IDE.S.135	Flight over water	MEANS OF ILLUMINATION FOR LIFE-JACKETS
OPS.GEN.420	Flights over water	AMC1-SPO.IDE.B.130(a)	Flight over water	MEANS OF ILLUMINATION FOR LIFE-JACKETS
OPS.GEN.425.H	Ditching - Helicopters	SPO.IDE.H.203	All helicopters on flights over water - ditching	
OPS.GEN.430	Emergency Locator Transmitter (ELT)	SPO.IDE.A.190	Emergency Locator Transmitter (ELT)	
OPS.GEN.430	Emergency Locator Transmitter (ELT)	SPO.IDE.H.190	Emergency Locator Transmitter (ELT)	
OPS.GEN.435	Survival equipment – Motor-powered aircraft	SPO.IDE.A.200	Survival equipment	
OPS.GEN.435	Survival equipment – Motor-powered aircraft	SPO.IDE.H.200	Survival equipment	
OPS.GEN.435	Survival equipment – Motor-powered aircraft	AMC1-SPO.IDE.S.140	Survival equipment	GENERAL
OPS.GEN.435	Survival equipment – Motor-powered aircraft	AMC1-SPO.IDE.B.135	Survival equipment	GENERAL
OPS.GEN.440	High altitude flights – Oxygen	SPO.OP.200	Use of supplemental oxygen	
OPS.GEN.440	High altitude flights – Oxygen	SPO.IDE.A.170	Supplemental oxygen – pressurised aeroplanes	
OPS.GEN.440	High altitude flights – Oxygen	SPO.IDE.A.175	Supplemental oxygen – non-pressurised aeroplanes	
OPS.GEN.440	High altitude flights – Oxygen	SPO.IDE.H.175	Supplemental oxygen – non-pressurised helicopters	
OPS.GEN.440	High altitude flights – Oxygen	SPO.IDE.S.130	Supplemental oxygen	
OPS.GEN.440	High altitude flights – Oxygen	SPO.IDE.B.121	Supplemental oxygen	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.GEN.445	Operations in icing conditions at night	SPO.IDE.A.133	Additional equipment for operations in icing conditions at night	
OPS.GEN.445	Operations in icing conditions at night	SPO.IDE.H.133	Additional equipment for operations in icing conditions at night	
OPS.GEN.450	Marking of break-in points	SPO.IDE.A.185	Marking of break-in points	
OPS.GEN.450	Marking of break-in points	SPO.IDE.H.185	Marking of break-in points	
OPS.GEN.455	First-aid kits	SPO.IDE.A.165	First-aid kit	
OPS.GEN.455	First-aid kits	SPO.IDE.H.165	First-aid kit	
OPS.GEN.455	First-aid kits	SPO.IDE.B.120	First-aid kit	
OPS.GEN.460	Airborne Collision Avoidance System (ACAS) II	SPO.OP.210	Airborne collision avoidance system (ACAS) – complex motor-powered aircraft	
OPS.GEN.460	Airborne Collision Avoidance System (ACAS) II	SPO.IDE.A.131	Airborne Collision Avoidance System (ACAS)	
OPS.GEN.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes	SPO.IDE.A.130	Terrain awareness warning system (TAWS)	
OPS.GEN.470.A	Means for emergency evacuation - Aeroplanes	xxx	xxx	xxx
OPS.GEN.475	Emergency lighting – Aeroplanes and Helicopters	SPO.IDE.H.201	Additional requirements for complex motor-powered helicopters conducting offshore operations in a hostile sea area	
OPS.GEN.480	Seat belts and harnesses	SPO.IDE.A.160	Seats, seat safety belts and restraint systems	
OPS.GEN.480	Seat belts and harnesses	SPO.IDE.H.160	Seats, seat safety belts and restraint systems	
OPS.GEN.480	Seat belts and harnesses	SPO.IDE.S.125	Seats and restraint systems	
OPS.GEN.485.A	Crash axes and crowbars - Aeroplanes	xxx	xxx	xxx
OPS.GEN.490	Flight data recorder - Aeroplanes and Helicopters	SPO.IDE.A.145	Flight data recorder	
OPS.GEN.490	Flight data recorder - Aeroplanes and Helicopters	SPO.IDE.H.145	Flight data recorder	
OPS.GEN.495	Cockpit voice recorder - Aeroplanes and Helicopters	SPO.IDE.A.140	Cockpit voice recorder	
OPS.GEN.495	Cockpit voice recorder - Aeroplanes and Helicopters	SPO.IDE.H.140	Cockpit voice recorder	
OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	SPO.IDE.A.150	Data link recording	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	SPO.IDE.H.150	Data link recording	
OPS.GEN.505	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters	SPO.GEN.106	Pilot-in-command responsibilities and authority	
OPS.GEN.505	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters	SPO.GEN.150	Preservation, production and use of flight recorder recordings – operations with complex motor-powered aircraft	
OPS.GEN.510	Use of FDR and CVR recordings - Aeroplanes and Helicopters	SPO.GEN.150	Preservation, production and use of flight recorder recordings – operations with complex motor-powered aircraft	
OPS.GEN.515	Microphones - Aeroplanes and Helicopters	SPO.OP.165	Use of headset	
OPS.GEN.520	Flight crew interphone system	SPO.IDE.A.135	Flight crew interphone system	
OPS.GEN.520	Flight crew interphone system	SPO.IDE.A.210	Headset	
OPS.GEN.520	Flight crew interphone system	SPO.IDE.H.135	Flight crew interphone system	
OPS.GEN.520	Flight crew interphone system	SPO.IDE.H.210	Headset	
OPS.GEN.525	Communication equipment	SPO.IDE.A.215	Radio communication equipment	
OPS.GEN.525	Communication equipment	SPO.IDE.H.215	Radio communication equipment	
OPS.GEN.525	Communication equipment	SPO.IDE.S.145	Radio communication equipment	
OPS.GEN.525	Communication equipment	SPO.IDE.B.145	Radio communication equipment	
OPS.GEN.530	Pressure-altitude-reporting transponder	SPO.IDE.A.225	Transponder	
OPS.GEN.530	Pressure-altitude-reporting transponder	SPO.IDE.H.225	Transponder	
OPS.GEN.530	Pressure-altitude-reporting transponder	SPO.IDE.S.155	Transponder	
OPS.GEN.530	Pressure-altitude-reporting transponder	SPO.IDE.B.150	Transponder	
OPS.GEN.535	Navigation equipment	SPO.IDE.A.220	Navigation equipment	
OPS.GEN.535	Navigation equipment	SPO.IDE.H.220	Navigation equipment	
OPS.GEN.535	Navigation equipment	SPO.IDE.S.150	Navigation equipment	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.GEN.540.A	Electronic navigation data management - Complex motor-powered aeroplanes	xxx	xxx	xxx
OPS.GEN.545	Cabin Crew Seats	xxx	xxx	xxx
OPS.GEN.550	Minimum equipment for flight	SPO.IDE.A.105	Minimum equipment for flight	
OPS.GEN.550	Minimum equipment for flight	SPO.IDE.H.105	Minimum equipment for flight	
OPS.GEN.550	Minimum equipment for flight	SPO.IDE.S.105	Minimum equipment for flight	
OPS.GEN.550	Minimum equipment for flight	SPO.IDE.B.105	Minimum equipment for flight	
OPS.GEN Sec5	Manuals, Logs and Records	xxx	xxx	xxx
OPS.GEN.600	Documents and information to be carried on all aircraft	SPO.GEN.140	Documents, manuals and information to be carried	
OPS.GEN.605	Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations	SPO.GEN.140	Documents, manuals and information to be carried	
OPS.GEN.610	Journey log book	SPO.GEN.145	Journey log – non-commercial operations with other-than-complex motor-powered aircraft	
OPS.GEN.615	Production of documentation and records	SPO.GEN.140	Documents, manuals and information to be carried	
OPS.GEN Sec6	**Security**	xxx	xxx	xxx
OPS.GEN.700	Disruptive Passenger Behavior	xxx	xxx	xxx
OPS.GEN.705	Reporting acts of unlawful interference	xxx	xxx	xxx
OPS.COM Sec 1	**General requirements**	xxx	xxx	xxx
OPS.COM.005	Scope	SPO.GEN.101	Scope	
OPS.COM.035	Application and use of dangerous goods in specialised tasks	SPO.GEN.160	Releasing of dangerous goods	
OPS.COM.040	Carriage and use of weapons in specialised tasks	SPO.GEN.165	Carriage and use of weapons	
OPS.COM Sec 2	**Operational procedures**	xxx	xxx	xxx
OPS.COM.115	Briefing of operational personnel	SPO.OP.140	Safety Briefing	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.COM.270	Standard operating procedures - specialised operations other than the transport of persons, cargo or mail	SPO.OP.230	Standard operating procedures	
OPS.COM Sec 3	**Aircraft performance and operating limitations**	xxx	xxx	xxx
OPS.COM.316.A	Performance criteria aeroplanes	SPO.POL.145	Performance criteria - aeroplanes	
OPS.COM.350.H	Performance criteria helicopter	SPO.POL.146	Performance criteria - helicopter	
OPS.COM Sec 4	**Instruments, data and equipment**	xxx	xxx	xxx
OPS.COM.406	Restraining devices	SPO.OP.135	Carriage of crew members and task specialists	
OPS.COM.420.H	Life jackets - Helicopters	SPO.IDE.H.195	Flight over water – other than complex motor-powered helicopters	
OPS.COM.420.H	Life jackets - Helicopters	SPO.IDE.H.201	Additional requirements for complex motor-powered helicopters conducting offshore operations in a hostile sea area	
OPS.COM.425.H	Ditching - Helicopters	SPO.IDE.H.203	All helicopters on flights over water - ditching	
OPS.COM.426.H	Survival suits - Helicopters	SPO.IDE.H.198	Survival suits	
OPS.COM.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes	SPO.OP.205	Ground proximity detection	
OPS.COM.486	Emergency egress from the cockpit	SPO.IDE.A.181	Emergency egress from the cockpit	
OPS.COM.487	Crash mitigation equipment	SPO.IDE.A.206	Crash mitigation equipment	
OPS.COM.487	Crash mitigation equipment	SPO.IDE.H.206	Crash mitigation equipment	
OPS.COM.488	Individual protective equipment	SPO.IDE.A.205	Individual protective equipment	
OPS.COM.488	Individual protective equipment	SPO.IDE.H.205	Individual protective equipment	
OPS.CAT.050	Information on emergency and survival equipment carried	SPO.GEN.135	Information on emergency and survival equipment carried	
OPS.CAT.415	Flight instrument and equipment for VFR night flights and IFR flights – Motor powered aircraft	SPO.IDE.A.126	Additional equipment for single-pilot operation under IFR	
OPS.CAT.415	Flight instrument and equipment for VFR night flights and IFR flights – Motor powered aircraft	SPO.IDE.H.126	Additional equipment for single pilot operation under IFR	
OPS.CAT.416	Airborne weather equipment	SPO.IDE.A.132	Airborne weather detecting equipment	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
OPS.CAT.416	Airborne weather equipment	SPO.IDE.H.132	Airborne weather detecting equipment	
AMC/GM OPS.GEN Sec1	**General Requirements**	**AMC/GM SPO.GEN**	**General Requirements**	
GM OPS.GEN.005(a)	Scope	GM-Annex I	Definitions	
GM OPS.GEN.010	Definitions	GM-Annex I	Definitions	
GM OPS.GEN.010(a)(30)	Definitions	GM-Annex I	Definitions	
GM OPS.GEN.010(a)(41)	Definitions	GM-Annex I	Definitions	
AMC OPS.GEN.010(a)(63)	Definitions	AMC-Annex I	Definitions	
GM OPS.GEN.010(a)(73)	Definitions	GM-Annex I	Definitions	
AMC OPS.GEN.010(a)(9)&(10)	Definitions	AMC-Annex I	Definitions	
GM OPS.GEN.010(a)(9)&(10)	Definitions	GM-Annex I	Definitions	
GM OPS.GEN.015	Pilot-in-command responsibilities and authority	GM1-SPO.GEN.106	Pilot-in-command responsibilities and authority	GENERAL
AMC1 OPS.GEN.015(a)(5)	Pilot-in-command responsibilities and authority	xxx	xxx	xxx
AMC2 OPS.GEN.015(a)(5)	Pilot-in-command responsibilities and authority	xxx	xxx	xxx
GM OPS.GEN.015(b)	Pilot-in-command responsibilities and authority	xxx	xxx	xxx
AMC OPS.GEN.015(c)	Pilot-in-command responsibilities and authority	AMC1-SPO.GEN.106(c)	Pilot-in-command responsibilities and authority	REPORTING OF HAZARDOUS FLIGHT CONDITIONS
AMC OPS.GEN.015(d)	Pilot-in-command responsibilities and authority	xxx	xxx	xxx
GM OPS.GEN.015(d)	Pilot-in-command responsibilities and authority	xxx	xxx	xxx
AMC OPS.GEN.015(e)(3)	Pilot-in-command responsibilities and authority	GM1-SPO.GEN.107(c)	Pilot-in-command responsibilities and authority - balloons	PROTECTIVE CLOTHING
AMC1 OPS.GEN.020(a)	Crew responsibilities	xxx	xxx	xxx
AMC2 OPS.GEN.020(a)	Crew responsibilities	xxx	xxx	xxx
GM OPS.GEN.020(a)	Crew responsibilities	GM1-SPO.GEN.105(b)(2)	Crew member responsibilities	GENERAL
GM OPS.GEN.030	Transport of dangerous goods	GM1-SPO.GEN.155(a)	Transport of dangerous goods	GENERAL

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
AMC OPS.GEN.030	Transport of dangerous goods	GM1-SPO.GEN.155(a)	Transport of dangerous goods	GENERAL
AMC OPS.GEN.030(b)	Transport of dangerous goods	xxx	xxx	xxx
AMC OPS.GEN.030(d)(1)	Dangerous goods incident and accident reporting	AMC1-SPO.GEN.155(f)	Transport of dangerous goods	DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING
AMC OPS.GEN.030(d)(2)	Dangerous goods incident and accident reporting	xxx	xxx	xxx
AMC/GM OPS.GEN Sec2	**Operational procedures**	**AMC/GM SPO.OP**	**Operational procedures**	
AMC1 OPS.GEN.100	Ice and other contaminants	SPO.OP.181	Ice and other contaminants — flight procedures	
AMC1 OPS.GEN.100	Ice and other contaminants	AMC1-SPO.OP.181	Ice and other contaminants — flight procedures	FLIGHT IN EXPECTED OR ACTUAL ICING CONDITIONS
AMC2 OPS.GEN.100	Ice and other contaminants	GM2-SPO.OP.180	Ice and other contaminants — ground procedures	DE-ICING/ANTI-ICING — PROCEDURES
GM1 OPS.GEN.100	Ice and other contaminants	GM1-SPO.OP.180	Ice and other contaminants — ground procedures	TERMINOLOGY
GM2 OPS.GEN.100	Ice and other contaminants	GM1-SPO.OP.180	Ice and other contaminants — ground procedures	ANTI-ICING CODES
GM3 OPS.GEN.100	Ice and other contaminants	GM3-SPO.OP.180	Ice and other contaminants — ground procedures	DE-ICING/ANTI-ICING — BACKGROUND INFORMATION
AMC OPS.GEN.110	Carriage of persons	xxx	xxx	xxx
GM OPS.GEN.110	Carriage of persons	xxx	xxx	xxx
GM1 OPS.GEN.110	Carriage of persons	xxx	xxx	xxx
AMC1 OPS.GEN.115	Passenger briefing	SPO.OP.140	Safety briefing	
AMC2 OPS.GEN.115	Passenger briefing	xxx	xxx	xxx
AMC3 OPS.GEN.115	Passenger briefing	xxx	xxx	xxx
AMC4 OPS.GEN.115.B	Passenger briefing	xxx	xxx	xxx
AMC OPS.GEN.120.B	Securing of passenger cabin and galleys	xxx	xxx	xxx
AMC OPS.GEN.125	Portable electronic devices	xxx	xxx	xxx
GM OPS.GEN.125	Portable electronic devices	GM1-SPO.GEN.130	Portable electronic devices	GENERAL
AMC OPS.GEN.135.A	Taxiing of aeroplanes	SPO.GEN.120	Taxiing of aeroplanes	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
GM OPS.GEN.140.H	Rotor engagement	GM1-SPO.GEN.125	Rotor engagement	INTENT OF THE RULE
AMC1 OPS.GEN.145	Use of aerodromes/ operating sites	AMC1-SPO.OP.100	Use of aerodromes and operating sites	USE OF OPERATING SITES - OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT
AMC2 OPS.GEN.145	Use of aerodromes/ operating sites	AMC2-SPO.OP.100	Use of aerodromes and operating sites	USE OF OPERATING SITES – COMMERCIAL OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT
AMC4 OPS.GEN.145	Use of aerodromes/ operating sites	xxx	xxx	xxx
GM1 OPS.GEN.145	Use of aerodromes/ operating sites	xxx	xxx	xxx
GM2 OPS.GEN.145	Use of aerodromes/ operating sites	xxx	xxx	xxx
GM3 OPS.GEN.145	Use of aerodromes/ operating sites	xxx	xxx	xxx
AMC3 OPS.GEN.145.H	Use of aerodromes/ operating sites	xxx	xxx	xxx
AMC OPS.GEN.147(c)(1)	Visual Flight Rules (VFR) Operating minima	xxx	xxx	xxx
AMC1 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC1-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	COMMERCIALLY AVAILABLE INFORMATION
AMC10 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC2-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	VISUAL APPROACH
AMC11 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC9-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	CONVERSION OF REPORTED METEOROLOGICAL VISIBILITY TO RVR/CMV - COMPLEX MOTOR POWERED AIRCRAFT-
AMC11 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	GM3-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	VERTICAL PATH CONTROL - OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT
AMC12 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC10-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	EFFECT ON LANDING MINIMA OF TEMPORARILY FAILED OR DOWNGRADED GROUND EQUIPMENT - COMPLEX MOTOR POWERED AIRCRAFT
AMC12 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC11-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	EFFECT ON LANDING MINIMA OF TEMPORARILY FAILED OR DOWNGRADED GROUND EQUIPMENT – OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT
AMC2 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC3-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	GENERAL - OPERATIONS WITH COMPLEX MOTOR

