

Procedure	Brunei DCA	
	Flight Operations Section	
	Section 3 – AOC Oversight	
	Revision No: 07	Date: 01 October 2026
OPS 310(B)	Procedure Owner: Head of Flight Operations Section	

**APPLICATION FOR AN AIR OPERATORS CERTIFICATE
OPERATIONS MANUAL (PART B)
GUIDANCE AND COMPLIANCE CHECKLIST**

The following pages have been written and produced for guidance to be used by the applicant when producing an Operations Manual (Part B), in accordance with the provisions of ORO.AOC.100 and ORO.MLR.100, to be submitted to the Brunei Department of Civil Aviation for acceptance/approval.

The compliance statement will guide the applicant through the structure of the operations manual in accordance with AMC3 ORO.MLR.100.

It includes the applicable BAR Implementing Rules (IR), Acceptable Means of Compliance (AMC) and Guidance Material (GM) that should be considered when writing the operations manual.

If the operator also intends to conduct Part-NCC and/or Part-SPO operations under the provisions of this operations manual, additional regulations may apply. The operator should ensure that these regulations are incorporated into the operations manual.

If the applicant wishes to deviate in any way to the AMC, they will need to apply to the Brunei DCA for an Alternative Means of Compliance (AltMoc). For additional information regarding the AltMoc process, please refer to Brunei DCA Form OPS403A.

The completed statement should be sent with the proposed operations manual to flightops.regulatory@dca.gov.bn

AOC No:		The Compliance Statement should be completed for each individual part of the Operations Manual. The completed statement should be sent to flightops.regulatory@dca.gov.bn
Aircraft Type:		
Operations Manual (OM) Date:		
(OM) Issue No:		
(OM) Revision No:		
For DCA use only		
Brunei DCA Inspector Name:	Brunei DCA Signature:	Date:
Satisfactory and Compliant with the relevant requirements		YES / NO

Procedure	Brunei DCA	
	Flight Operations Section	
OPS 310(B)	Section 3 – AOC Oversight	
	Revision No: 07	Date: 01 October 2026
	Procedure Owner: Head of Flight Operations Section	

OPERATIONS MANUAL – Part B

PA = Prior Approval; A = Applicable, NA = Not Applicable; Reference – OM reference; C = Compliant, NC = Not Compliant

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
1.	ORO.MLR.100	The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written.					
2.	ORO.MLR.100	The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.					
ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL							
3.	AMC3 ORO.MLR.100 ORO.GEN.110 (a) ORO.MLR.100	<u>Introduction</u> A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable Air Operator Certificate.			The content of the OM shall reflect the requirements set out in this Parts, in Part-CAT, Part-SPA, Part-NCC, Part-SPO and Part-IAM, as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC), the SPO authorisation or the declaration and the list of specific approvals, as applicable taking account of the differences between types/classes, and variants of types		
4.	AMC3 ORO.MLR.100 ORO.GEN.110 (b)	A statement that the manual contains operational instructions that are to be complied with by the relevant personnel.			Every flight shall be conducted in accordance with the provision of the operations manual. All operations personnel shall have easy access to the portions of the OM that are relevant to their duties.		
5.	AMC3 ORO.MLR.100	Explanations and definitions of terms and words needed for the use of the manual.			Definitions to be checked according to BAR 6 Part DEF.		
6.	AMC3 ORO.MLR.100 ORO.MLR.100	<u>System of amendment and revision</u>			For amendments required to be notified in accordance with ORO.GEN.115(b) and ORO.GEN.130(c), the operator shall supply		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
		(a) Details of the person(s) responsible for the issuance and insertion of amendments and revisions.			the competent authority with intended amendments in advance of the effective date; and For amendments to procedures associated with prior approval items in accordance with ORO.GEN.130, approval shall be obtained before the amendment becomes effective. When immediate amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for.		
7.	AMC3 ORO.MLR.100 ORO.MLR.100	A record of amendments and revisions with insertion dates and effective dates.			The operator shall incorporate all amendments and revisions required by the competent authority.		
8.	AMC3 ORO.MLR.100 ORO.MLR.100	A statement that handwritten amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety.					
9.	AMC3 ORO.MLR.100 ORO.MLR.100	A description of the system for the annotation of pages and their effective dates.					
10.	AMC3 ORO.MLR.100 ORO.MLR.100	A list of effective pages or paragraphs.					
11.	AMC3 ORO.MLR.100 ORO.MLR.100	Annotation of changes (in text pages and, as far as practicable, on charts and diagrams).			The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties.		
12.	AMC3 ORO.MLR.100 ORO.MLR.100 AMC1 ORO.MLR.100	Temporary revisions.			The operator should describe the conditions for temporary revisions including any other information as per applicable Notices.		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: **07**