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
				POWERED AIRCRAFT
AMC3 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC4-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	TAKE-OFF OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT
AMC3 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC5-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	TAKE-OFF OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT
AMC4 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	SPO.OP.111	Aerodrome operating minima – NPA, APV, CAT I operations	
AMC5 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima	AMC6-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT-CRITERIA FOR ESTABLISHING RVR/CMV
GM OPS.GEN.150(b)	Instrument Flight Rules (IFR) operating minima	xxx	xxx	xxx
AMC6 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima	AMC7-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, APV, CAT I - COMPLEX MOTOR POWERED AEROPLANES
AMC8 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima	SPO.OP.112	Aerodrome operating minima – circling operations with aeroplanes	
GM1 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima	GM1-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	AIRCRAFT CATEGORIES
GM2 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima	GM2-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	CONTINUOUS DESCENT FINAL APPROACH (CDFA) – AEROPLANES
GM3 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima	GM1-SPO.OP.112	Aerodrome operating minima — circling operations with aeroplanes	SUPPLEMENTAL INFORMATION
AMC7 OPS.GEN.150.H	Instrument Flight Rules (IFR) operating minima	AMC8-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, CAT I — COMPLEX MOTOR POWERED HELICOPTERS
AMC9 OPS.GEN.150.H	Instrument Flight Rules (IFR) operating minima	SPO.OP.113	Aerodrome operating minima – circling operations with helicopters	
GM4 OPS.GEN.150.H	Instrument Flight Rules (IFR) operating minima	GM4-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	ONSHORE AERODROME DEPARTURE PROCEDURES – OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED HELICOPTERS
GM1 OPS.GEN.155.A(a)(3)	Selection of alternate aerodromes	SPO.OP.105	Specification of isolated aerodromes - aeroplanes	
AMC OPS.GEN.155.H	Selection of alternate aerodromes	AMC1-SPO.OP.156	Destination alternate aerodromes — helicopters	OFFSHORE ALTERNATE AERODROMES - COMPLEX MOTOR POWERED

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
				HELICOPTERS
GM2 OPS.GEN.155.H	Selection of alternate aerodromes	xxx	xxx	xxx
AMC OPS.GEN.165.A	Noise abatement	SPO.OP.120	Noise abatement procedures	
AMC OPS.GEN.165.A	Noise abatement	SPO.OP.121	Noise abatement procedures - balloons	
GM OPS.GEN.165.A	Noise abatement	AMC1-SPO.OP.120	Noise abatement procedures	NADP DESIGN - OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT
GM OPS.GEN.165.A	Noise abatement	GM1-SPO.OP.120	Noise abatement procedures	TERMINOLOGY - OPERATIONS WITH COMPLEX MOTOR POWERED AEROPLANE
GM OPS.GEN.165.A	Noise abatement	GM1-SPO.OP.120	Noise abatement procedures	GENERAL
GM OPS.GEN.165.A	Noise abatement	GM1-SPO.OP.120	Noise abatement procedures	EXAMPLE
AMC OPS.GEN.170	Minimum terrain clearance altitudes	xxx	xxx	xxx
AMC OPS.GEN.175	Minimum flight altitudes	xxx	xxx	xxx
GM OPS.GEN.175	Minimum flight altitudes	xxx	xxx	xxx
AMC OPS.GEN.180.H	Routes and areas of operation	xxx	xxx	xxx
GM OPS.GEN.180.H	Routes and areas of operation	xxx	xxx	xxx
AMC1 OPS.GEN.185	Meteorological conditions	GM1-SPO.OP.175	Meteorological conditions	CONTINUATION OF A FLIGHT
AMC2 OPS.GEN.185	Meteorological conditions	AMC1-SPO.OP.175	Meteorological conditions	EVALUATION OF METEOROLOGICAL CONDITIONS
AMC3 OPS.GEN.185	Meteorological conditions	xxx	xxx	xxx
AMC OPS.GEN.190.B	Take-off conditions	xxx	xxx	xxx
AMC OPS.GEN.195	Approach and landing conditions	AMC1-SPO.OP.215	Approach and landing conditions – aeroplanes and helicopters	LANDING DISTANCE/FATO SUITABILITY
AMC OPS.GEN.200	Commencement and continuation of approach	SPO.OP.220	Commencement and continuation of approach - aeroplanes and helicopters	
AMC1 OPS.GEN.205	Fuel and oil supply	SPO.OP.130	Fuel and oil supply - aeroplanes	
AMC1 OPS.GEN.205	Fuel and oil supply	SPO.OP.131	Fuel and oil supply - helicopters	

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
AMC1 OPS.GEN.205	Fuel and oil supply	SPO.OP.132	Fuel and ballast supply and planning - balloons	
AMC3 OPS.GEN.205	Fuel and oil supply	xxx	xxx	xxx
AMC4 OPS.GEN.205	Fuel and oil supply	xxx	xxx	xxx
AMC2 OPS.GEN.205.B	Fuel and oil supply	xxx	xxx	xxx
AMC OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking	AMC1-SPO.OP.160	Refuelling with persons embarking, on board or disembarking	OPERATIONAL PROCEDURES — AEROPLANES
AMC OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking	AMC1-SPO.OP.160	Refuelling with persons embarking, on board or disembarking	OPERATIONAL PROCEDURES — HELICOPTERS
GM1 OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking	xxx	xxx	xxx
GM2 OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking	xxx	xxx	xxx
GM3 OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking	GM1-SPO.OP.160	Refuelling with persons embarking, on board or disembarking	AIRCRAFT REFUELLING PROVISIONS AND GUIDANCE ON SAFE REFUELLING PRACTICES
GM OPS.GEN.220.B	Operational limitations - balloons	GM1-SPO.OP.225	Operational limitations – hot-air balloons	NIGHT LANDING
AMC/GM OPS.GEN Sec3	**Aircraft performance and operating limitations**	**AMC/GM SPO.POL**	**Aircraft performance and operating limitations**	
AMC1 OPS.GEN.305	Weighing	GM1-SPO.POL.105	Mass and balance	GENERAL - OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT
AMC1 OPS.GEN.305	Weighing	AMC1-SPO.POL.105(b)	Mass and balance	WEIGHING OF AN AIRCRAFT - OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT
GM OPS.GEN.305	Weighing	xxx	xxx	xxx
AMC2 OPS.GEN.305.A	Weighing	xxx	xxx	xxx
AMC OPS.GEN.310(a)(1)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	AMC1-SPO.POL.110(a)(1)	Mass and balance system - complex motor-powered aircraft	DRY OPERATING MASS
AMC1 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft	xxx	xxx	xxx

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
	used in commercial operations			
AMC2 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	xxx	xxx	xxx
AMC3 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	AMC1-SPO.POL.110(a)(2)	Mass and balance system - complex motor-powered aircraft	SPECIAL STANDARD MASSES FOR TRAFFIC LOAD
AMC4 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	xxx	xxx	xxx
GM1 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	xxx	xxx	xxx
GM2 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	xxx	xxx	xxx
GM3 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	xxx	xxx	xxx
AMC OPS.GEN.310(a)(3)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	AMC1-SPO.POL.110(a)(3)	Mass and balance system - complex motor-powered aircraft	FUEL LOAD
GM OPS.GEN.310(a)(3)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	GM1-SPO.POL.110(a)(3)	Mass and balance system - complex motor-powered aircraft	FUEL DENSITY
AMC OPS.GEN.310(a)(4)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	AMC1-SPO.POL.110(a)(4)	Mass and balance system - complex motor-powered aircraft	LOADING - STRUCTURAL LIMITS

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
AMC OPS.GEN.310(a)(7)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	xxx	xxx	xxx
GM OPS.GEN.310(a)(7)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	AMC1-SPO.POL.105(b)	Mass and balance	CG LIMITS — OPERATIONAL CG ENVELOPE AND IN-FLIGHT CG
AMC OPS.GEN.310(a)(8)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	GM1-SPO.POL.110(b)	Mass and balance system - complex motor-powered aircraft	GENERAL
AMC OPS.GEN.310(a)(8) and (b)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	SPO.POL.115	Mass and balance data and documentation - complex motor-powered aircraft and commercial operations	
AMC OPS.GEN.310(a)(8) and (b)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations	AMC1-SPO.POL.115	Mass and balance data and documentation	OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT
AMC OPS.GEN.315.B(b)	Performance - general	xxx	xxx	xxx
GM OPS.GEN.315.B(b)	Performance - general	xxx	xxx	xxx
AMC1 OPS.GEN.320.A(a)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	AMC1-SPO.POL.130(a)	Take-off complex motor-powered aeroplanes	TAKE-OFF MASS
AMC2 OPS.GEN.320.A(a)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	*AMC2-SPO.POL.130(a)(4)*	Take-off - complex motor-powered aeroplanes	CONTAMINATED RUNWAY PERFORMANCE DATA
GM1 OPS.GEN.320.A(a)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	GM1-SPO.POL.130(a)(4)	Take-off - complex motor-powered	RUNWAY SURFACE CONDITION
AMC1 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	xxx	xxx	xxx

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
AMC2 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	AMC1-SPO.POL.130(b)(2)	Take-off - complex motor-powered	ADEQUATE MARGIN
GM1 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	xxx	xxx	xxx
GM2 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations	xxx	xxx	xxx
GM OPS.GEN.325	One power-unit inoperative	xxx	xxx	xxx
AMC OPS.GEN.330.A	Landing - complex motor-powered aeroplanes	AMC1-SPO.POL.140	Landing - complex motor-powered aeroplanes	ALLOWANCES
Appendix 1 to AMC3 and AMC4 OPS.GEN.490.A	Flight data recorder - Aeroplanes	xxx	xxx	This entry was not present in this SPO file, it is only present in the NPA file
AMC/GM OPS.GEN Sec4	**Instrument, data, equipment**	**AMC/GM SPO.IDE**	**Instrument, data and equipment**	
GM OPS.GEN.400(b)	Instruments and equipments - General	GM1-SPO.IDE.A.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS
GM OPS.GEN.400(b)	Instruments and equipments - General	GM1-SPO.IDE.H.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS
GM OPS.GEN.400(b)	Instruments and equipments - General	GM1-SPO.IDE.S.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS
GM OPS.GEN.400(b)	Instruments and equipments - General	GM1-SPO.IDE.B.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS
GM1 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.A.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED
GM1 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.H.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED
GM1 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.S.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED
GM1 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.B.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
GM2 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.A.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED
GM2 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.H.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED
GM2 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.S.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED
GM2 OPS.GEN.400(c)	Instruments and equipments - General	GM1-SPO.IDE.B.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED
GM OPS.GEN.405(a)(1)	Equipment for all aircraft	xxx	xxx	xxx
AMC OPS.GEN.405(a)(2)	Equipment for all aircraft	xxx	xxx	xxx
AMC OPS.GEN.405(a)(4)	Equipment for all aircraft	xxx	xxx	xxx
AMC OPS.GEN.410 and-OPS.GEN.415	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.A.120&SPO.IDE.A.125	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	INTEGRATED INSTRUMENTS
AMC OPS.GEN.410 and-OPS.GEN.415	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.H.120&SPO.IDE.H.125	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	INTEGRATED INSTRUMENTS
AMC OPS.GEN.410 and-OPS.GEN.415	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.S.115&SPO.IDE.S.120	Operations under VFR & cloud flying – flight and navigational instruments	INTEGRATED INSTRUMENTS
AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.A.120(a)(2)&SPO.IDE.A.125(a)(2)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING THE TIME

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.H.120(a)(2)&SPO.IDE.H.125(a)(2)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING THE TIME
AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.S.115(a)(2)&SPO.IDE.S.120(b)	Operations under VFR & cloud flying – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING THE TIME
AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.B.115(b)(1)	Operations under VFR – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING THE TIME
AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.A.120(a)(3)&SPO.IDE.A.125(a)(3)	Operations under VFR operations & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE
AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.H.120(a)(3)&SPO.IDE.H.125(a)(3)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE
AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.S.115(a)(3)&SPO.IDE.S.120(c)	Operations under VFR & cloud flying – flight and navigational instruments	CALIBRATION OF THE MEANS FOR MEASURING AND DISPLAYING PRESSURE ALTITUDE
AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights	GM1-SPO.IDE.B.115(b)(3)	Operations under VFR – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE
AMC OPS.GEN.410(a)(4)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.A.120(a)(4)&SPO.IDE.A.125(a)(4)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED
AMC OPS.GEN.410(a)(4)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.H.120(a)(4)&SPO.IDE.H.125(a)(4)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED
AMC OPS.GEN.410(a)(4)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.S.115(a)(4)&SPO.IDE.S.120(d)	Operations under VFR & cloud flying – flight and navigational instruments	CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED
AMC OPS.GEN.410(b)(3) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights	GM1-SPO.IDE.A.125(a)(3)	Operations under IFR – flight and navigational instruments and associated equipment	ALTIMETERS
AMC OPS.GEN.410(b)(3) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights	GM1-SPO.IDE.H.125(a)(3)	Operations under IFR – flight and navigational instruments and associated equipment	ALTIMETERS
AMC OPS.GEN.410(b)(4) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.H.120(b)(1)(iii)&SPO.IDE.H.125(a)(8)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	STABILISED HEADING
AMC OPS.GEN.410(c) and-	Flight instruments and equipment - VFR flights and flight instruments	AMC1-SPO.IDE.A.120(c)&NCC.SPO.A.125(c)	Operations under VFR & operations under IFR – flight and navigational	MULTI-PILOT OPERATIONS - DUPLICATE

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
OPS.GEN.415(a)	and equipment - VFR night flights and IFR flights		instruments and associated equipment	INSTRUMENTS
AMC OPS.GEN.410(c) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.H.120(c)& SPO.IDE.H.125(c)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MULTI-PILOT OPERATIONS - DUPLICATE INSTRUMENTS
AMC OPS.GEN.410(d)(1)(i)	Flight instruments and equipment - VFR flights	AMC1-SPO.IDE.B.115(a)	Operations under VFR – flight and navigational instruments	MEANS OF DISPLAYING DRIFT DIRECTION
AMC OPS.GEN.415(a)(1)	Flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.A.125(a)(9)	Operations under IFR – flight and navigational instruments and associated equipment	MEANS OF DISPLAYING OUTSIDE AIR TEMPERATURE
AMC OPS.GEN.415(a)(1)	Flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.H.125(a)(9)	Operations under IFR – flight and navigational instruments and associated equipment	MEANS OF DISPLAYING OUTSIDE AIR TEMPERATURE
AMC OPS.GEN.415(a)(3)	Flight instruments and equipment - VFR night flights and IFR flights	GM1-SPO.IDE.A.125	Operations under IFR – flight and navigational instruments and associated equipment	ALTERNATE SOURCE OF STATIC PRESSURE
GM OPS.GEN.415(a)(5)	Flight instruments and equipment - VFR night flights and IFR flights	xxx	xxx	xxx
AMC OPS.GEN.415(b)	Flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.A.125(f)	Operations under IFR – flight and navigational instruments and associated equipment	CHART HOLDER
AMC OPS.GEN.415(b)	Flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.H.125(f)	Operations under IFR – flight and navigational instruments and associated equipment	CHART HOLDER
AMC OPS.GEN.415(d)	Flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.B.110	Operating lights	BALLOON LIGHTS
AMC OPS.GEN.415.H(a)(6)	Flight instruments and equipment - VFR night flights and IFR flights	AMC1-SPO.IDE.H.115	Operating lights	LANDING LIGHT
GM OPS.GEN.420(a)-(e)	Flights over water	GM1-SPO.IDE.A.195	Flight over water	SEAT CUSHIONS
GM OPS.GEN.420(a)-(e)	Flights over water	GM1-SPO.IDE.H.195&SPO.IDE.H.197	Flight over water & Life-jackets – complex motor-powered helicopters	SEAT CUSHIONS
GM OPS.GEN.420(a)-(e)	Flights over water	GM1-SPO.IDE.S.135(a)	Flight over water	SEAT CUSHIONS
GM OPS.GEN.420(a)-(e)	Flights over water	GM1-SPO.IDE.B.130(a)	Flight over water	SEAT CUSHIONS
GM OPS.GEN.420(a), (d) and (f)	Flights over water	GM1-SPO.IDE.A.200	Survival equipment	SIGNALLING EQUIPMENT
GM OPS.GEN.420(a), (d) and (f)	Flights over water	GM1-SPO.IDE.H.200	Survival equipment	SIGNALLING EQUIPMENT
GM OPS.GEN.420(a), (d) and (f)	Flights over water	GM1-SPO.IDE.S.140	Survival equipment	SIGNALLING EQUIPMENT
GM OPS.GEN.420(a), (d) and (f)	Flights over water	GM1-SPO.IDE.B.130(c)	Flight over water	SIGNALLING EQUIPMENT

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
GM OPS.GEN.420(a), (d) and (f)	Flights over water	GM1-SPO.IDE.B.135	Survival equipment	SIGNALLING EQUIPMENT
AMC OPS.GEN.420(a), (d) and (g)	Flights over water	AMC1-SPO.IDE.A.195	Flight over water	RISK ASSESSMENT
AMC OPS.GEN.420(a), (d) and (g)	Flights over water	AMC1-SPO.IDE.H.195	Flight over water	RISK ASSESSMENT
AMC OPS.GEN.420(a), (d) and (g)	Flights over water	AMC1-SPO.IDE.S.135	Flight over water	RISK ASSESSMENT
AMC OPS.GEN.420(a), (d) and (g)	Flights over water	AMC1-SPO.IDE.B.130	Flight over water	RISK ASSESSMENT
AMC OPS.GEN.420(e)	Flights over water	AMC1-SPO.IDE.A.195	Flight over water	ACCESSIBILITY OF LIFE-JACKETS
AMC OPS.GEN.420(e)	Flights over water	AMC1-SPO.IDE.H.195&SPO.IDE.H.197	Flight over water & Life-jackets – complex motor-powered helicopters	ACCESSIBILITY OF LIFE-JACKETS
AMC OPS.GEN.420(f)	Flights over water	AMC1-SPO.IDE.H.199	Life-rafts, survival ELTs and survival equipment on extended overwater flights –complex motor-powered helicopters	LIFE–RAFTS AND EQUIPMENT FOR MAKING DISTRESS SIGNALS
AMC OPS.GEN.420(h)	Flights over water	xxx	xxx	xxx
GM OPS.GEN.425.H	Ditching - Helicopters	xxx	xxx	xxx
AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC1-SPO.IDE.A.190	Emergency locator transmitter (ELT)	ELT BATTERIES
AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC1-SPO.IDE.H.190	Emergency locator transmitter (ELT)	ELT BATTERIES
AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC1-SPO.IDE.S.135(b)	Flight over water	ELT BATTERIES
AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC1-SPO.IDE.B.130(b)	Flight over water	ELT BATTERIES
AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC2-SPO.IDE.A.190	Emergency locator transmitter (ELT)	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS
AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC2-SPO.IDE.H.190	Emergency locator transmitter (ELT)	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS
AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC2-SPO.IDE.S.135(b)	Flight over water	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS
AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)	AMC2-SPO.IDE.B.130(b)	Flight over water	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS
GM OPS.GEN.430	Emergency Locator Transmitter (ELT)	GM1-SPO.IDE.A.190	Emergency locator transmitter (ELT)	TERMINOLOGY
GM OPS.GEN.430	Emergency Locator Transmitter (ELT)	GM1-SPO.IDE.H.190	Emergency locator transmitter (ELT)	TERMINOLOGY
GM OPS.GEN.430	Emergency Locator Transmitter (ELT)	GM1-SPO.IDE.S.135(b)	Flight over water	TERMINOLOGY

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
GM OPS.GEN.430	Emergency Locator Transmitter (ELT)	GM1-SPO.IDE.B.130(b)	Flight over water	TERMINOLOGY
AMC OPS.GEN.430.H(b)(2)	Emergency Locator Transmitter (ELT)	xxx	xxx	xxx
GM OPS.GEN.435	Survival equipment – Motor powered aircraft	GM2-SPO.IDE.A.200	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT
GM OPS.GEN.435	Survival equipment – Motor powered aircraft	GM2-SPO.IDE.H.200	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT
GM OPS.GEN.435	Survival equipment – Motor powered aircraft	GM2-SPO.IDE.S.140	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT
GM OPS.GEN.435	Survival equipment – Motor powered aircraft	GM2-SPO.IDE.B.135	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT
AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft	AMC1-SPO.IDE.A.200	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT
AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft	AMC1-SPO.IDE.H.200	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT
AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft	AMC2-SPO.IDE.S.140	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT
AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft	AMC2-SPO.IDE.B.135	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT
GM OPS.GEN.440	High altitude flights – Oxygen	xxx	xxx	xxx
AMC OPS.GEN.440(a)	High altitude flights - Oxygen	SPO.IDE.A.170	Supplemental oxygen – pressurised aeroplanes	
AMC OPS.GEN.440(a)(1)(i)	High altitude flights - Oxygen	xxx	xxx	xxx
GM OPS.GEN.440(a)(2)(i) and (a)(3)	High altitude flights - Oxygen	xxx	xxx	xxx
GM OPS.GEN.440(b)	High altitude flights - Oxygen	xxx	xxx	xxx
AMC OPS.GEN.440.A(a)(2)	High altitude flights - Oxygen	xxx	xxx	xxx
AMC OPS.GEN.450	Marking of break-in points	AMC1-SPO.IDE.A.185	Marking of break-in points	COLOUR AND CORNERS' MARKING
AMC OPS.GEN.450	Marking of break-in points	AMC1-SPO.IDE.H.185	Marking of break-in points	COLOUR AND CORNERS' MARKING
AMC1 OPS.GEN.455	First-aid kits	AMC1-SPO.IDE.A.165	First-aid kit	GENERAL
AMC1 OPS.GEN.455	First-aid kits	AMC1-SPO.IDE.H.165	First-aid kit	GENERAL
AMC1 OPS.GEN.455	First-aid kits	AMC1-SPO.IDE.B.120	First-aid kit	GENERAL

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
AMC2 OPS.GEN.455	First-aid kits	AMC2-SPO.IDE.A.165	First-aid kit	CONTENT OF FIRST-AID KIT – COMPLEX MOTOR-POWERED HELICOPTERS
AMC2 OPS.GEN.455	First-aid kits	AMC2-SPO.IDE.H.165	First-aid kit	CONTENT OF FIRST-AID KIT – COMPLEX MOTOR-POWERED HELICOPTERS
AMC OPS.GEN.455(d)	First-aid kits	AMC3-SPO.IDE.A.165	First-aid kit	MAINTENANCE OF FIRST-AID KIT
AMC OPS.GEN.455(d)	First-aid kits	AMC3-SPO.IDE.H.165	First-aid kit	MAINTENANCE OF FIRST-AID KIT
AMC OPS.GEN.455(d)	First-aid kits	AMC2-SPO.IDE.B.120	First-aid kit	MAINTENANCE OF FIRST-AID KIT
GM1 OPS.GEN.460(a) and (b)	Airborne Collision Avoidance System (ACAS) II	GM1-SPO.OP.210	Airborne collision avoidance system (ACAS) – complex motor-powered aircraft	GENERAL
GM2 OPS.GEN.460(a) and (b)	Airborne Collision Avoidance System (ACAS) II	GM1-SPO.OP.210	Airborne collision avoidance system (ACAS) – complex motor-powered aircraft	ACAS FLIGHT CREW TRAINING
GM1 OPS.GEN.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes	GM1-SPO.IDE.A.130	Terrain awareness warning system (TAWS)	ACCEPTABLE STANDARD FOR TAWS
GM2 OPS.GEN.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes	GM1-SPO.OP.205	Ground proximity detection	GUIDANCE MATERIAL FOR TERRAIN AWARENESS WARNING SYSTEM (TAWS) FLIGHT CREW TRAINING PROGRAMMES
AMC OPS.GEN.465.A(c)	Terrain Awareness Warning System (TAWS) - Aeroplanes	xxx	xxx	xxx
AMC OPS.GEN.485.A	Crash axes and crowbars - Aeroplanes	xxx	xxx	xxx
AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder	SPO.IDE.A.155	Combination recorder	
AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder	SPO.IDE.H.155	Combination recorder	
AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder	AMC1-SPO.IDE.A.155	Combination recorder	COMBINATION RECORDERS
AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder	GM1-SPO.IDE.A.155	Combination recorder	GENERAL
AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder	GM1-SPO.IDE.H.155	Combination recorder	COMBINATION RECORDERS
AMC1 OPS.GEN.490.A	Flight data recorder - Aeroplanes	AMC1-SPO.IDE.A.145	Flight data recorder	LIST OF PARAMETERS TO BE RECORDED AND PERFORMANCE SPECIFICATIONS FOR THESE PARAMETERS
AMC2 OPS.GEN.490.A	Flight data recorder - Aeroplanes	xxx	xxx	xxx
AMC3 OPS.GEN.490.A	Flight data recorder - Aeroplanes	xxx	xxx	xxx

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
AMC4 OPS.GEN.490.A	Flight data recorder - Aeroplanes	xxx	xxx	xxx
AMC1 OPS.GEN.490.H	Flight data recorder - Helicopters	AMC1-SPO.IDE.H.145	Flight data recorder	LIST OF PARAMETERS TO BE RECORDED
AMC2 OPS.GEN.490.H	Flight data recorder - Helicopters	xxx	xxx	xxx
AMC OPS.GEN.495(c)	Cockpit voice recorder	SPO.IDE.A.140	Cockpit voice recorder	
AMC OPS.GEN.495(c)	Cockpit voice recorder	SPO.IDE.H.140	Cockpit voice recorder	
AMC OPS.GEN.495.A	Cockpit voice recorder - Aeroplanes	SPO.IDE.A.140	Cockpit voice recorder	
AMC OPS.GEN.495.A	Cockpit voice recorder - Aeroplanes	AMC1-SPO.IDE.A.140	Cockpit voice recorder	GENERAL
AMCOPS.GEN.495.H	Cockpit voice recorder - Helicopters	AMC1-SPO.IDE.H.140	Cockpit voice recorder	GENERAL
AMC OPS.GEN.495.H	Cockpit voice recorder - Helicopters	SPO.IDE.H.140	Cockpit voice recorder	
AMC1 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	AMC1-SPO.IDE.A.150	Data link recording	GENERAL
AMC1 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	AMC1-SPO.IDE.H.150	Data link recording	GENERAL
AMC2 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	AMC1-SPO.IDE.A.150	Data link recording	GENERAL
AMC2 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	AMC1-SPO.IDE.H.150	Data link recording	GENERAL
GM OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	GM1-SPO.IDE.A.150	Data link recording	GENERAL
GM OPS.GEN.500	Data link recording - Aeroplanes and Helicopters	GM1-SPO.IDE.H.150	Data link recording	GENERAL
GM OPS.GEN.505(b) and (c)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters	GM1-SPO.GEN.150	Preservation, production and use of flight recorder recordings - operations with complex motor-powered aircraft	REMOVAL OF RECORDERS
GM OPS.GEN.505(b) and (c)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters	GM1-SPO.GEN.150	Preservation, production and use of flight recorder recordings - operations with complex motor-powered aircraft	PROCEDURES FOR THE INSPECTIONS AND MAINTENANCE PRACTICES
AMC OPS.GEN.505(d)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters	SPO.GEN.150	Preservation, production and use of flight recorder recordings – operations with complex motor-powered aircraft	
GM OPS.GEN.505(d)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters	xxx	xxx	xxx
AMC OPS.GEN.515(b) and	Microphones - Aeroplanes and Helicopters and Flight	AMC1-SPO.IDE.A.210	Headset	GENERAL

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
OPS.GEN.520(a)	Crew interphone system			
AMC OPS.GEN.515(b) and OPS.GEN.520(a)	Microphones - Aeroplanes and Helicopters and Flight Crew interphone system	AMC1-SPO.IDE.H.210	Headset	GENERAL
GM OPS.GEN.515(b) and OPS.GEN.520(a)	Microphones - Aeroplanes and Helicopters and Flight Crew interphone system	GM1-SPO.IDE.A.210	Headset	GENERAL
GM OPS.GEN.515(b) and OPS.GEN.520(a)	Microphones - Aeroplanes and Helicopters and Flight Crew interphone system	GM1-SPO.IDE.H.210	Headset	GENERAL
AMC OPS.GEN.520	Flight crew interphone system	AMC1-SPO.IDE.A.135	Flight crew interphone system	GENERAL
AMC OPS.GEN.520	Flight crew interphone system	AMC1-SPO.IDE.H.135	Flight crew interphone system	GENERAL
AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment	SPO.IDE.A.215	Radio communication equipment	
AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment	SPO.IDE.A.220	Navigation equipment	
AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment	SPO.IDE.H.215	Radio communication equipment	
AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment	SPO.IDE.H.220	Navigation equipment	
GM OPS.GEN.525(b)	Communication equipment	SPO.IDE.A.215	Radio communication equipment	
GM OPS.GEN.525(b)	Communication equipment	SPO.IDE.H.215	Radio communication equipment	
GM OPS.GEN.525(b)	Communication equipment	SPO.IDE.S.145	Radio communication equipment	
GM OPS.GEN.525(b)	Communication equipment	SPO.IDE.B.145	Radio communication equipment	
AMC OPS.GEN.530	Pressure-altitude-reporting transponder	AMC1-SPO.IDE.A.225	Transponder	GENERAL
AMC OPS.GEN.530	Pressure-altitude-reporting transponder	AMC1-SPO.IDE.H.225	Transponder	GENERAL
AMC OPS.GEN.530	Pressure-altitude-reporting transponder	AMC1-SPO.IDE.S.155	Transponder	GENERAL
AMC OPS.GEN.530	Pressure-altitude-reporting transponder	AMC1-SPO.IDE.B.150	Transponder	GENERAL
AMC OPS.GEN.535(a)	Navigation equipment	xxx	xxx	xxx
GM OPS.GEN.535(a)(2)	Navigation equipment	GM1-SPO.IDE.A.215	Radio communication equipment	APPLICABLE AIRSPACE REQUIREMENTS
GM OPS.GEN.535(a)(2)	Navigation equipment	GM1-SPO.IDE.H.215	Radio communication equipment	APPLICABLE AIRSPACE REQUIREMENTS

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
GM OPS.GEN.535(a)(2)	Navigation equipment	GM1-SPO.IDE.S.150	Navigation equipment	APPLICABLE AIRSPACE REQUIREMENTS
GM OPS.GEN.535(a)(2)	Navigation equipment	GM1-SPO.IDE.B.145	Radio communication equipment	APPLICABLE AIRSPACE REQUIREMENTS
GM OPS.GEN.535(b)	Navigation equipment	xxx	xxx	xxx
AMCOPS.GEN.540.A(b)	Electronic navigation data management - Complex motor-powered aeroplanes	xxx	xxx	xxx
AMC/GM OPS.GEN Sec5	**Manuals, Logs and Records**	xxx	xxx	xxx
AMC OPS.GEN.600	Documents and information to be carried on all aircraft	SPO.GEN.140	Documents, manuals and information to be carried	
AMC OPS.GEN.600	Documents and information to be carried on all aircraft	AMC1-SPO.GEN.140	Documents, manuals and information to be carried	GENERAL
AMC OPS.GEN.600	Documents and information to be carried on all aircraft	GM1-SPO.GEN.140	Documents, manuals and information to be carried	DOCUMENTS THAT MAY BE PERTINENT TO THE FLIGHT
AMC OPS.GEN.605	Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations	xxx	xxx	xxx
AMC OPS.GEN.605(a)(7)	Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations	xxx	xxx	xxx
AMC OPS.GEN.610	Journey log book	AMC1-SPO.GEN.145	Journey log – non-commercial operations with other-than-complex motor-powered aircraft	GENERAL
GM OPS.GEN.610	Journey log book	xxx	xxx	xxx
AMC/GM OPS.GEN Sec6	**Security**	xxx	xxx	xxx
GM OPS.GEN.700	Disruptive Passenger Behavior	xxx	xxx	xxx
Appendix 1 to AMC OPS.COM.270 Appendix 1 to AMC OPS.COM.270	Standard operating procedures - specialised operations other than the transport of persons, cargo or mail	xxx	xxx	xxx
AMC/GM OPS.COM Sec 2	**Operational procedures**	xxx	xxx	xxx
AMC OPS.COM.116	Briefing of operational personnel	AMC1-SPO.OP.140	Safety briefing	TASK SPECIALISTS – GENERAL
AMC1 OPS.COM.270	Standard operating procedures - specialised operations other than	AMC1-SPO.OP.230	Standard operating procedures	DEVELOPMENT OF STANDARD OPERATING PROCEDURES