Date: **01 October 2026**

Procedure Owner: **Head of Flight Operations Section**

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
13.	AMC3 ORO.MLR.100 ORO.AOC.150 ORO.MLR.100	A description of the distribution system for the manuals, amendments and revisions.			The operator shall be capable of distributing operational instructions and other information without delay. All operations personnel shall have easy access to the portions of the OM that are relevant to their duties. The OM shall be kept up to date. All personnel shall be made aware of the changes that are relevant to their duties. Each crew member shall be provided with a personal copy of the relevant sections of the OM pertaining to their duties. Each holder of an OM, or appropriate parts of it, shall be responsible for keeping their copy up to date with the amendments or revisions supplied by the operator.		
0 GENERAL INFORMATION AND UNITS OF MEASUREMENT							
14.	AMC3 ORO.MLR.100 ORO.GEN.110 AMC1 ORO.MLR.100	<u>General Information.</u>			General information should include: - List of aircraft for which the OM is applicable - Aircraft dimensions - List of modifications (STC, AD, SB...) impacting the manual - Reference to manufacturer manuals as applicable (AFM, AFM supplement, FCOM, CODDE, AOM...) The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and the		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					usage of checklists shall observe human factors principles and take into account the latest relevant documentation from the design approval holder. Material produced by the operator for the type-related part of the OM may be supplemented with, or substituted by, applicable parts of the aircraft flight manual (AFM) or, where such a document exists, by an aircraft operating manual produced by the manufacturer of the aircraft. If the operator chooses to use material from another source in the OM, either the applicable material should be copied and included directly in the relevant part of the OM, or the OM should contain a reference to the appropriate section of that applicable material. If the operator chooses to make use of material from another source (e.g. a route manual producer, an aircraft manufacturer or a training organisation), this does not absolve the operator from the responsibility of verifying the applicability and suitability of this material. Any material received from an external source should be given its status by a statement in the OM.		
15.	AMC3 ORO.MLR.100	<u>Units of measurement.</u>			Description of the unit of measurement used for the operation of the aircraft type concerned and conversion tables.		
1 LIMITATIONS							
16.	AMC3 ORO.MLR.100	1.1 <u>Certified and operational limitations.</u> (a) certification status (e.g. EASA (supplemental) type certificate, environmental certification, etc.);					

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
17.	AMC3 ORO.MLR.100	(b) passenger seating configuration for each aircraft type, including a pictorial presentation;					
18.	AMC3 ORO.MLR.100	(c) types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc.);			To check with the operational approvals granted by the Brunei DCA.		
19.	AMC3 ORO.MLR.100 ORO.CC.100	(d) crew composition;			<u>FCM</u> The composition of the flight crew and the number of flight crew members at designated crew stations shall be not less than the minimum specified in the aircraft flight manual or operating limitations prescribed for the aircraft. <u>CCM</u> (a) The number and composition of cabin crew shall be determined taking into account: (i) the certification limitations of the aircraft, including if applicable, the relevant emergency evacuation demonstration; (ii) the aircraft configuration; and (iii) the type and duration of operations including operational factors or circumstances of the particular flight to be operated. At least one cabin crew member shall be assigned for the operation of aircraft with an MOPSC of more than 19 when carrying one or more passenger(s). (b) For the purpose of complying with (a), the minimum number of cabin crew shall be the greater of the following: (1) the number of cabin crew members established during the aircraft certification process in accordance with the applicable		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					certification specifications, for the aircraft cabin configuration used by the operator; or (2) if the number under (1) has not been established, the number of cabin crew established during the aircraft certification process for the maximum certified passenger seating configuration reduced by 1 for every whole multiple of 50 passenger seats of the aircraft cabin configuration used by the operator falling below the maximum certified seating capacity; or (3) one cabin crew member for every 50, or fraction of 50, passenger seats installed on the same deck of the aircraft to be operated.		
20.	AMC3 ORO.MLR.100	(e) mass and centre of gravity;					
21.	AMC3 ORO.MLR.100	(f) speed limitations;					
22.	AMC3 ORO.MLR.100	(g) flight envelope(s);					
23.	AMC3 ORO.MLR.100	(h) wind limits including operations on contaminated runways;					
24.	AMC3 ORO.MLR.100	(i) performance limitations for applicable configurations;					
25.	AMC3 ORO.MLR.100	(j) (runway) slope;					
26.	AMC3 ORO.MLR.100	(k) for aeroplanes, limitations on wet or contaminated runways;					
27.	AMC3 ORO.MLR.100	(l) airframe contamination;					
28.	AMC3 ORO.MLR.100	(m) system limitations.					
2 NORMAL PROCEDURES							

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
29.	AMC3 ORO.MLR.100 AMC1 ORO.MLR.100 ORO.GEN.110	The normal procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination procedures between flight and cabin/other crew members. The normal procedures and duties should include the following:			The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and the usage of checklists shall observe human factors principles and take into account the latest relevant documentation from the design approval holder.		
30.	AMC3 ORO.MLR.100 CAT.GEN.MPA.105 ORO.CC.200 AMC1 ORO.GEN.110(f)(h) CAT.OP.MPA.126 ORO.GEN.110	(a) pre-flight,			Check task sharing between CMD and F/O <u>For FCM:</u> - Pre-flight inspection in accordance with the requirements of BAR 8 (Part-M); - Acceptability of the aircraft for the flight (library, aircraft technical status...) - Departure/safety briefing - RVSM/TAWS/ACAS/ETOPS pre-flight procedures - PBN pre-flight procedures (CAT.OP.MPA.126 and related AMCs) - Checklist(s) to be used <u>For CCM:</u> - Pre-flight briefing - Checklist(s) to be used - See table of AMC1 ORO.GEN.110(f)(h)		
31.	AMC3 ORO.MLR.100	(b) pre-departure,			Check task sharing between CMD and F/O		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	CAT.OP.MPA.230 AMC1 ORO.GEN.110(f)(h) ORO.GEN.110				<u>For FCM:</u> - Engines start - Push-back/towing - Checklist(s) to be used <u>For CCM:</u> - Securing the cabin - Safety demo/briefing - The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed - Arming & disarming slides - Operation of lights including emergency lighting - Checklist(s) to be used See table of AMC1 ORO.GEN.110(f)(h)		
32.	AMC3 ORO.MLR.100 CAT.OP.MPA.126 AMC2 CAT.OP.MPA.126	(c) altimeter setting and checking,			Altimetry settings for RNP APCH operations using Baro VNAV: - Barometric settings - Temperature compensation		
33.	AMC3 ORO.MLR.100 CAT.OP.MPA.126 ORO.GEN.110 AMC2 CAT.OP.MPA.126	(d) departure briefing			Check task sharing between CMD & F/O and between PF & PM		
34.	AMC3 ORO.MLR.100 AMC1 ORO.GEN.110(f)(h) ORO.GEN.110 CAT.GEN.MPA.125	(e) taxi, take-off and climb,			Check task sharing between CMD & F/O and between PF & PM <u>For FCM:</u> Taxi could include guidance regarding taxiing speeds.		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC1 CAT.GEN.NMPA.125 CAT.POL.A.205 AMC1 CAT.POL.A.205 CAT.POL.A.210 AMC1 CAT.POL.A.210 AMC2 CAT.POL.A.210 AMC3 CAT.POL.A.210 CAT.POL.A.305 AMC1 CAT.POL.A.305 AMC2 CAT.POL.A.305 CAT.POL.A.310 AMC1 CAT.POL.A.310 AMC2 CAT.POL.A.310 CAT.POL.A.340 CAT.POL.A.400 AMC1 CAT.POL.A.400 AMC2 CAT.POL.A.400 CAT.POL.A.405 AMC1 CAT.POL.A.405 AMC2 CAT.POL.A.405				Call-outs should be described. Checklist(s) to be used. <u>For CCM:</u> Call-outs should be described. Checklist(s) to be used. See table of AMC1 ORO.GEN.110(f)(h)		
35.	AMC3 ORO.MLR.100 CAT.OP.MPA.130 AMC1 CAT.OP.MPA.130 CAT.OP.MPA.131	(f) noise abatement,			<u>Aeroplanes:</u> (a) Except for VFR operations of other-than-complex motor-powered aeroplanes, the operator shall establish appropriate operating departure and arrival/approach procedures for each aeroplane type taking into account the need to minimise the effect of aircraft noise. (b) The procedures shall:		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					(1) ensure that safety has priority over noise abatement; and (2) be simple and safe to operate with no significant increase in crew workload during critical phases of flight. (a) For each aeroplane type two departure procedures should be defined, in accordance with ICAO Doc. 8168 (Procedures for Air Navigation Services, 'PANS-OPS'), Volume I: (1) noise abatement departure procedure one (NADP 1), designed to meet the close-in noise abatement objective; and (2) noise abatement departure procedure two (NADP 2), designed to meet the distant noise abatement objective. (b) For each type of NADP (1 and 2), a single climb profile should be specified for use at all aerodromes, which is associated with a single sequence of actions. The NADP 1 and NADP 2 profiles may be identical. <u>Helicopters:</u> (a) The operator shall ensure that take-off and landing procedures take into account the need to minimise the effect of helicopter noise. (b) The procedures shall: (1) ensure that safety has priority over noise abatement; and (2) be simple and safe to operate with no significant increase in crew workload during critical phases of flight.		
36.	AMC3 ORO.MLR.100 AMC1 ORO.GEN.110(f)(h)	(g) cruise and descent,			Check task sharing between PF & PM <u>For FCM:</u>		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	CAT.OP.MPA.115 AMC1 CAT.OP.MPA.115 AMC2 CAT.OP.MPA.115 AMC3 CAT.OP.MPA.115 CAT.OP.MPA.126				Call-outs should be described. Checklist(s) to be used. PBN cruise & descent procedures (CAT.OP.MPA.126 and related AMCs) <u>For CCM:</u> Call-outs should be described. Checklist(s) to be used. Actions to be taken when turbulences are encountered. Prevention & detection of cabin, oven and toilet fires. See table of AMC1 ORO.GEN.110(f)(h)		
37.	AMC3 ORO.MLR.100 CAT.OP.MPA.115 AMC1 CAT.OP.MPA.115 AMC2 CAT.OP.MPA.115 AMC3 CAT.OP.MPA.115 CAT.OP.MPA.125 CAT.OP.MPA.230 AMC1 ORO.GEN.110(f)(h) CAT.OP.MPA.126	(h) approach, landing preparation and briefing,			Check task sharing between PF & PM <u>The following require prior approval:</u> - <u>all approaches not flown as stabilized approaches for a particular approach to a particular runway</u> - <u>non-precision approaches not flown with the continuous descent final approach (CDFA) technique for each particular approach/runway combination</u> <u>For FCM:</u> Call-outs should be described. Checklist(s) to be used. All approaches shall be flown as stabilized approaches unless otherwise approved by the competent authority for a particular approach to a particular runway.		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					PBN approach procedures (CAT.OP.MPA.126 and related AMCs) <u>For CCM:</u> Call-outs should be described. Checklist(s) to be used. Procedures for securing the cabin. The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits, and escape paths are unobstructed. See table of AMC1 ORO.GEN.110(f)(h)		