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
	the transport of persons, cargo or mail			
AMC2 OPS.COM.270	Standard operating procedures - specialised operations other than the transport of persons, cargo or mail	AMC2-SPO.OP.230	Standard operating procedures	TEMPLATE
AMC/GM OPS.COM Sec 3	**Aircraft performance and operating limitations**	xxx	xxx	xxx
AMC OPS.COM.350.H	Performance criteria helicopter	GM1-SPO.POL.146(d)	Performance criteria - helicopters	GENERAL
AMC OPS.COM.350.H(a)(1) and (b)	Performance criteria helicopter	xxx	xxx	xxx
AMC OPS.COM.350.H(a)(2)	Performance criteria helicopter	AMC1-SPO.POL.146(a)(2)	Performance criteria - helicopters	SUSTAINING LEVEL FLIGHT
AMC OPS.COM.350.H(c)	Performance criteria helicopter	AMC1-SPO.POL.146(c)	Performance criteria - helicopters	OPERATIONAL PROCEDURES AND TRAINING PROGRAMME
AMC/GMOPS.COM Sec 4	**Instruments, data and equipment**	xxx	xxx	xxx
AMC OPS.COM.406	Restraining devices	xxx	xxx	xxx
AMC OPS.COM.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes	xxx	xxx	xxx
GM OPS.COM.486	Emergency egress from the cockpit	SPO.IDE.A.181	Crash axe and crowbar	
AMC OPS.COM.487	Crash mitigation equipment	AMC1-SPO.IDE.A.206	Crash mitigation equipment	TYPES OF CRASH MITIGATION EQUIPMENT
AMC OPS.COM.487	Crash mitigation equipment	AMC1-SPO.IDE.H.206	Crash mitigation equipment	TYPES OF CRASH MITIGATION EQUIPMENT
GM OPS.COM.488	Personal protective equipment	GM1-SPO.IDE.A.205	Individual protective equipment	TYPES OF INDIVIDUAL PROTECTIVE EQUIPMENT
GM OPS.COM.488	Personal protective equipment	GM1-SPO.IDE.H.205	Individual protective equipment	TYPES OF INDIVIDUAL PROTECTIVE EQUIPMENT
AMC OPS.CAT.050	Information on emergency and survival equipment carried	AMC1-SPO.GEN.135	Information on emergency and survival equipment carried	CONTENT OF INFORMATION
AMC OPS.CAT.155A	Selection of aerodromes - Aeroplanes	AMC2-SPO.OP.175	Meteorological conditions	APPLICATION OF AERODROME FORECASTS (TAF & TREND) –OPERATIONS WITH OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT
AMC OPS.CAT.407.A	Number of spare electrical fuses - Aeroplane	GM1-SPO.IDE.A.110	Spare electrical fuses	FUSES
GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft	AMC2-SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment	LOCAL FLIGHTS

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft	GM1-SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment	SLIP INDICATION
GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft	AMC1-SPO.IDE.A.120(a)(1)&SPO.IDE.A.125(a)(1)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING MAGNETIC HEADING
GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft	AMC1-SPO.IDE.A.120(b)(3)&SPO.IDE.A.125(c)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF PREVENTING MALFUNCTION DUE TO CONDENSATION OR ICING
GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft	AMC1-SPO.IDE.H.120(a)(1)&SPO.IDE.H.125(a)(1)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING MAGNETIC HEADING
GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft	AMC1-SPO.IDE.H.120(b)(3)&SPO.IDE.H.125(c)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF PREVENTING MALFUNCTION DUE TO CONDENSATION OR ICING
GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft	AMC1-SPO.IDE.S.115(a)(1)&SPO.IDE.S.120(a)	Operations under VFR & cloud flying – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING MAGNETIC DIRECTION
GM OPS.CAT.420.H(b)(2)	International regulations for preventing collisions at sea Helicopters	GM1-SPO.IDE.H.202	Helicopters certificated for operating on water - Miscellaneous equipment	INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA
GM OPS.CAT.426.H	Estimating survival time	GM1-SPO.IDE.H.198	Survival suits	ESTIMATING SURVIVAL TIME
GM OPS.CAT.427.H(b)	Installation of the life raft so as to be usable in the sea conditions	AMC1-SPO.IDE.H.201	Additional requirements for helicopters conducting offshore operations in a hostile sea area	INSTALLATION OF THE LIFE RAFT
AMC1 OPS.CAT.440	High altitude flights - Oxygen requirements - Motor powered aircraft	AMC1-SPO.IDE.A.170	Supplemental oxygen – pressurised aeroplanes	DETERMINATION OF OXYGEN
AMC1 OPS.CAT.440	High altitude flights - Oxygen requirements - Motor powered aircraft	AMC1-SPO.IDE.A.175	Supplemental oxygen – non-pressurised aeroplanes	DETERMINATION OF OXYGEN
AMC1 OPS.CAT.440	High altitude flights - Oxygen requirements - Motor powered aircraft	AMC1-SPO.IDE.H.175	Supplemental oxygen – non-pressurised helicopters	DETERMINATION OF OXYGEN
xxx	xxx	SPO.GEN.110	Compliance with laws, regulations and procedures	
xxx	xxx	SPO.GEN.170	Immediate reaction to a safety problem	
xxx	xxx	SPO.GEN.175	Minimum equipment list – non-commercial operations with other-than-complex motor-powered aircraft	
xxx	xxx	SPO.OP.145	Flight preparation	

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
xxx	xxx	SPO.POL.125	Take-off mass limitations – complex motor-powered aeroplanes	
xxx	xxx	**SPO.SPEC**	**Specific requirements**	
xxx	xxx	SPO.SPEC.HESLO.100	Standard operating procedures	
xxx	xxx	SPO.SPEC.HESLO.105	Carriage of crew members and task specialists	
xxx	xxx	SPO.SPEC.HESLO.110	Performance criteria	
xxx	xxx	SPO.SPEC.HEC.100	Standard operating procedures	
xxx	xxx	SPO.SPEC.PAR.100	Standard operating procedures	
xxx	xxx	SPO.SPEC.PAR.105	Carriage of crew members and task specialists	
xxx	xxx	SPO.SPEC.PAR.110	Seats	
xxx	xxx	SPO.SPEC.FDO.100	Standard operating procedures	
xxx	xxx	SPO.SPEC.FDO.105	Documents, manuals and information to be carried	
xxx	xxx	SPO.SPEC.FDO.110	Carriage of crew members and task specialists	
xxx	xxx	SPO.SPEC.FDO.115	First-aid kits	
xxx	xxx	SPO.SPEC.FDO.120	Hand-fire extinguisher	
xxx	xxx	GM2-SPO.GEN.106(a)(8)	Pilot-in-command responsibilities and authority	RECORDING UTILISATION DATA
xxx	xxx	AMC1-SPO.GEN.110	Compliance with laws, regulations and procedures	GENERAL
xxx	xxx	AMC1-SPO.GEN.150	Preservation, production and use of flight recorder recordings - operations with complex motor-powered aircraft	OPERATIONAL CHECKS
xxx	xxx	AMC1-SPO.GEN.155(c)	Transport of dangerous goods	EXEMPTIONS BY THE COMPETENT AUTHORITY
xxx	xxx	AMC1-SPO.GEN.175	Minimum equipment list – non-commercial operations with other-than-complex motor-powered aircraft	CONTENT AND APPROVAL OF THE MEL

NPA OPS reference	**NPA OPS rule title**	**SPO reference**	**SPO rule title / explanation**	**SPO AMC-GM subtitle**
xxx	xxx	GM5-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	TAKE-OFF MINIMA - OPERATIONS WITH COMPLEX MOTOR-POWERED HELICOPTERS
xxx	xxx	GM1-SPO.OP.181(c)	Ice and other contaminants — flight procedures	KNOWN ICING CONDITIONS - OPERATIONS WITH OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT
xxx	xxx	AMC2-SPO.POL.115	Mass and balance data and documentation	CONTENTS
xxx	xxx	AMC2-SPO.POL.115	Mass and balance data and documentation	INTEGRITY OF MASS AND BALANCE DATA
xxx	xxx	AMC2-SPO.POL.115	Mass and balance data and documentation	MASS AND BALANCE DOCUMENTATION SENT VIA DATA LINK
xxx	xxx	GM1-SPO.POL.115(b)	Mass and balance data and documentation – complex motor-powered aircraft	ON BOARD INTEGRATED MASS AND BALANCE COMPUTER SYSTEM
xxx	xxx	GM1-SPO.POL.115(b)	Mass and balance data and documentation – complex motor-powered aircraft	STAND-ALONE COMPUTERISED MASS AND BALANCE SYSTEM
xxx	xxx	AMC1-SPO.IDE.A.130	Terrain awareness warning system (TAWS)	EXCESSIVE DOWNWARDS GLIDESLOPE DEVIATION WARNING FOR CLASS A TAWS
xxx	xxx	AMC1-SPO.IDE.A.160	Seats, seat safety belts and restraint systems	UPPER TORSO RESTRAINT SYSTEM
xxx	xxx	AMC1-SPO.IDE.A.160	Seats, seat safety belts and restraint systems	SAFETY BELT
xxx	xxx	AMC3-SPO.IDE.A.190	Emergency locator transmitter (ELT)	PLB TECHNICAL SPECIFICATIONS
xxx	xxx	AMC1-SPO.IDE.A.200(b)(2)	Survival equipment	APPLICABLE AIRWORTHINESS STANDARD
xxx	xxx	AMC1-SPO.IDE.H.120(a)(5)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	SLIP INDICATION
xxx	xxx	AMC2-SPO.IDE.H.160	Seats, seat safety belts and restraint systems	UPPER TORSO RESTRAINT SYSTEM
xxx	xxx	AMC2-SPO.IDE.H.160	Seats, seat safety belts and restraint systems	SAFETY BELT
xxx	xxx	AMC3-SPO.IDE.H.190	Emergency locator transmitter (ELT)	PLB TECHNICAL SPECIFICATIONS

NPA OPS reference	NPA OPS rule title	SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle
xxx	xxx	AMC1-SPO.IDE.S.125	Seats and restraint systems	UPPER TORSO RESTRAINT SYSTEM
xxx	xxx	AMC3-SPO.IDE.S.135(b)	Flight over water	PLB TECHNICAL SPECIFICATIONS
xxx	xxx	AMC3-SPO.IDE.B.130(b)	Flight over water	PLB TECHNICAL SPECIFICATIONS

Sorted in accordance with CRD rules

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
AMC-Annex I	Definitions		AMC OPS.GEN.010(a)(63)	Definitions
AMC-Annex I	Definitions		AMC OPS.GEN.010(a)(9)&(10)	Definitions
GM-Annex I	Definitions		GM OPS.GEN.005(a)	Scope
GM-Annex I	Definitions		GM OPS.GEN.010	Definitions
GM-Annex I	Definitions		GM OPS.GEN.010(a)(30)	Definitions
GM-Annex I	Definitions		GM OPS.GEN.010(a)(41)	Definitions
GM-Annex I	Definitions		GM OPS.GEN.010(a)(73)	Definitions
GM-Annex I	Definitions		GM OPS.GEN.010(a)(9)&(10)	Definitions
Definitions	Definitions		OPS.GEN.010	Definitions
SPO.GEN	**General Requirements**		**OPS.GEN Sec1**	**General Requirements**
SPO.GEN.100	Competent authority		OPS.GEN.001	Competent authority
SPO.GEN.101	Scope		OPS.GEN.005	Scope
SPO.GEN.101	Scope		OPS.COM.005	Scope

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
SPO.GEN.105	Crew member responsibilities		OPS.GEN.020	Crew responsibilities
SPO.GEN.106	Pilot-in-command responsibilities and authority		OPS.GEN.015	Pilot-in-command responsibilities and authority
SPO.GEN.106	Pilot-in-command responsibilities and authority		OPS.GEN.505	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters
SPO.GEN.107	Pilot-in-command responsibilities and authority - balloons		OPS.GEN.015	Pilot-in-command responsibilities and authority
SPO.GEN.110	Compliance with laws, regulations and procedures		xxx	xxx
SPO.GEN.115	Common language		OPS.GEN.025	Common language
SPO.GEN.120	Taxiing of aeroplanes		OPS.GEN.135.A	Taxiing of aeroplanes
SPO.GEN.120	Taxiing of aeroplanes		AMC OPS.GEN.135.A	Taxiing of aeroplanes
SPO.GEN.125	Rotor engagement		OPS.GEN.140.H	Rotor engagement
SPO.GEN.130	Portable electronic devices		OPS.GEN.125	Portable electronic devices
SPO.GEN.135	Information on emergency and survival equipment carried		OPS.CAT.050	Information on emergency and survival equipment carried
SPO.GEN.140	Documents, manuals and information to be carried		OPS.GEN.600	Documents and information to be carried on all aircraft
SPO.GEN.140	Documents, manuals and information to be carried		OPS.GEN.605	Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations
SPO.GEN.140	Documents, manuals and information to be carried		OPS.GEN.615	Production of documentation and

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
				records
SPO.GEN.140	Documents, manuals and information to be carried		AMC OPS.GEN.600	Documents and information to be carried on all aircraft
SPO.GEN.145	Journey log – non-commercial operations with other-than-complex motor-powered aircraft		OPS.GEN.610	Journey log book
SPO.GEN.150	Preservation, production and use of flight recorder recordings – operations with complex motor-powered aircraft		OPS.GEN.505	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters
SPO.GEN.150	Preservation, production and use of flight recorder recordings – operations with complex motor-powered aircraft		OPS.GEN.510	Use of FDR and CVR recordings - Aeroplanes and Helicopters
SPO.GEN.150	Preservation, production and use of flight recorder recordings – operations with complex motor-powered aircraft		AMC OPS.GEN.505(d)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters
SPO.GEN.155	Transport of dangerous goods		OPS.GEN.030	Transport of dangerous goods
SPO.GEN.160	Releasing of dangerous goods		OPS.COM.035	Application and use of dangerous goods in specialised tasks
SPO.GEN.165	Carriage and use of weapons		OPS.COM.040	Carriage and use of weapons in specialised tasks
SPO.GEN.170	Immediate reaction to a safety problem		xxx	xxx
SPO.GEN.175	Minimum equipment list – non-commercial operations with other-than-complex motor-powered aircraft		xxx	xxx
SPO.OP	**Operational procedures**		**OPS.GEN Sec2**	**Operational procedures**
SPO.OP.100	Use of aerodromes and operating sites		OPS.GEN.145	Use of aerodromes/ operating sites

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
SPO.OP.105	Specification of isolated aerodromes - aeroplanes		GM1 OPS.GEN.155.A(a)(3)	Selection of alternate aerodromes
SPO.OP.110	Aerodrome operating minima – aeroplanes and helicopters		OPS.GEN.150	Instrument Flight Rules (IFR) Operating minima
SPO.OP.111	Aerodrome operating minima – NPA, APV, CAT I operations		AMC4 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
SPO.OP.112	Aerodrome operating minima – circling operations with aeroplanes		AMC8 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima
SPO.OP.113	Aerodrome operating minima – circling operations with helicopters		AMC9 OPS.GEN.150.H	Instrument Flight Rules (IFR) operating minima
SPO.OP.115	Departure and approach procedures - Aeroplanes and helicopters		OPS.GEN.160	Departure and approach procedures
SPO.OP.120	Noise abatement procedures		OPS.GEN.165	Noise abatement
SPO.OP.120	Noise abatement procedures		AMC OPS.GEN.165.A	Noise abatement
SPO.OP.121	Noise abatement procedures - balloons		OPS.GEN.165	Noise abatement
SPO.OP.121	Noise abatement procedures - balloons		AMC OPS.GEN.165.A	Noise abatement
SPO.OP.125	Minimum obstacle clearance altitudes — IFR flights		OPS.GEN.170	Minimum terrain clearance altitudes – IFR flights
SPO.OP.130	Fuel and oil supply - aeroplanes		OPS.GEN.205	Fuel and oil supply
SPO.OP.130	Fuel and oil supply - aeroplanes		AMC1 OPS.GEN.205	Fuel and oil supply
SPO.OP.131	Fuel and oil supply - helicopters		OPS.GEN.205	Fuel and oil supply
SPO.OP.131	Fuel and oil supply - helicopters		AMC1 OPS.GEN.205	Fuel and oil supply
SPO.OP.132	Fuel and ballast supply and planning - balloons		OPS.GEN.205	Fuel and oil supply
SPO.OP.132	Fuel and ballast supply and planning - balloons		AMC1 OPS.GEN.205	Fuel and oil supply
SPO.OP.135	Carriage of crew members and task specialists		OPS.GEN.110	Carriage of persons