38.	CAT.OP.MPA.110 AMC1 CAT.OP.MPA.110 AMC2 CAT.OP.MPA.110 AMC3 CAT.OP.MPA.110 AMC4 CAT.OP.MPA.110 AMC5 CAT.OP.MPA.110 AMC6 CAT.OP.MPA.110 AMC7 CAT.OP.MPA.110 AMC8 CAT.OP.MPA.110 AMC9 CAT.OP.MPA.110 AMC10 CAT.OP.MPA.110 AMC11 CAT.OP.MPA.110 AMC12 CAT.OP.MPA.110 CAT.OP.MPA.115 AMC1 CAT.OP.MPA.115 AMC2 CAT.OP.MPA.115 AMC3 CAT.OP.MPA.115 CAT.OP.MPA.125	(i) VFR approach,			Check task sharing between PF & PM <u>For FCM:</u> Call-outs should be described. Checklist(s) to be used. Profile(s) should be described.		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	CAT.OP.MPA.300 AMC1 CAT.OP.MPA.300 CAT.OP.MPA.305 AMC1 CAT.OP.MPA.305 (e) AMC3 ORO.MLR.100						
39.	AMC3 ORO.MLR.100 CAT.OP.MPA.110 AMC1 CAT.OP.MPA.110 AMC2 CAT.OP.MPA.110 AMC3 CAT.OP.MPA.110 AMC4 CAT.OP.MPA.110 AMC5 CAT.OP.MPA.110 AMC6 CAT.OP.MPA.110 AMC7 CAT.OP.MPA.110 AMC8 CAT.OP.MPA.110 AMC9 CAT.OP.MPA.110 AMC10 CAT.OP.MPA.110 AMC11 CAT.OP.MPA.110 AMC12 CAT.OP.MPA.110 CAT.OP.MPA.115 AMC1 CAT.OP.MPA.115 AMC2 CAT.OP.MPA.115 AMC3 CAT.OP.MPA.115 GM1 CAT.OP.MPA.115 CAT.OP.MPA.125 CAT.OP.MPA.126 CAT.OP.MPA.185	(j)/(A) IFR approach, Aeroplanes(A)			Check task sharing between PF & PM <u>For FCM:</u> Call-outs should be described. Checklist(s) to be used. Profile(s) should be described. Each type of non-precision and precision approach should be described. PBN approach procedures (CAT.OP.MPA.126 and related AMCs) (e.g. RNP APCH LNAV, LNAV-VNAV, LPV) The continuous descent final approach (CDFA) technique shall be used for approach operations using non-precision approach (NPA) procedures except for such particular runways for which the competent authority has approved another flight technique. (applicable from 30 October 2022)		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	CAT.OP.MPA.300 AMC1 CAT.OP.MPA.300 CAT.OP.MPA.305 AMC1 CAT.OP.MPA.305 (e)						
40.	AMC3 ORO.MLR.100 SPA.HOFO.125 AMC1 SPA.HOFO.125	(j)/(H) IFR approach, Helicopters(H)			Check task sharing between PF & PM <u>For FCM:</u> Call-outs should be described. Checklist(s) to be used. Profile(s) should be described. Airborne radar approaches (ARAs) for overwater operations should be described if necessary (see CAT.OP.MPA.120).		
41.	AMC3 ORO.MLR.100 CAT.OP.MPA.180 CAT.OP.MPA.181 CAT.OP.MPA.182 CAT.OP.MPA.185	(k) visual approach and circling,			Check task sharing between PF & PM <u>For FCM:</u> Call-outs should be described. Checklist(s) to be used. Profile(s) should be described.		
42.	AMC3 ORO.MLR.100 CAT.OP.MPA.110 AMC1 CAT.OP.MPA.110 AMC2 CAT.OP.MPA.110 AMC3 CAT.OP.MPA.110 AMC4 CAT.OP.MPA.110 AMC5 CAT.OP.MPA.110 AMC6 CAT.OP.MPA.110 AMC7 CAT.OP.MPA.110 AMC8 CAT.OP.MPA.110	(l) missed approach,			Check task sharing between PF & PM <u>For FCM:</u> Call-outs should be described. Checklist(s) to be used. Profile(s) should be described. Decision-making should be described. Missed approach in case of PBN approach procedures (CAT.OP.MPA.126 and related AMCs)		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC9 CAT.OP.MPA.110 AMC10 CAT.OP.MPA.110 AMC11 CAT.OP.MPA.110 AMC12 CAT.OP.MPA.110 CAT.OP.MPA.126 CAT.OP.MPA.300 AMC1 CAT.OP.MPA.300						
43.	AMC3 ORO.MLR.100 CAT.OP.MPA.300 AMC1 CAT.OP.MPA.300 CAT.POL.A.225/325/425 AMC1 CAT.POL.A.225 AMC2 CAT.POL.A.225 CAT.POL.A.230/330/430 AMC1 CAT.POL.A.230 AMC1 CAT.POL.A.325 AMC1 CAT.POL.A.330 AMC1 CAT.POL.A.425 AMC1 CAT.POL.A.430 AMC2 CAT.POL.A.430	(m) normal landing,			Check task sharing between PF & PM For FCM: Call-outs should be described. Checklist(s) to be used. Use of brakes, thrust reversers...		
44.	AMC3 ORO.MLR.100 AMC1 ORO.GEN.110(f)(h)	(n) post-landing,			Check task sharing between CMD & F/O and between PF & PM For FCM: Checklist(s) to be used. Engine shutdown & secure procedure. For CCM: Checklist(s) to be used. Arming & disarming slides		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					Operation of lights including emergency lighting See table of AMC1 ORO.GEN.110(f)(h)		
45.	AMC3 ORO.MLR.100 CAT.POL.A.235/335/435	(o) for aeroplanes, operations on wet and contaminated runways.			Use of correct performance data. LDA=115% of required landing distance.		
3 ABNORMAL AND/OR EMERGENCY PROCEDURES							
46.	AMC3 ORO.MLR.100 AMC1 ORO.MLR.100	The abnormal and/or emergency procedures and duties assigned to the crew, the appropriate checklists, the system for their use and a statement covering the necessary coordination procedures between flight and cabin/other crew members. The following abnormal and/or emergency procedures and duties should include the following:			The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and the usage of checklists shall observe human factors principles and take into account the latest relevant documentation from the design approval holder.		
47.	AMC3 ORO.MLR.100 ORO.CC.125 AMC1 ORO.CC.125(c) AMC1 ORO.CC.125(d) AMC1 ORO.CC.125 & ORO.CC.130 AMC1 ORO.CC.125(b) & ORO.CC.130(c) ORO.CC.140 AMC1 ORO.CC.140	(a) crew incapacitation,			The role of each crew member should be defined (flight crew, cabin crew, technical crew) together with the sequence of action to be performed.		
48.	AMC3 ORO.MLR.100 ORO.CC.125 AMC1 ORO.CC.125(c)	(b) fire and smoke drills,			In passengers compartment, in the cockpit, in the cargo compartment, in an engine...		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC1 ORO.CC.125(d) AMC1 ORO.CC.125 & ORO.CC.130 AMC1 ORO.CC.125(b) & ORO.CC.130(c) ORO.CC.140 AMC1 ORO.CC.140 ORO.TC.115 AMC1 ORO.TC.115						
49.	AMC3 ORO.MLR.100 CAT.IDE.A.240 AMC1 CAT.IDE.A.240	(c) for aeroplanes, un-pressurised and partially pressurised flight,					
50.	AMC3 ORO.MLR.100	(d) for aeroplanes & helicopters, exceeding structural limits such as overweight landing,					
51.	AMC3 ORO.MLR.100	(e) lightning strikes,					
52.	AMC3 ORO.MLR.100 CAT.IDE.A.330	(f) distress communications and alerting ATC to emergencies,					
53.	AMC3 ORO.MLR.100 CAT.POL.A.200 AMC1 CAT.POL.A.200 CAT.POL.A.215 AMC1 CAT.POL.A.215 CAT.POL.A.220 AMC1 CAT.POL.A.220 CAT.POL.A.310 AMC1 CAT.POL.A.310 AMC2 CAT.POL.A.310	(g) engine/burner failure,					

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	CAT.POL.A.315 AMC1 CAT.POL.A.315 CAT.POL.A.320 AMC1 CAT.POL.A.320 CAT.POL.A.400 AMC1 CAT.POL.A.400 AMC2 CAT.POL.A.400 CAT.POL.A.415 AMC1 CAT.POL.A.415						
54.	AMC3 ORO.MLR.100 CAT.IDE.A.100	(h) system failures,					
55.	AMC3 ORO.MLR.100 CAT.OP.MPA.175 AMC1 CAT.OP.MPA.175(a) CAT.IDE.A.345	(i) guidance for diversion in case of serious technical failure,					
56.	AMC3 ORO.MLR.100 CAT.OP.MPA.290	(j) ground proximity warning, including for helicopters audio voice alerting device (AVAD) warning,					
57.	AMC3 ORO.MLR.100 CAT.OP.MPA.295 CAT.IDE.A.155	(k) ACAS/TCAS warning for aeroplanes/audio voice alerting device (AVAD) warning for helicopters,			When ACAS II is used, procedures and training programme shall be established so that the flight crew is appropriately trained in the avoidance of collisions and competent in the use of ACAS II equipment.. ACAS procedures shall reflect version 7.1 (LEVEL OFF, LEVEL OFF) More details are described in GM1 CAT.OP.MPA.295.		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: **07**