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
SPO.OP.135	Carriage of crew members and task specialists		OPS.COM.406	Restraining devices
SPO.OP.140	Safety briefing		OPS.GEN.115	Passenger briefing
SPO.OP.140	Safety Briefing		OPS.COM.115	Briefing of operational personnel
SPO.OP.140	Safety briefing		AMC1 OPS.GEN.115	Passenger briefing
SPO.OP.145	Flight preparation		xxx	xxx
SPO.OP.150	Take-off alternate aerodromes - complex motor-powered aeroplanes		OPS.GEN.155	Selection of alternate aerodromes
SPO.OP.155	Destination alternate aerodromes – aeroplanes		OPS.GEN.155	Selection of alternate aerodromes
SPO.OP.156	Destination alternate aerodromes – helicopters		OPS.GEN.155	Selection of alternate aerodromes
SPO.OP.160	Refuelling with persons embarking, on board or disembarking		OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking
SPO.OP.165	Use of headset		OPS.GEN.515	Microphones - Aeroplanes and Helicopters
SPO.OP.170	Smoking on board		OPS.GEN.130	Smoking on board
SPO.OP.175	Meteorological conditions		OPS.GEN.185	Meteorological conditions
SPO.OP.180	Ice and other contaminants — ground procedures		OPS.GEN.100	Ice and other contaminants
SPO.OP.181	Ice and other contaminants — flight procedures		AMC1 OPS.GEN.100	Ice and other contaminants
SPO.OP.185	Take-off conditions – aeroplanes and helicopters		OPS.GEN.190	Take-off conditions
SPO.OP.186	Take-off conditions - balloons		OPS.GEN.190	Take-off conditions
SPO.OP.190	Simulated abnormal situations in flight		OPS.GEN.105	Simulated abnormal situations in flight

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
SPO.OP.195	In-flight fuel management		OPS.GEN.215	In-flight fuel checks
SPO.OP.200	Use of supplemental oxygen		OPS.GEN.440	High altitude flights – Oxygen
SPO.OP.205	Ground proximity detection		OPS.GEN.222	Ground proximity detection
SPO.OP.205	Ground proximity detection		OPS.COM.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes
SPO.OP.210	Airborne collision avoidance system (ACAS) – complex motor-powered aircraft		OPS.GEN.460	Airborne Collision Avoidance System (ACAS) II
SPO.OP.215	Approach and landing conditions – aeroplanes and helicopters		OPS.GEN.195	Approach and landing conditions
SPO.OP.216	Approach and landing conditions – balloons and sailplanes		OPS.GEN.195	Approach and landing conditions
SPO.OP.220	Commencement and continuation of approach - aeroplanes and helicopters		OPS.GEN.200	Commencement and continuation of approach
SPO.OP.220	Commencement and continuation of approach - aeroplanes and helicopters		AMC OPS.GEN.200	Commencement and continuation of approach
SPO.OP.225	Operational limitations – hot-air balloons		OPS.GEN.220.B	Operational limitations - balloons
SPO.OP.230	Standard operating procedures		OPS.COM.270	Standard operating procedures - specialised operations other than the transport of persons, cargo or mail
SPO.POL	**Aircraft performance and operating limitations**		**OPS.GEN Sec3**	**Aircraft performance and operating limitations**
SPO.POL.100	Operating limitations - general		OPS.GEN.300	Operating limitations
SPO.POL.105	Mass and balance		OPS.GEN.305	Weighing
SPO.POL.110	Mass and balance system - complex motor powered aircraft		OPS.GEN.310	Mass and balance

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
				system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
SPO.POL.115	Mass and balance data and documentation - complex motor-powered aircraft and commercial operations		AMC OPS.GEN.310(a)(8) and (b)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
SPO.POL.120	Performance - general		OPS.GEN.315	Performance - general
SPO.POL.125	Take-off mass limitations – complex motor-powered aeroplanes		xxx	xxx
SPO.POL.130	Take-off - complex motor powered aeroplanes		OPS.GEN.320.A	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations
SPO.POL.135	En-route - One engine inoperative - complex motor powered aeroplanes		OPS.GEN.325	En-route - Critical engine inoperative - complex motor-powered aircraft
SPO.POL.140	Landing - complex motor powered aeroplanes		OPS.GEN.330.A	Landing - complex motor-powered aeroplanes
SPO.POL.145	Performance criteria - aeroplanes		OPS.COM.316.A	Performance criteria aeroplanes
SPO.POL.146	Performance criteria - helicopter		OPS.COM.350.H	Performance criteria helicopter
SPO.IDE	**Instrument, data and equipment**		**OPS.GEN Sec4**	**Instrument, data, equipment**
SPO.IDE.A.100	Instruments and equipment – general		OPS.GEN.400	Instruments and equipment – General

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
SPO.IDE.A.105	Minimum equipment for flight		OPS.GEN.550	Minimum equipment for flight
SPO.IDE.A.110	Spare electrical fuses		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.A.115	Operating lights		OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights
SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment		OPS.GEN.410	Flight instruments and equipment - VFR flights
SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment		OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights
SPO.IDE.A.125	Operations under IFR – flight and navigational instruments and associated equipment		OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights
SPO.IDE.A.126	Additional equipment for single-pilot operation under IFR		OPS.CAT.415	Flight instrument and equipment for VFR night flights and IFR flights – Motor powered aircraft
SPO.IDE.A.130	Terrain awareness warning system (TAWS)		OPS.GEN.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes
SPO.IDE.A.131	Airborne Collision Avoidance System (ACAS)		OPS.GEN.460	Airborne Collision Avoidance System (ACAS) II
SPO.IDE.A.132	Airborne weather detecting equipment		OPS.CAT.416	Airborne weather equipment
SPO.IDE.A.133	Additional equipment for operations in icing conditions at night		OPS.GEN.445	Operations in icing conditions at night
SPO.IDE.A.135	Flight crew interphone system		OPS.GEN.520	Flight crew interphone system
SPO.IDE.A.140	Cockpit voice recorder		OPS.GEN.495	Cockpit voice recorder - Aeroplanes and Helicopters

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
SPO.IDE.A.140	Cockpit voice recorder		AMC OPS.GEN.495(c)	Cockpit voice recorder
SPO.IDE.A.140	Cockpit voice recorder		AMC OPS.GEN.495.A	Cockpit voice recorder - Aeroplanes
SPO.IDE.A.145	Flight data recorder		OPS.GEN.490	Flight data recorder - Aeroplanes and Helicopters
SPO.IDE.A.150	Data link recording		OPS.GEN.500	Data link recording - Aeroplanes and Helicopters
SPO.IDE.A.155	Combination recorder		AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder
SPO.IDE.A.160	Seats, seat safety belts and restraint systems		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.A.160	Seats, seat safety belts and restraint systems		OPS.GEN.480	Seat belts and harnesses
SPO.IDE.A.165	First-aid kit		OPS.GEN.455	First-aid kits
SPO.IDE.A.170	Supplemental oxygen – pressurised aeroplanes		OPS.GEN.440	High altitude flights – Oxygen
SPO.IDE.A.170	Supplemental oxygen – pressurised aeroplanes		AMC OPS.GEN.440(a)	High altitude flights - Oxygen
SPO.IDE.A.175	Supplemental oxygen – non-pressurised aeroplanes		OPS.GEN.440	High altitude flights – Oxygen
SPO.IDE.A.180	Hand fire extinguishers		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.A.181	Emergency egress from the cockpit		OPS.COM.486	Emergency egress from the cockpit
SPO.IDE.A.181	Crash axe and crowbar		GM OPS.COM.486	Emergency egress from the cockpit
SPO.IDE.A.185	Marking of break-in points		OPS.GEN.450	Marking of break-in points
SPO.IDE.A.190	Emergency Locator Transmitter (ELT)		OPS.GEN.430	Emergency Locator Transmitter (ELT)

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
SPO.IDE.A.195	Flight over water		OPS.GEN.420	Flights over water
SPO.IDE.A.200	Survival equipment		OPS.GEN.435	Survival equipment – Motor-powered aircraft
SPO.IDE.A.205	Individual protective equipment		OPS.COM.488	Individual protective equipment
SPO.IDE.A.206	Crash mitigation equipment		OPS.COM.487	Crash mitigation equipment
SPO.IDE.A.210	Headset		OPS.GEN.520	Flight crew interphone system
SPO.IDE.A.215	Radio communication equipment		OPS.GEN.525	Communication equipment
SPO.IDE.A.215	Radio communication equipment		AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment
SPO.IDE.A.215	Radio communication equipment		GM OPS.GEN.525(b)	Communication equipment
SPO.IDE.A.220	Navigation equipment		OPS.GEN.535	Navigation equipment
SPO.IDE.A.220	Navigation equipment		AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment
SPO.IDE.A.225	Transponder		OPS.GEN.530	Pressure-altitude-reporting transponder
SPO.IDE.H.100	Instruments and equipment – general		OPS.GEN.400	Instruments and equipment – General
SPO.IDE.H.105	Minimum equipment for flight		OPS.GEN.550	Minimum equipment for flight
SPO.IDE.H.115	Operating lights		OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights
SPO.IDE.H.120	Operations under VFR – flight and navigational instruments and associated equipment		OPS.GEN.410	Flight instruments and equipment - VFR flights

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
SPO.IDE.H.120	Operations under VFR – flight and navigational instruments and associated equipment		OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights
SPO.IDE.H.125	Operations under IFR – flight and navigational instruments and associated equipment		OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights
SPO.IDE.H.126	Additional equipment for single pilot operation under IFR		OPS.CAT.415	Flight instrument and equipment for VFR night flights and IFR flights – Motor powered aircraft
SPO.IDE.H.132	Airborne weather detecting equipment		OPS.CAT.416	Airborne weather equipment
SPO.IDE.H.133	Additional equipment for operations in icing conditions at night		OPS.GEN.445	Operations in icing conditions at night
SPO.IDE.H.135	Flight crew interphone system		OPS.GEN.520	Flight crew interphone system
SPO.IDE.H.140	Cockpit voice recorder		OPS.GEN.495	Cockpit voice recorder - Aeroplanes and Helicopters
SPO.IDE.H.140	Cockpit voice recorder		AMC OPS.GEN.495(c)	Cockpit voice recorder
SPO.IDE.H.140	Cockpit voice recorder		AMC OPS.GEN.495.H	Cockpit voice recorder - Helicopters
SPO.IDE.H.145	Flight data recorder		OPS.GEN.490	Flight data recorder - Aeroplanes and Helicopters
SPO.IDE.H.150	Data link recording		OPS.GEN.500	Data link recording - Aeroplanes and Helicopters
SPO.IDE.H.155	Combination recorder		AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder
SPO.IDE.H.160	Seats, seat safety belts and restraint systems		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.H.160	Seats, seat safety belts and restraint systems		OPS.GEN.480	Seat belts and harnesses

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
SPO.IDE.H.165	First-aid kit		OPS.GEN.455	First-aid kits
SPO.IDE.H.175	Supplemental oxygen – non-pressurised helicopters		OPS.GEN.440	High altitude flights – Oxygen
SPO.IDE.H.180	Hand fire extinguishers		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.H.185	Marking of break-in points		OPS.GEN.450	Marking of break-in points
SPO.IDE.H.190	Emergency Locator Transmitter (ELT)		OPS.GEN.430	Emergency Locator Transmitter (ELT)
SPO.IDE.H.195	Flight over water – other than complex motor-powered helicopters		OPS.GEN.420	Flights over water
SPO.IDE.H.195	Flight over water – other than complex motor-powered helicopters		OPS.COM.420.H	Life jackets - Helicopters
SPO.IDE.H.197	Life-jackets – complex motor-powered helicopters		OPS.GEN.420	Flights over water
SPO.IDE.H.198	Survival suits		OPS.COM.426.H	Survival suits - Helicopters
SPO.IDE.H.199	Life-rafts, survival ELTs and survival equipment on extended overwater flights –complex motor-powered helicopters		OPS.GEN.420	Flights over water
SPO.IDE.H.200	Survival equipment		OPS.GEN.435	Survival equipment – Motor-powered aircraft
SPO.IDE.H.201	Additional requirements for complex motor-powered helicopters conducting offshore operations in a hostile sea area		OPS.GEN.475	Emergency lighting – Aeroplanes and Helicopters
SPO.IDE.H.201	Additional requirements for complex motor-powered helicopters conducting offshore operations in a hostile sea area		OPS.COM.420.H	Life jackets - Helicopters
SPO.IDE.H.203	All helicopters on flights over water - ditching		OPS.GEN.425.H	Ditching - Helicopters
SPO.IDE.H.203	All helicopters on flights over water - ditching		OPS.COM.425.H	Ditching - Helicopters

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
SPO.IDE.H.205	Individual protective equipment		OPS.COM.488	Individual protective equipment
SPO.IDE.H.206	Crash mitigation equipment		OPS.COM.487	Crash mitigation equipment
SPO.IDE.H.210	Headset		OPS.GEN.520	Flight crew interphone system
SPO.IDE.H.215	Radio communication equipment		OPS.GEN.525	Communication equipment
SPO.IDE.H.215	Radio communication equipment		AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment
SPO.IDE.H.215	Radio communication equipment		GM OPS.GEN.525(b)	Communication equipment
SPO.IDE.H.220	Navigation equipment		OPS.GEN.535	Navigation equipment
SPO.IDE.H.220	Navigation equipment		AMC OPS.GEN.525 and 535	Communication equipment and Navigation equipment
SPO.IDE.H.225	Transponder		OPS.GEN.530	Pressure-altitude-reporting transponder
SPO.IDE.S.100	Instruments and equipment – general		OPS.GEN.400	Instruments and equipment – General
SPO.IDE.S.105	Minimum equipment for flight		OPS.GEN.550	Minimum equipment for flight
SPO.IDE.S.115	Operations under VFR – flight and navigational instruments		OPS.GEN.410	Flight instruments and equipment - VFR flights
SPO.IDE.S.120	Operations under VFR – flight and navigational instruments		OPS.GEN.410	Flight instruments and equipment - VFR flights
SPO.IDE.S.125	Seats and restraint systems		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.S.125	Seats and restraint systems		OPS.GEN.480	Seat belts and harnesses
SPO.IDE.S.130	Supplemental oxygen		OPS.GEN.440	High altitude flights – Oxygen

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
SPO.IDE.S.135	Flight over water		OPS.GEN.420	Flights over water
SPO.IDE.S.145	Radio communication equipment		OPS.GEN.525	Communication equipment
SPO.IDE.S.145	Radio communication equipment		GM OPS.GEN.525(b)	Communication equipment
SPO.IDE.S.150	Navigation equipment		OPS.GEN.535	Navigation equipment
SPO.IDE.S.155	Transponder		OPS.GEN.530	Pressure-altitude-reporting transponder
SPO.IDE.B.100	Instruments and equipment – general		OPS.GEN.400	Instruments and equipment – General
SPO.IDE.B.105	Minimum equipment for flight		OPS.GEN.550	Minimum equipment for flight
SPO.IDE.B.110	Operating lights		OPS.GEN.415	Flight instruments and equipment - VFR night flights and IFR flights
SPO.IDE.B.115	Operations under VFR – flight and navigational instruments and associated equipment		OPS.GEN.410	Flight instruments and equipment - VFR flights
SPO.IDE.B.120	First-aid kit		OPS.GEN.455	First-aid kits
SPO.IDE.B.121	Supplemental oxygen		OPS.GEN.440	High altitude flights – Oxygen
SPO.IDE.B.125	Hand fire extinguishers		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.B.130	Flight over water		OPS.GEN.420	Flights over water
SPO.IDE.B.140	Miscellaneous equipment		OPS.GEN.405	Equipment for all aircraft
SPO.IDE.B.145	Radio communication equipment		OPS.GEN.525	Communication equipment
SPO.IDE.B.145	Radio communication equipment		GM OPS.GEN.525(b)	Communication equipment
SPO.IDE.B.150	Transponder		OPS.GEN.530	Pressure-altitude-reporting transponder

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
SPO.SPEC	**Specific requirements**		xxx	xxx
SPO.SPEC.HESLO.100	Standard operating procedures		xxx	xxx
SPO.SPEC.HESLO.105	Carriage of crew members and task specialists		xxx	xxx
SPO.SPEC.HESLO.110	Performance criteria		xxx	xxx
SPO.SPEC.HEC.100	Standard operating procedures		xxx	xxx
SPO.SPEC.PAR.100	Standard operating procedures		xxx	xxx
SPO.SPEC.PAR.105	Carriage of crew members and task specialists		xxx	xxx
SPO.SPEC.PAR.110	Seats		xxx	xxx
SPO.SPEC.FDO.100	Standard operating procedures		xxx	xxx
SPO.SPEC.FDO.105	Documents, manuals and information to be carried		xxx	xxx
SPO.SPEC.FDO.110	Carriage of crew members and task specialists		xxx	xxx
SPO.SPEC.FDO.115	First-aid kits		xxx	xxx
SPO.SPEC.FDO.120	Hand-fire extinguisher		xxx	xxx
AMC/GM SPO.GEN	**General Requirements**		**AMC/GM OPS.GEN Sec1**	**General Requirements**
GM1-SPO.GEN.105(b)(2)	Crew member responsibilities	GENERAL	GM OPS.GEN.020(a)	Crew responsibilities
GM1-SPO.GEN.106	Pilot-in-command responsibilities and authority	GENERAL	GM OPS.GEN.015	Pilot-in-command responsibilities and authority
GM2-SPO.GEN.106(a)(8)	Pilot-in-command responsibilities and authority	RECORDING UTILISATION DATA	xxx	xxx
AMC1-SPO.GEN.106(c)	Pilot-in-command responsibilities and authority	REPORTING OF HAZARDOUS FLIGHT CONDITIONS	AMC OPS.GEN.015(c)	Pilot-in-command responsibilities and authority
GM1-SPO.GEN.107(c)	Pilot-in-command responsibilities and authority - balloons	PROTECTIVE CLOTHING	AMC OPS.GEN.015(e)(3)	Pilot-in-command responsibilities and authority

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
AMC1-SPO.GEN.110	Compliance with laws, regulations and procedures	GENERAL	xxx	xxx
GM1-SPO.GEN.125	Rotor engagement	INTENT OF THE RULE	GM OPS.GEN.140.H	Rotor engagement
GM1-SPO.GEN.130	Portable electronic devices	GENERAL	GM OPS.GEN.125	Portable electronic devices
AMC1-SPO.GEN.135	Information on emergency and survival equipment carried	CONTENT OF INFORMATION	AMC OPS.CAT.050	Information on emergency and survival equipment carried
AMC1-SPO.GEN.140	Documents, manuals and information to be carried	GENERAL	AMC OPS.GEN.600	Documents and information to be carried on all aircraft
GM1-SPO.GEN.140	Documents, manuals and information to be carried	DOCUMENTS THAT MAY BE PERTINENT TO THE FLIGHT	AMC OPS.GEN.600	Documents and information to be carried on all aircraft
AMC1-SPO.GEN.145	Journey log – non-commercial operations with other-than-complex motor-powered aircraft	GENERAL	AMC OPS.GEN.610	Journey log book
AMC1-SPO.GEN.150	Preservation, production and use of flight recorder recordings - operations with complex motor-powered aircraft	OPERATIONAL CHECKS	xxx	xxx
GM1-SPO.GEN.150	Preservation, production and use of flight recorder recordings - operations with complex motor-powered aircraft	REMOVAL OF RECORDERS	GM OPS.GEN.505(b) and (c)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters
GM1-SPO.GEN.150	Preservation, production and use of flight recorder recordings - operations with complex motor-powered aircraft	PROCEDURES FOR THE INSPECTIONS AND MAINTENANCE PRACTICES	GM OPS.GEN.505(b) and (c)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters
GM1-SPO.GEN.155(a)	Transport of dangerous goods	GENERAL	GM OPS.GEN.030	Transport of dangerous goods
GM1-SPO.GEN.155(a)	Transport of dangerous goods	GENERAL	AMC OPS.GEN.030	Transport of dangerous goods
AMC1-SPO.GEN.155(c)	Transport of dangerous goods	EXEMPTIONS BY THE COMPETENT AUTHORITY	xxx	xxx
AMC1-SPO.GEN.155(f)	Transport of dangerous goods	DANGEROUS GOODS ACCIDENT AND INCIDENT	AMC	Dangerous goods

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
		REPORTING	OPS.GEN.030(d)(1)	incident and accident reporting
AMC1-SPO.GEN.175	Minimum equipment list – non-commercial operations with other-than-complex motor-powered aircraft	CONTENT AND APPROVAL OF THE MEL	xxx	xxx
AMC/GM SPO.OP	**Operational procedures**		**AMC/GM OPS.GEN Sec2**	**Operational procedures**
AMC1-SPO.OP.100	Use of aerodromes and operating sites	USE OF OPERATING SITES - OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT	AMC1 OPS.GEN.145	Use of aerodromes/ operating sites
AMC2-SPO.OP.100	Use of aerodromes and operating sites	USE OF OPERATING SITES – COMMERCIAL OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT	AMC2 OPS.GEN.145	Use of aerodromes/ operating sites
AMC1-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	COMMERCIALLY AVAILABLE INFORMATION	AMC1 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
AMC10-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	EFFECT ON LANDING MINIMA OF TEMPORARILY FAILED OR DOWNGRADED GROUND EQUIPMENT - COMPLEX MOTOR POWERED AIRCRAFT	AMC12 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
AMC11-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	EFFECT ON LANDING MINIMA OF TEMPORARILY FAILED OR DOWNGRADED GROUND EQUIPMENT – OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT	AMC12 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
AMC2-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	VISUAL APPROACH	AMC10 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
AMC3-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	GENERAL - OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT	AMC2 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
AMC4-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	TAKE-OFF OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT	AMC3 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
AMC5-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	TAKE-OFF OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT	AMC3 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
AMC6-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT-	AMC5 OPS.GEN.150	Instrument Flight Rules

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
		CRITERIA FOR ESTABLISHING RVR/CMV		(IFR) operating minima
AMC7-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, APV, CAT I - COMPLEX MOTOR POWERED AEROPLANES	AMC6 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima
AMC8-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	DETERMINATION OF RVR/CMV/VIS MINIMA FOR NPA, CAT I — COMPLEX MOTOR POWERED HELICOPTERS	AMC7 OPS.GEN.150.H	Instrument Flight Rules (IFR) operating minima
AMC9-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	CONVERSION OF REPORTED METEOROLOGICAL VISIBILITY TO RVR/CMV - COMPLEX MOTOR POWERED AIRCRAFT-	AMC11 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
GM1-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	AIRCRAFT CATEGORIES	GM1 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima
GM2-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	CONTINUOUS DESCENT FINAL APPROACH (CDFA) – AEROPLANES	GM2 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima
GM3-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	VERTICAL PATH CONTROL - OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT	AMC11 OPS.GEN.150	Instrument Flight Rules (IFR) operating minima
GM4-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	ONSHORE AERODROME DEPARTURE PROCEDURES – OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED HELICOPTERS	GM4 OPS.GEN.150.H	Instrument Flight Rules (IFR) operating minima
GM5-SPO.OP.110	Aerodrome operating minima — aeroplanes and helicopters	TAKE-OFF MINIMA - OPERATIONS WITH COMPLEX MOTOR-POWERED HELICOPTERS	xxx	xxx
GM1-SPO.OP.112	Aerodrome operating minima — circling operations with aeroplanes	SUPPLEMENTAL INFORMATION	GM3 OPS.GEN.150.A	Instrument Flight Rules (IFR) operating minima
AMC1-SPO.OP.120	Noise abatement procedures	NADP DESIGN - OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT	GM OPS.GEN.165.A	Noise abatement
GM1-SPO.OP.120	Noise abatement procedures	TERMINOLOGY - OPERATIONS WITH COMPLEX MOTOR POWERED AEROPLANE	GM OPS.GEN.165.A	Noise abatement

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
GM1-SPO.OP.120	Noise abatement procedures	GENERAL	GM OPS.GEN.165.A	Noise abatement
GM1-SPO.OP.120	Noise abatement procedures	EXAMPLE	GM OPS.GEN.165.A	Noise abatement
AMC1-SPO.OP.140	Safety briefing	TASK SPECIALISTS – GENERAL	AMC OPS.COM.116	Briefing of operational personnel
AMC1-SPO.OP.156	Destination alternate aerodromes — helicopters	OFFSHORE ALTERNATE AERODROMES - COMPLEX MOTOR POWERED HELICOPTERS	AMC OPS.GEN.155.H	Selection of alternate aerodromes
AMC1-SPO.OP.160	Refuelling with persons embarking, on board or disembarking	OPERATIONAL PROCEDURES — AEROPLANES	AMC OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking
AMC1-SPO.OP.160	Refuelling with persons embarking, on board or disembarking	OPERATIONAL PROCEDURES — HELICOPTERS	AMC OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking
GM1-SPO.OP.160	Refuelling with persons embarking, on board or disembarking	AIRCRAFT REFUELLING PROVISIONS AND GUIDANCE ON SAFE REFUELLING PRACTICES	GM3 OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking
AMC1-SPO.OP.175	Meteorological conditions	EVALUATION OF METEOROLOGICAL CONDITIONS	AMC2 OPS.GEN.185	Meteorological conditions
AMC2-SPO.OP.175	Meteorological conditions	APPLICATION OF AERODROME FORECASTS (TAF & TREND) – OPERATIONS WITH OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT	AMC OPS.CAT.155A	Selection of aerodromes - Aeroplanes
GM1-SPO.OP.175	Meteorological conditions	CONTINUATION OF A FLIGHT	AMC1 OPS.GEN.185	Meteorological conditions
GM1-SPO.OP.180	Ice and other contaminants — ground procedures	TERMINOLOGY	GM1 OPS.GEN.100	Ice and other contaminants
GM1-SPO.OP.180	Ice and other contaminants — ground procedures	ANTI-ICING CODES	GM2 OPS.GEN.100	Ice and other contaminants
GM2-SPO.OP.180	Ice and other contaminants — ground procedures	DE-ICING/ANTI-ICING — PROCEDURES	AMC2 OPS.GEN.100	Ice and other contaminants

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
GM3-SPO.OP.180	Ice and other contaminants — ground procedures	DE-ICING/ANTI-ICING — BACKGROUND INFORMATION	GM3 OPS.GEN.100	Ice and other contaminants
AMC1-SPO.OP.181	Ice and other contaminants — flight procedures	FLIGHT IN EXPECTED OR ACTUAL ICING CONDITIONS	AMC1 OPS.GEN.100	Ice and other contaminants
GM1-SPO.OP.181(c)	Ice and other contaminants — flight procedures	KNOWN ICING CONDITIONS - OPERATIONS WITH OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT	xxx	xxx
GM1-SPO.OP.205	Ground proximity detection	GUIDANCE MATERIAL FOR TERRAIN AWARENESS WARNING SYSTEM (TAWS) FLIGHT CREW TRAINING PROGRAMMES	GM2 OPS.GEN.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes
GM1-SPO.OP.210	Airborne collision avoidance system (ACAS) – complex motor-powered aircraft	GENERAL	GM1 OPS.GEN.460(a) and (b)	Airborne Collision Avoidance System (ACAS) II
GM1-SPO.OP.210	Airborne collision avoidance system (ACAS) – complex motor-powered aircraft	ACAS FLIGHT CREW TRAINING	GM2 OPS.GEN.460(a) and (b)	Airborne Collision Avoidance System (ACAS) II
AMC1-SPO.OP.215	Approach and landing conditions – aeroplanes and helicopters	LANDING DISTANCE/FATO SUITABILITY	AMC OPS.GEN.195	Approach and landing conditions
AMC1-SPO.OP.220	Commencement and continuation of approach	VISUAL REFERENCES FOR INSTRUMENT APPROACHES	OPS.GEN.200	Commencement and continuation of approach
GM1-SPO.OP.225	Operational limitations – hot-air balloons	NIGHT LANDING	GM OPS.GEN.220.B	Operational limitations - balloons
AMC1-SPO.OP.230	Standard operating procedures	DEVELOPMENT OF STANDARD OPERATING PROCEDURES	AMC1 OPS.COM.270	Standard operating procedures - specialised operations other than the transport of persons, cargo or mail
AMC2-SPO.OP.230	Standard operating procedures	TEMPLATE	AMC2 OPS.COM.270	Standard operating procedures - specialised operations other than the transport of persons, cargo or mail
AMC/GM SPO.POL	**Aircraft performance and operating limitations**		**AMC/GM OPS.GEN Sec3**	**Aircraft performance and operating**

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
				limitations
GM1-SPO.POL.105	Mass and balance	GENERAL - OPERATIONS WITH OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT	AMC1 OPS.GEN.305	Weighing
AMC1-SPO.POL.105(b)	Mass and balance	WEIGHING OF AN AIRCRAFT - OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT	AMC1 OPS.GEN.305	Weighing
AMC1-SPO.POL.105(b)	Mass and balance	CG LIMITS — OPERATIONAL CG ENVELOPE AND IN-FLIGHT CG	GM OPS.GEN.310(a)(7)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
GM1-SPO.POL.110(a)(3)	Mass and balance system - complex motor-powered aircraft	FUEL DENSITY	GM OPS.GEN.310(a)(3)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
AMC1-SPO.POL.110(a)(1)	Mass and balance system - complex motor-powered aircraft	DRY OPERATING MASS	AMC OPS.GEN.310(a)(1)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
AMC1-SPO.POL.110(a)(2)	Mass and balance system - complex motor-powered aircraft	SPECIAL STANDARD MASSES FOR TRAFFIC LOAD	AMC3 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
AMC1-SPO.POL.110(a)(3)	Mass and balance system - complex motor-powered aircraft	FUEL LOAD	AMC OPS.GEN.310(a)(3)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
				used in commercial operations
AMC1-SPO.POL.110(a)(4)	Mass and balance system - complex motor-powered aircraft	LOADING - STRUCTURAL LIMITS	AMC OPS.GEN.310(a)(4)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
GM1-SPO.POL.110(b)	Mass and balance system - complex motor-powered aircraft	GENERAL	AMC OPS.GEN.310(a)(8)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
AMC1-SPO.POL.115	Mass and balance data and documentation	OPERATIONS WITH COMPLEX MOTOR POWERED AIRCRAFT	AMC OPS.GEN.310(a)(8) and (b)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
AMC2-SPO.POL.115	Mass and balance data and documentation	CONTENTS	xxx	xxx
AMC2-SPO.POL.115	Mass and balance data and documentation	INTEGRITY OF MASS AND BALANCE DATA	xxx	xxx
AMC2-SPO.POL.115	Mass and balance data and documentation	MASS AND BALANCE DOCUMENTATION SENT VIA DATA LINK	xxx	xxx
GM1-SPO.POL.115(b)	Mass and balance data and documentation – complex motor-powered aircraft	ON BOARD INTEGRATED MASS AND BALANCE COMPUTER SYSTEM	xxx	xxx
GM1-SPO.POL.115(b)	Mass and balance data and documentation – complex motor-powered aircraft	STAND-ALONE COMPUTERISED MASS AND BALANCE SYSTEM	xxx	xxx
AMC1-SPO.POL.130(a)	Take-off complex motor-powered aeroplanes	TAKE-OFF MASS	AMC1 OPS.GEN.320.A(a)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
AMC2-SPO.POL.130(a)(4)	Take-off - complex motor-powered aeroplanes	CONTAMINATED RUNWAY PERFORMANCE DATA	AMC2 OPS.GEN.320.A(a)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations
GM1-SPO.POL.130(a)(4)	Take-off - complex motor-powered	RUNWAY SURFACE CONDITION	GM1 OPS.GEN.320.A(a)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations
AMC1-SPO.POL.130(b)(2)	Take-off - complex motor-powered	ADEQUATE MARGIN	AMC2 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations
AMC1-SPO.POL.140	Landing - complex motor-powered aeroplanes	ALLOWANCES	AMC OPS.GEN.330.A	Landing - complex motor-powered aeroplanes
AMC1-SPO.POL.146(a)(2)	Performance criteria - helicopters	SUSTAINING LEVEL FLIGHT	AMC OPS.COM.350.H(a)(2)	Performance criteria helicopter
AMC1-SPO.POL.146(c)	Performance criteria - helicopters	OPERATIONAL PROCEDURES AND TRAINING PROGRAMME	AMC OPS.COM.350.H(c)	Performance criteria helicopter
GM1-SPO.POL.146(d)	Performance criteria - helicopters	GENERAL	AMC OPS.COM.350.H	Performance criteria helicopter
AMC/GM SPO.IDE	**Instrument, data and equipment**		**AMC/GM OPS.GEN Sec4**	**Instrument, data, equipment**
GM1-SPO.IDE.A.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS	GM OPS.GEN.400(b)	Instruments and equipments - General
GM1-SPO.IDE.A.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM1 OPS.GEN.400(c)	Instruments and equipments - General
GM1-SPO.IDE.A.100(a)&(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM2 OPS.GEN.400(c)	Instruments and equipments - General