Date: **01 October 2026**

Procedure Owner: **Head of Flight Operations Section**

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					Check also compliance with EASA SIBs on TCAS.		
58.	AMC3 ORO.MLR.100	(l) windshear,					
59.	AMC3 ORO.MLR.100 AMC1 ORO.GEN.110(f)(h) CAT.GEN.MPA.150	(m) emergency landing/ditching,			Including for CCM, actions to be taken in the event of an emergency and/or an evacuation.		
60.	AMC3 ORO.MLR.100 CAT.OP.MPA.110 AMC1 CAT.OP.MPA.110 AMC2 CAT.OP.MPA.110 AMC3 CAT.OP.MPA.110 AMC4 CAT.OP.MPA.110 AMC5 CAT.OP.MPA.110 AMC6 CAT.OP.MPA.110 AMC7 CAT.OP.MPA.110 AMC8 CAT.OP.MPA.110 AMC9 CAT.OP.MPA.110 AMC10 CAT.OP.MPA.110 AMC11 CAT.OP.MPA.110 AMC12 CAT.OP.MPA.110 CAT.POL.A.210 AMC1 CAT.POL.A.210 AMC2 CAT.POL.A.210 AMC3 CAT.POL.A.210 CAT.POL.A.310 AMC1 CAT.POL.A.310 AMC2 CAT.POL.A.310	(n) for aeroplanes, departure contingency procedures.					

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	CAT.POL.A.405 AMC1 CAT.POL.A.405 AMC2 CAT.POL.A.405						
61.	AMC7 CAT.OP.MPA.126	PBN Contingency procedures			See AMC7 CAT.OP.MPA.126 for details about the contingency procedures		
4 PERFORMANCE							
62.	AMC3 ORO.MLR.100 CAT.POL.A.105	<u>4.0 Performance data should be provided in a form that can be used without difficulty.</u>			Some information (as for example gradient loss for banked climbouts) may be not available for some aircraft type as CS-23. <u>Regarding perf. the following requires prior approval:</u> - <u>increased bank angles at take-off (for performance class A aeroplanes)</u> - <u>short landing operations (for performance class A and B aeroplanes)</u> - <u>steep approach operations (for performance class A and B aeroplanes)</u>		
63.	AMC3 ORO.MLR.100	<u>4.1 Performance data. Performance material that provides the necessary data for compliance with the performance requirements prescribed in Annex IV (Part-CAT). For aeroplanes, this performance data should be included to allow the determination of the following:</u>					
64.	AMC3 ORO.MLR.100	(a) take-off climb limits - mass, altitude, temperature;					
65.	CAT.POL.A.205/305/405 AMC1 CAT.POL.A.205	(b) take-off field length (for dry, wet and contaminated runway conditions);					

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
66.	AMC1 CAT.POL.A.305 AMC2 CAT.POL.A.305	(c) net flight path data for obstacle clearance calculation or, where applicable, take-off flight path;					
67.	AMC1 CAT.POL.A.405 AMC2 CAT.POL.A.405	(d) the gradient losses for banked climb-outs;					
68.	CAT.POL.A.210/310/410	(e) en-route climb limits;					
69.	AMC1 CAT.POL.A.210	(f) approach climb limits;					
70.	AMC2 CAT.POL.A.210	(g) landing climb limits;					
71.	AMC3 CAT.POL.A.210 AMC1 CAT.POL.A.310 AMC2 CAT.POL.A.310 CAT.POL.A.225/325/425	(h) landing field length (for dry, wet and contaminated runway conditions) including the effects of an in-flight failure of a system or device, if it affects the landing distance;					
72.	AMC1 CAT.POL.A.225	(i) brake energy limits;					
73.	AMC2 CAT.POL.A.225 AMC 1 CAT.OP.MPA.303 AMC 1 CAT.OP.MPA.303(e) AMC1 CAT.POL.A.325 AMC1 CAT.POL.A.425 CAT.POL.A.230/330/430 AMC1 CAT.POL.A.230 AMC1 CAT.POL.A.330 AMC2 CAT.POL.A.330 AMC1 CAT.POL.A.430 AMC2 CAT.POL.A.430 CAT.POL.A.235/335/435 CAT.POL.A.245/345/445 CAT.POL.A.250/350/450	(j) speeds applicable for the various flight stages (also considering dry, wet and contaminated runway conditions).					

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
74.	AMC3 ORO.MLR.100 CAT.OP.MPA.225 AMC1 CAT.OP.MPA.225 AMC2 CAT.OP.MPA.225 CAT.IDE.A.125 AMC1 CAT.IDE.A.125(a)(1)(ix) & CAT.IDE.A.130(a)(8) AMC1 CAT.IDE.A.125(c) & CAT.IDE.A.130(d) CAT.IDE.A.130 AMC1 CAT.IDE.A.130(e) CAT.IDE.A.165	4.1.1 Supplementary data covering flights in icing conditions. Any certified performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative.					
75.	AMC3 ORO.MLR.100	4.1.2 If performance data, as required for the appropriate performance class, is not available in the AFM, then other data should be included. The OM may contain cross-reference to the data contained in the AFM where such data is not likely to be used often or in an emergency.					
76.	AMC3 ORO.MLR.100	<u>4.2 Additional performance data for aeroplanes. Additional performance data, where applicable, including the following:</u>					
77.	AMC3 ORO.MLR.100	(a) all engine climb gradients,					
78.	AMC3 ORO.MLR.100	(b) drift-down data,					
79.	AMC3 ORO.MLR.100	(c) effect of de-icing/anti-icing fluids,					
80.	AMC3 ORO.MLR.100	(d) flight with landing gear down,					
81.	AMC3 ORO.MLR.100 CAT.POL.A.215	(e) for aircraft with 3 or more engines, one-engine-inoperative ferry flights,					