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
GM1-SPO.IDE.A.110	Spare electrical fuses	FUSES	AMC OPS.CAT.407.A	Number of spare electrical fuses - Aeroplane
AMC2-SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment	LOCAL FLIGHTS	GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft
GM1-SPO.IDE.A.120	Operations under VFR – flight and navigational instruments and associated equipment	SLIP INDICATION	GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft
AMC1-SPO.IDE.A.120&SPO.IDE.A.125	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	INTEGRATED INSTRUMENTS	AMC OPS.GEN.410 and-OPS.GEN.415	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.A.120(a)(1)&SPO.IDE.A.125(a)(1)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING MAGNETIC HEADING	GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft
AMC1-SPO.IDE.A.120(a)(2)&SPO.IDE.A.125(a)(2)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING THE TIME	AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.A.120(a)(3)&SPO.IDE.A.125(a)(3)	Operations under VFR operations & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE	AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.A.120(a)(4)&SPO.IDE.A.125(a)(4)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED	AMC OPS.GEN.410(a)(4)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.A.120(b)(3)&SPO.IDE.A.125(c)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF PREVENTING MALFUNCTION DUE TO CONDENSATION OR ICING	GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft
AMC1-SPO.IDE.A.120(c)&NCC.SPO.A.125(c)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MULTI-PILOT OPERATIONS - DUPLICATE INSTRUMENTS	AMC OPS.GEN.410(c) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
				flights
GM1-SPO.IDE.A.125	Operations under IFR – flight and navigational instruments and associated equipment	ALTERNATE SOURCE OF STATIC PRESSURE	AMC OPS.GEN.415(a)(3)	Flight instruments and equipment - VFR night flights and IFR flights
GM1-SPO.IDE.A.125(a)(3)	Operations under IFR – flight and navigational instruments and associated equipment	ALTIMETERS	AMC OPS.GEN.410(b)(3) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.A.125(a)(9)	Operations under IFR – flight and navigational instruments and associated equipment	MEANS OF DISPLAYING OUTSIDE AIR TEMPERATURE	AMC OPS.GEN.415(a)(1)	Flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.A.125(f)	Operations under IFR – flight and navigational instruments and associated equipment	CHART HOLDER	AMC OPS.GEN.415(b)	Flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.A.130	Terrain awareness warning system (TAWS)	EXCESSIVE DOWNWARDS GLIDESLOPE DEVIATION WARNING FOR CLASS A TAWS	xxx	xxx
GM1-SPO.IDE.A.130	Terrain awareness warning system (TAWS)	ACCEPTABLE STANDARD FOR TAWS	GM1 OPS.GEN.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes
AMC1-SPO.IDE.A.135	Flight crew interphone system	GENERAL	AMC OPS.GEN.520	Flight crew interphone system
AMC1-SPO.IDE.A.140	Cockpit voice recorder	GENERAL	AMC OPS.GEN.495.A	Cockpit voice recorder - Aeroplanes
AMC1-SPO.IDE.A.145	Flight data recorder	LIST OF PARAMETERS TO BE RECORDED AND PERFORMANCE SPECIFICATIONS FOR THESE PARAMETERS	AMC1 OPS.GEN.490.A	Flight data recorder - Aeroplanes
AMC1-SPO.IDE.A.150	Data link recording	GENERAL	AMC1 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
AMC1-SPO.IDE.A.150	Data link recording	GENERAL	AMC2 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters
GM1-SPO.IDE.A.150	Data link recording	GENERAL	GM OPS.GEN.500	Data link recording - Aeroplanes and Helicopters
AMC1-SPO.IDE.A.155	Combination recorder	COMBINATION RECORDERS	AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder
GM1-SPO.IDE.A.155	Combination recorder	GENERAL	AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder
AMC1-SPO.IDE.A.160	Seats, seat safety belts and restraint systems	UPPER TORSO RESTRAINT SYSTEM	xxx	xxx
AMC1-SPO.IDE.A.160	Seats, seat safety belts and restraint systems	SAFETY BELT	xxx	xxx
AMC1-SPO.IDE.A.165	First-aid kit	GENERAL	AMC1 OPS.GEN.455	First-aid kits
AMC2-SPO.IDE.A.165	First-aid kit	CONTENT OF FIRST-AID KIT – COMPLEX MOTOR-POWERED HELICOPTERS	AMC2 OPS.GEN.455	First-aid kits
AMC3-SPO.IDE.A.165	First-aid kit	MAINTENANCE OF FIRST-AID KIT	AMC OPS.GEN.455(d)	First-aid kits
AMC1-SPO.IDE.A.170	Supplemental oxygen – pressurised aeroplanes	DETERMINATION OF OXYGEN	AMC1 OPS.CAT.440	High altitude flights - Oxygen requirements - Motor powered aircraft
AMC1-SPO.IDE.A.175	Supplemental oxygen – non-pressurised aeroplanes	DETERMINATION OF OXYGEN	AMC1 OPS.CAT.440	High altitude flights - Oxygen requirements - Motor powered aircraft
AMC1-SPO.IDE.A.185	Marking of break-in points	COLOUR AND CORNERS' MARKING	AMC OPS.GEN.450	Marking of break-in points
AMC1-SPO.IDE.A.190	Emergency locator transmitter (ELT)	ELT BATTERIES	AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC2-SPO.IDE.A.190	Emergency locator transmitter (ELT)	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS	AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
AMC3-SPO.IDE.A.190	Emergency locator transmitter (ELT)	PLB TECHNICAL SPECIFICATIONS	xxx	xxx
GM1-SPO.IDE.A.190	Emergency locator transmitter (ELT)	TERMINOLOGY	GM OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC1-SPO.IDE.A.195	Flight over water	MEANS OF ILLUMINATION FOR LIFE-JACKETS	OPS.GEN.420	Flights over water
AMC1-SPO.IDE.A.195	Flight over water	RISK ASSESSMENT	AMC OPS.GEN.420(a), (d) and (g)	Flights over water
AMC1-SPO.IDE.A.195	Flight over water	ACCESSIBILITY OF LIFE-JACKETS	AMC OPS.GEN.420(e)	Flights over water
GM1-SPO.IDE.A.195	Flight over water	SEAT CUSHIONS	GM OPS.GEN.420(a)-(e)	Flights over water
AMC1-SPO.IDE.A.200	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT	AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft
GM1-SPO.IDE.A.200	Survival equipment	SIGNALLING EQUIPMENT	GM OPS.GEN.420(a), (d) and (f)	Flights over water
GM2-SPO.IDE.A.200	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT	GM OPS.GEN.435	Survival equipment – Motor powered aircraft
AMC1-SPO.IDE.A.200(b)(2)	Survival equipment	APPLICABLE AIRWORTHINESS STANDARD	xxx	xxx
GM1-SPO.IDE.A.205	Individual protective equipment	TYPES OF INDIVIDUAL PROTECTIVE EQUIPMENT	GM OPS.COM.488	Personal protective equipment
AMC1-SPO.IDE.A.206	Crash mitigation equipment	TYPES OF CRASH MITIGATION EQUIPMENT	AMC OPS.COM.487	Crash mitigation equipment
AMC1-SPO.IDE.A.210	Headset	GENERAL	AMC OPS.GEN.515(b) and OPS.GEN.520(a)	Microphones - Aeroplanes and Helicopters and Flight Crew interphone system
GM1-SPO.IDE.A.210	Headset	GENERAL	GM OPS.GEN.515(b) and OPS.GEN.520(a)	Microphones - Aeroplanes and Helicopters and Flight Crew interphone system

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
GM1-SPO.IDE.A.215	Radio communication equipment	APPLICABLE AIRSPACE REQUIREMENTS	GM OPS.GEN.535(a)(2)	Navigation equipment
AMC1-SPO.IDE.A.225	Transponder	GENERAL	AMC OPS.GEN.530	Pressure-altitude-reporting transponder
GM1-SPO.IDE.H.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS	GM OPS.GEN.400(b)	Instruments and equipments - General
GM1-SPO.IDE.H.100(a) &(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM1 OPS.GEN.400(c)	Instruments and equipments - General
GM1-SPO.IDE.H.100(a) &(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM2 OPS.GEN.400(c)	Instruments and equipments - General
AMC1-SPO.IDE.H.115	Operating lights	LANDING LIGHT	AMC OPS.GEN.415.H(a)(6)	Flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.H.120&SPO.IDE.H.125	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	INTEGRATED INSTRUMENTS	AMC OPS.GEN.410 and-OPS.GEN.415	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.H.120(a)(1)&SPO.IDE.H.125(a)(1)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING MAGNETIC HEADING	GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft
AMC1-SPO.IDE.H.120(a)(2)&SPO.IDE.H.125(a)(2)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF MEASURING AND DISPLAYING THE TIME	AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.H.120(a)(3)&SPO.IDE.H.125(a)(3)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE	AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.H.120(a)(4)&SPO.IDE.H.125(a)(4)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED	AMC OPS.GEN.410(a)(4)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.H.120(a)(5)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	SLIP INDICATION	xxx	xxx

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
AMC1-SPO.IDE.H.120(b)(1)(iii)&SPO.IDE.H.125(a)(8)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	STABILISED HEADING	AMC OPS.GEN.410(b)(4) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.H.120(b)(3)&SPO.IDE.H.125(c)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MEANS OF PREVENTING MALFUNCTION DUE TO CONDENSATION OR ICING	GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft
AMC1-SPO.IDE.H.120(c)&SPO.IDE.H.125(c)	Operations under VFR & operations under IFR – flight and navigational instruments and associated equipment	MULTI-PILOT OPERATIONS - DUPLICATE INSTRUMENTS	AMC OPS.GEN.410(c) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights
GM1-SPO.IDE.H.125(a)(3)	Operations under IFR – flight and navigational instruments and associated equipment	ALTIMETERS	AMC OPS.GEN.410(b)(3) and-OPS.GEN.415(a)	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.H.125(a)(9)	Operations under IFR – flight and navigational instruments and associated equipment	MEANS OF DISPLAYING OUTSIDE AIR TEMPERATURE	AMC OPS.GEN.415(a)(1)	Flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.H.125(f)	Operations under IFR – flight and navigational instruments and associated equipment	CHART HOLDER	AMC OPS.GEN.415(b)	Flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.H.135	Flight crew interphone system	GENERAL	AMC OPS.GEN.520	Flight crew interphone system
AMC1-SPO.IDE.H.140	Cockpit voice recorder	GENERAL	AMC OPS.GEN.495.H	Cockpit voice recorder - Helicopters
AMC1-SPO.IDE.H.145	Flight data recorder	LIST OF PARAMETERS TO BE RECORDED	AMC1 OPS.GEN.490.H	Flight data recorder - Helicopters
AMC1-SPO.IDE.H.150	Data link recording	GENERAL	AMC1 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
AMC1-SPO.IDE.H.150	Data link recording	GENERAL	AMC2 OPS.GEN.500	Data link recording - Aeroplanes and Helicopters
GM1-SPO.IDE.H.150	Data link recording	GENERAL	GM OPS.GEN.500	Data link recording - Aeroplanes and Helicopters
GM1-SPO.IDE.H.155	Combination recorder	COMBINATION RECORDERS	AMC OPS.GEN.490 and OPS.GEN.495	Flight data recorder and cockpit voice recorder
AMC2-SPO.IDE.H.160	Seats, seat safety belts and restraint systems	UPPER TORSO RESTRAINT SYSTEM	xxx	xxx
AMC2-SPO.IDE.H.160	Seats, seat safety belts and restraint systems	SAFETY BELT	xxx	xxx
AMC1-SPO.IDE.H.165	First-aid kit	GENERAL	AMC1 OPS.GEN.455	First-aid kits
AMC2-SPO.IDE.H.165	First-aid kit	CONTENT OF FIRST-AID KIT – COMPLEX MOTOR-POWERED HELICOPTERS	AMC2 OPS.GEN.455	First-aid kits
AMC3-SPO.IDE.H.165	First-aid kit	MAINTENANCE OF FIRST-AID KIT	AMC OPS.GEN.455(d)	First-aid kits
AMC1-SPO.IDE.H.175	Supplemental oxygen – non-pressurised helicopters	DETERMINATION OF OXYGEN	AMC1 OPS.CAT.440	High altitude flights - Oxygen requirements - Motor powered aircraft
AMC1-SPO.IDE.H.185	Marking of break-in points	COLOUR AND CORNERS' MARKING	AMC OPS.GEN.450	Marking of break-in points
AMC1-SPO.IDE.H.190	Emergency locator transmitter (ELT)	ELT BATTERIES	AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC2-SPO.IDE.H.190	Emergency locator transmitter (ELT)	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS	AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC3-SPO.IDE.H.190	Emergency locator transmitter (ELT)	PLB TECHNICAL SPECIFICATIONS	xxx	xxx
GM1-SPO.IDE.H.190	Emergency locator transmitter (ELT)	TERMINOLOGY	GM OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC1-SPO.IDE.H.195	Flight over water	RISK ASSESSMENT	AMC OPS.GEN.420(a), (d) and (g)	Flights over water
AMC1-SPO.IDE.H.195&SPO.IDE.H.197	Flight over water & Life-jackets – complex motor-powered	ACCESSIBILITY OF LIFE-JACKETS	AMC	Flights over water

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
	helicopters		OPS.GEN.420(e)	
GM1-SPO.IDE.H.195&SPO.IDE.H.197	Flight over water & Life-jackets – complex motor-powered helicopters	SEAT CUSHIONS	GM OPS.GEN.420(a)-(e)	Flights over water
GM1-SPO.IDE.H.198	Survival suits	ESTIMATING SURVIVAL TIME	GM OPS.CAT.426.H	Estimating survival time
AMC1-SPO.IDE.H.199	Life-rafts, survival ELTs and survival equipment on extended overwater flights –complex motor-powered helicopters	LIFE–RAFTS AND EQUIPMENT FOR MAKING DISTRESS SIGNALS	AMC OPS.GEN.420(f)	Flights over water
AMC1-SPO.IDE.H.200	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT	AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft
GM1-SPO.IDE.H.200	Survival equipment	SIGNALLING EQUIPMENT	GM OPS.GEN.420(a), (d) and (f)	Flights over water
GM2-SPO.IDE.H.200	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT	GM OPS.GEN.435	Survival equipment – Motor powered aircraft
AMC1-SPO.IDE.H.201	Additional requirements for helicopters conducting offshore operations in a hostile sea area	INSTALLATION OF THE LIFE RAFT	GM OPS.CAT.427.H(b)	Installation of the life raft so as to be usable in the sea conditions
GM1-SPO.IDE.H.202	Helicopters certificated for operating on water - Miscellaneous equipment	INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA	GM OPS.CAT.420.H(b)(2)	International regulations for preventing collisions at sea Helicopters
GM1-SPO.IDE.H.205	Individual protective equipment	TYPES OF INDIVIDUAL PROTECTIVE EQUIPMENT	GM OPS.COM.488	Personal protective equipment
AMC1-SPO.IDE.H.206	Crash mitigation equipment	TYPES OF CRASH MITIGATION EQUIPMENT	AMC OPS.COM.487	Crash mitigation equipment
AMC1-SPO.IDE.H.210	Headset	GENERAL	AMC OPS.GEN.515(b) and OPS.GEN.520(a)	Microphones - Aeroplanes and Helicopters and Flight Crew interphone system
GM1-SPO.IDE.H.210	Headset	GENERAL	GM OPS.GEN.515(b) and OPS.GEN.520(a)	Microphones - Aeroplanes and Helicopters and Flight Crew interphone system

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
GM1-SPO.IDE.H.215	Radio communication equipment	APPLICABLE AIRSPACE REQUIREMENTS	GM OPS.GEN.535(a)(2)	Navigation equipment
AMC1-SPO.IDE.H.225	Transponder	GENERAL	AMC OPS.GEN.530	Pressure-altitude-reporting transponder
GM1-SPO.IDE.S.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS	GM OPS.GEN.400(b)	Instruments and equipments - General
GM1-SPO.IDE.S.100(a) &(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM1 OPS.GEN.400(c)	Instruments and equipments - General
GM1-SPO.IDE.S.100(a) &(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM2 OPS.GEN.400(c)	Instruments and equipments - General
AMC1-SPO.IDE.S.115&SPO.IDE.S.120	Operations under VFR & cloud flying – flight and navigational instruments	INTEGRATED INSTRUMENTS	AMC OPS.GEN.410 and-OPS.GEN.415	Flight instruments and equipment - VFR flights and flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.S.115(a)(1)&SPO.IDE.S.120(a)	Operations under VFR & cloud flying – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING MAGNETIC DIRECTION	GM OPS.CAT.410.A	Flight instruments and equipment for VFR flights – Motor powered aircraft
AMC1-SPO.IDE.S.115(a)(2)&SPO.IDE.S.120(b)	Operations under VFR & cloud flying – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING THE TIME	AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.S.115(a)(3)&SPO.IDE.S.120(c)	Operations under VFR & cloud flying – flight and navigational instruments	CALIBRATION OF THE MEANS FOR MEASURING AND DISPLAYING PRESSURE ALTITUDE	AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.S.115(a)(4)&SPO.IDE.S.120(d)	Operations under VFR & cloud flying – flight and navigational instruments	CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED	AMC OPS.GEN.410(a)(4)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.S.125	Seats and restraint systems	UPPER TORSO RESTRAINT SYSTEM	xxx	xxx
AMC1-SPO.IDE.S.135	Flight over water	MEANS OF ILLUMINATION FOR LIFE-JACKETS	OPS.GEN.420	Flights over water
AMC1-SPO.IDE.S.135	Flight over water	RISK ASSESSMENT	AMC OPS.GEN.420(a), (d) and (g)	Flights over water
GM1-SPO.IDE.S.135(a)	Flight over water	SEAT CUSHIONS	GM OPS.GEN.420(a)-(e)	Flights over water

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
AMC1-SPO.IDE.S.135(b)	Flight over water	ELT BATTERIES	AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC2-SPO.IDE.S.135(b)	Flight over water	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS	AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC3-SPO.IDE.S.135(b)	Flight over water	PLB TECHNICAL SPECIFICATIONS	xxx	xxx
GM1-SPO.IDE.S.135(b)	Flight over water	TERMINOLOGY	GM OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC1-SPO.IDE.S.140	Survival equipment	GENERAL	OPS.GEN.435	Survival equipment – Motor-powered aircraft
AMC2-SPO.IDE.S.140	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT	AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft
GM1-SPO.IDE.S.140	Survival equipment	SIGNALLING EQUIPMENT	GM OPS.GEN.420(a), (d) and (f)	Flights over water
GM2-SPO.IDE.S.140	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE ESPECIALLY DIFFICULT	GM OPS.GEN.435	Survival equipment – Motor powered aircraft
GM1-SPO.IDE.S.150	Navigation equipment	APPLICABLE AIRSPACE REQUIREMENTS	GM OPS.GEN.535(a)(2)	Navigation equipment
AMC1-SPO.IDE.S.155	Transponder	GENERAL	AMC OPS.GEN.530	Pressure-altitude-reporting transponder
GM1-SPO.IDE.B.100(a)	Instruments and equipment – general	APPLICABLE AIRWORTHINESS REQUIREMENTS	GM OPS.GEN.400(b)	Instruments and equipments - General
GM1-SPO.IDE.B.100(a) &(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM1 OPS.GEN.400(c)	Instruments and equipments - General
GM1-SPO.IDE.B.100(a) &(b)	Instruments and equipment – general	INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED	GM2 OPS.GEN.400(c)	Instruments and equipments - General
AMC1-SPO.IDE.B.110	Operating lights	BALLOON LIGHTS	AMC OPS.GEN.415(d)	Flight instruments and equipment - VFR night flights and IFR flights
AMC1-SPO.IDE.B.115(a)	Operations under VFR – flight and navigational instruments	MEANS OF DISPLAYING DRIFT DIRECTION	AMC OPS.GEN.410(d)(1)(i)	Flight instruments and equipment - VFR flights

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
AMC1-SPO.IDE.B.115(b)(1)	Operations under VFR – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING THE TIME	AMC OPS.GEN.410(a)(2)	Flight instruments and equipment - VFR flights
GM1-SPO.IDE.B.115(b)(3)	Operations under VFR – flight and navigational instruments	MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE	AMC OPS.GEN.410(a)(3)	Flight instruments and equipment - VFR flights
AMC1-SPO.IDE.B.120	First-aid kit	GENERAL	AMC1 OPS.GEN.455	First-aid kits
AMC2-SPO.IDE.B.120	First-aid kit	MAINTENANCE OF FIRST-AID KIT	AMC OPS.GEN.455(d)	First-aid kits
AMC1-SPO.IDE.B.130	Flight over water	RISK ASSESSMENT	AMC OPS.GEN.420(a), (d) and (g)	Flights over water
AMC1-SPO.IDE.B.130(a)	Flight over water	MEANS OF ILLUMINATION FOR LIFE-JACKETS	OPS.GEN.420	Flights over water
GM1-SPO.IDE.B.130(a)	Flight over water	SEAT CUSHIONS	GM OPS.GEN.420(a)-(e)	Flights over water
AMC1-SPO.IDE.B.130(b)	Flight over water	ELT BATTERIES	AMC1 OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC2-SPO.IDE.B.130(b)	Flight over water	TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS	AMC2 OPS.GEN.430	Emergency Locator Transmitter (ELT)
AMC3-SPO.IDE.B.130(b)	Flight over water	PLB TECHNICAL SPECIFICATIONS	xxx	xxx
GM1-SPO.IDE.B.130(b)	Flight over water	TERMINOLOGY	GM OPS.GEN.430	Emergency Locator Transmitter (ELT)
GM1-SPO.IDE.B.130(c)	Flight over water	SIGNALLING EQUIPMENT	GM OPS.GEN.420(a), (d) and (f)	Flights over water
AMC1-SPO.IDE.B.135	Survival equipment	GENERAL	OPS.GEN.435	Survival equipment – Motor-powered aircraft
AMC2-SPO.IDE.B.135	Survival equipment	ADDITIONAL SURVIVAL EQUIPMENT	AMC OPS.GEN.435(a)(3)	Survival equipment– Motor powered aircraft
GM1-SPO.IDE.B.135	Survival equipment	SIGNALLING EQUIPMENT	GM OPS.GEN.420(a), (d) and (f)	Flights over water
GM2-SPO.IDE.B.135	Survival equipment	AREAS IN WHICH SEARCH AND RESCUE WOULD BE	GM OPS.GEN.435	Survival equipment –

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
		ESPECIALLY DIFFICULT		Motor powered aircraft
GM1-SPO.IDE.B.145	Radio communication equipment	APPLICABLE AIRSPACE REQUIREMENTS	GM OPS.GEN.535(a)(2)	Navigation equipment
AMC1-SPO.IDE.B.150	Transponder	GENERAL	AMC OPS.GEN.530	Pressure-altitude-reporting transponder
xxx	xxx	xxx	OPS.GEN.120	Securing of passenger cabin and galleys
xxx	xxx	xxx	OPS.GEN.147	Visual Flight Rules (VFR) Operating minima
xxx	xxx	xxx	OPS.GEN.175	Minimum flight altitudes
xxx	xxx	xxx	OPS.GEN.180	Routes and areas of operation
xxx	xxx	xxx	OPS.GEN.470.A	Means for emergency evacuation - Aeroplanes
xxx	xxx	xxx	OPS.GEN.485.A	Crash axes and crowbars - Aeroplanes
xxx	xxx	xxx	OPS.GEN.540.A	Electronic navigation data management - Complex motor-powered aeroplanes
xxx	xxx	xxx	OPS.GEN.545	Cabin Crew Seats
xxx	xxx	xxx	**OPS.GEN Sec5**	**Manuals, Logs and Records**
xxx	xxx	xxx	**OPS.GEN Sec6**	**Security**
xxx	xxx	xxx	OPS.GEN.700	Disruptive Passenger Behavior
xxx	xxx	xxx	OPS.GEN.705	Reporting acts of unlawful interference
xxx	xxx	xxx	**OPS.COM Sec 1**	**General requirements**
xxx	xxx	xxx	**OPS.COM Sec 2**	**Operational**

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
				procedures
xxx	xxx	xxx	**OPS.COM Sec 3**	**Aircraft performance and operating limitations**
xxx	xxx	xxx	**OPS.COM Sec 4**	**Instruments, data and equipment**
xxx	xxx	xxx	AMC1 OPS.GEN.015(a)(5)	Pilot-in-command responsibilities and authority
xxx	xxx	xxx	AMC2 OPS.GEN.015(a)(5)	Pilot-in-command responsibilities and authority
xxx	xxx	xxx	GM OPS.GEN.015(b)	Pilot-in-command responsibilities and authority
xxx	xxx	xxx	AMC OPS.GEN.015(d)	Pilot-in-command responsibilities and authority
xxx	xxx	xxx	GM OPS.GEN.015(d)	Pilot-in-command responsibilities and authority
xxx	xxx	xxx	AMC1 OPS.GEN.020(a)	Crew responsibilities
xxx	xxx	xxx	AMC2 OPS.GEN.020(a)	Crew responsibilities
xxx	xxx	xxx	AMC OPS.GEN.030(b)	Transport of dangerous goods
xxx	xxx	xxx	AMC OPS.GEN.030(d)(2)	Dangerous goods incident and accident reporting
xxx	xxx	xxx	AMC OPS.GEN.110	Carriage of persons
xxx	xxx	xxx	GM OPS.GEN.110	Carriage of persons

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
xxx	xxx	xxx	GM1 OPS.GEN.110	Carriage of persons
xxx	xxx	xxx	AMC2 OPS.GEN.115	Passenger briefing
xxx	xxx	xxx	AMC3 OPS.GEN.115	Passenger briefing
xxx	xxx	xxx	AMC4 OPS.GEN.115.B	Passenger briefing
xxx	xxx	xxx	AMC OPS.GEN.120.B	Securing of passenger cabin and galleys
xxx	xxx	xxx	AMC OPS.GEN.125	Portable electronic devices
xxx	xxx	xxx	AMC4 OPS.GEN.145	Use of aerodromes/ operating sites
xxx	xxx	xxx	GM1 OPS.GEN.145	Use of aerodromes/ operating sites
xxx	xxx	xxx	GM2 OPS.GEN.145	Use of aerodromes/ operating sites
xxx	xxx	xxx	GM3 OPS.GEN.145	Use of aerodromes/ operating sites
xxx	xxx	xxx	AMC3 OPS.GEN.145.H	Use of aerodromes/ operating sites
xxx	xxx	xxx	AMC OPS.GEN.147(c)(1)	Visual Flight Rules (VFR) Operating minima
xxx	xxx	xxx	GM OPS.GEN.150(b)	Instrument Flight Rules (IFR) operating minima
xxx	xxx	xxx	GM2 OPS.GEN.155.H	Selection of alternate aerodromes
xxx	xxx	xxx	AMC OPS.GEN.170	Minimum terrain clearance altitudes
xxx	xxx	xxx	AMC OPS.GEN.175	Minimum flight altitudes
xxx	xxx	xxx	GM OPS.GEN.175	Minimum flight altitudes

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
xxx	xxx	xxx	AMC OPS.GEN.180.H	Routes and areas of operation
xxx	xxx	xxx	GM OPS.GEN.180.H	Routes and areas of operation
xxx	xxx	xxx	AMC3 OPS.GEN.185	Meteorological conditions
xxx	xxx	xxx	AMC OPS.GEN.190.B	Take-off conditions
xxx	xxx	xxx	AMC3 OPS.GEN.205	Fuel and oil supply
xxx	xxx	xxx	AMC4 OPS.GEN.205	Fuel and oil supply
xxx	xxx	xxx	AMC2 OPS.GEN.205.B	Fuel and oil supply
xxx	xxx	xxx	GM1 OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking
xxx	xxx	xxx	GM2 OPS.GEN.210	Refuelling with passengers embarking, on board or disembarking
xxx	xxx	xxx	GM OPS.GEN.305	Weighing
xxx	xxx	xxx	AMC2 OPS.GEN.305.A	Weighing
xxx	xxx	xxx	AMC1 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
xxx	xxx	xxx	AMC2 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial

SPO reference	SPO rule title / explanation	SPO AMC-GM subtitle	NPA OPS reference	NPA OPS rule title
				operations and aircraft used in commercial operations
xxx	xxx	xxx	AMC4 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
xxx	xxx	xxx	GM1 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
xxx	xxx	xxx	GM2 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
xxx	xxx	xxx	GM3 OPS.GEN.310(a)(2)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations
xxx	xxx	xxx	AMC OPS.GEN.310(a)(7)	Mass and balance system - complex motor-powered aircraft used in non-commercial operations and aircraft used in commercial operations

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
xxx	xxx	xxx	AMC OPS.GEN.315.B(b)	Performance - general
xxx	xxx	xxx	GM OPS.GEN.315.B(b)	Performance - general
xxx	xxx	xxx	AMC1 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations
xxx	xxx	xxx	GM1 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations
xxx	xxx	xxx	GM2 OPS.GEN.320.A(b)	Take-off - complex motor-powered aeroplanes used in non-commercial operations and aeroplanes used in commercial operations
xxx	xxx	xxx	GM OPS.GEN.325	One power-unit inoperative
xxx	xxx	This entry was not present in this SPO file, it is only present in the NPA file	Appendix 1 to AMC3 and AMC4 OPS.GEN.490.A	Flight data recorder - Aeroplanes
xxx	xxx	xxx	GM OPS.GEN.405(a)(1)	Equipment for all aircraft
xxx	xxx	xxx	AMC OPS.GEN.405(a)(2)	Equipment for all aircraft
xxx	xxx	xxx	AMC OPS.GEN.405(a)(4)	Equipment for all aircraft
xxx	xxx	xxx	GM OPS.GEN.415(a)(5)	Flight instruments and equipment - VFR night flights and IFR flights

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
xxx	xxx	xxx	AMC OPS.GEN.420(h)	Flights over water
xxx	xxx	xxx	GM OPS.GEN.425.H	Ditching - Helicopters
xxx	xxx	xxx	AMC OPS.GEN.430.H(b)(2)	Emergency Locator Transmitter (ELT)
xxx	xxx	xxx	GM OPS.GEN.440	High altitude flights – Oxygen
xxx	xxx	xxx	AMC OPS.GEN.440(a)(1)(i)	High altitude flights - Oxygen
xxx	xxx	xxx	GM OPS.GEN.440(a)(2)(i) and (a)(3)	High altitude flights - Oxygen
xxx	xxx	xxx	GM OPS.GEN.440(b)	High altitude flights - Oxygen
xxx	xxx	xxx	AMC OPS.GEN.440.A(a)(2)	High altitude flights - Oxygen
xxx	xxx	xxx	AMC OPS.GEN.465.A(c)	Terrain Awareness Warning System (TAWS) - Aeroplanes
xxx	xxx	xxx	AMC OPS.GEN.485.A	Crash axes and crowbars - Aeroplanes
xxx	xxx	xxx	AMC2 OPS.GEN.490.A	Flight data recorder - Aeroplanes
xxx	xxx	xxx	AMC3 OPS.GEN.490.A	Flight data recorder - Aeroplanes
xxx	xxx	xxx	AMC4 OPS.GEN.490.A	Flight data recorder - Aeroplanes
xxx	xxx	xxx	AMC2	Flight data recorder -

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
			OPS.GEN.490.H	Helicopters
xxx	xxx	xxx	GM OPS.GEN.505(d)	Preservation of FDR and CVR recordings - Aeroplanes and Helicopters
xxx	xxx	xxx	AMC OPS.GEN.535(a)	Navigation equipment
xxx	xxx	xxx	GM OPS.GEN.535(b)	Navigation equipment
xxx	xxx	xxx	AMCOPS.GEN.540.A(b)	Electronic navigation data management - Complex motor-powered aeroplanes
xxx	xxx	xxx	**AMC/GM OPS.GEN Sec5**	**Manuals, Logs and Records**
xxx	xxx	xxx	AMC OPS.GEN.605	Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations
xxx	xxx	xxx	AMC OPS.GEN.605(a)(7)	Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations
xxx	xxx	xxx	GM OPS.GEN.610	Journey log book
xxx	xxx	xxx	**AMC/GM OPS.GEN Sec6**	**Security**
xxx	xxx	xxx	GM OPS.GEN.700	Disruptive Passenger Behaviour
xxx	xxx	xxx	Appendix 1 to AMC OPS.COM.270	Standard operating procedures - specialised

SPO reference	**SPO rule title / explanation**	**SPO AMC-GM subtitle**	**NPA OPS reference**	**NPA OPS rule title**
			Appendix 1 to AMC OPS.COM.270	operations other than the transport of persons, cargo or mail
xxx	xxx	xxx	**AMC/GM OPS.COM Sec 2**	**Operational procedures**
xxx	xxx	xxx	**AMC/GM OPS.COM Sec 3**	**Aircraft performance and operating limitations**
xxx	xxx	xxx	AMC OPS.COM.350.H(a)(1) and (b)	Performance criteria helicopter
xxx	xxx	xxx	**AMC/GMOPS.COM Sec 4**	**Instruments, data and equipment**
xxx	xxx	xxx	AMC OPS.COM.406	Restraining devices
xxx	xxx	xxx	AMC OPS.COM.465.A	Terrain Awareness Warning System (TAWS) - Aeroplanes