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC1 CAT.POL.A.215 CAT.POL.A.415 AMC1 CAT.POL.A.415						
82.	AMC3 ORO.MLR.100 CAT.GEN.MPA.105 CAT.OP.MPA.175 AMC1 CAT.OP.MPA.175(a)	(f) flights conducted under the provisions of the configuration deviation list (CDL).					
5 FLIGHT PLANNING							
83.	AMC3 ORO.MLR.100 CAT.OP.MPA.182 (applicable from 30 October 2022) CAT.OP.MPA.185 CAT.OP.MPA.110 CAT.OP.MPA.260 CAT.POL.A.105	<u>5.1 Data and instructions necessary for pre-flight and in-flight planning including, for aeroplanes, factors such as speed schedules and power settings. Where applicable, procedures for engine(s)-out operations, ETOPS (particularly the one-engine-inoperative cruise speed and maximum distance to an adequate aerodrome determined in accordance with Part-CAT) and flights to isolated aerodromes should be included.</u>					
84.	AMC3 ORO.MLR.100 CAT.OP.MPA.180 AMC1 CAT.OP.MPA.180 CAT.OP.MPA.181 AMC1-8 CAT.OP.MPA.181 CAT.OP.MPA.182 AMC1-9 CAT.OP.MPA.182	<u>5.2 The method for calculating fuel needed for the various stages of flight.</u>			<u>Change to the fuel policy requires prior approval</u> The operator shall establish, implement, and maintain a fuel/energy scheme that: (1) is appropriate for the type(s) of operation performed; (2) corresponds to the capability of the operator to support its implementation; and (3) is either: (i) a basic fuel/energy scheme, which shall form the basis for a basic fuel/energy scheme with variations and an individual fuel/energy scheme; the basic fuel/energy scheme derives		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					from a large-scale analysis of safety and operational data from previous performance and experience of the industry, applying scientific principles; the basic fuel/energy scheme shall ensure, in this order, a safe, effective, and efficient operation of the aircraft; or (ii) a basic fuel/energy scheme with variations, which is a basic fuel/energy scheme where the analysis referred to in point (i) is used to establish a variation to the basic fuel/energy scheme that ensures, in this order, a safe, effective, and efficient operation of the aircraft; or (iii) an individual fuel/energy scheme, which derives from a comparative analysis of the operator's safety and operational data, applying scientific principles; the analysis is used to establish a fuel/energy scheme with a higher or equivalent level of safety to that of the basic fuel/energy scheme that ensures, in this order, a safe, effective, and efficient operation of the aircraft. See AMCs to CAT.OP.MPA.180/1/2 for guidance.		
85.	AMC3 ORO.MLR.100	<u>5.3 When applicable, for aeroplanes, performance data for ETOPS critical fuel reserve and area of operation, including sufficient data to support the critical fuel reserve and area of operation calculation based on approved aircraft performance data.</u> The following data should be included:			<u>ETOPS requires prior approval</u>		
86.	AMC3 ORO.MLR.100 CAT.POL.A.215	(a) detailed engine(s)-inoperative performance data including fuel flow for standard and non-standard					

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC1 CAT.POL.A.215 CAT.POL.A.220 CAT.POL.A.415 AMC1 CAT.POL.A.415 CAT.POL.A.420	atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) drift down (includes net performance), where applicable; (ii) cruise altitude coverage including 10 000 ft; (iii) holding; (iv) altitude capability (includes net performance); and (v) missed approach;					
87.	AMC3 ORO.MLR.100	(b) detailed all-engine-operating performance data, including nominal fuel flow data, for standard and non-standard atmospheric conditions and as a function of airspeed and power setting, where appropriate, covering: (i) cruise (altitude coverage including 10 000 ft); and (ii) holding;					
88.	AMC3 ORO.MLR.100 SPA.ETOPS.105d	(c) details of any other conditions relevant to ETOPS operations which can cause significant deterioration of performance, such as ice accumulation on the unprotected surfaces of the aircraft, ram air turbine (RAT) deployment, thrust-reverser deployment, etc.; and					
89.	AMC3 ORO.MLR.100	(d) the altitudes, airspeeds, thrust settings, and fuel flow used in establishing the ETOPS area of operations for each airframe-engine combination should be used in showing the corresponding terrain and obstruction clearances in accordance with Part-CAT.					
6 MASS AND BALANCE							
90.	AMC3 ORO.MLR.100	Instructions and data for the calculation of the mass and balance including the following:			<u>The following require prior approval:</u>		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	CAT.POL.MAB.100 AMC1 CAT.POL.MAB.100(b) AMC2 CAT.POL.MAB.100(b) AMC3 CAT.POL.MAB.100(b) AMC1 CAT.POL.MAB.100(d) AMC2 CAT.POL.MAB.100(d) AMC1 CAT.POL.MAB.100(e) AMC2 CAT.POL.MAB.100(e)	(a) calculation system (e.g. index system);			- <u>standard masses for load items other than standard masses for passengers and checked baggage</u> - <u>use of on-board mass and balance computer systems</u>		
91.	AMC3 ORO.MLR.100 CAT.POL.MAB.105 AMC1 CAT.POL.MAB.105(b) AMC1 CAT.POL.MAB.105(c) AMC2 CAT.POL.MAB.105(c)	(b) information and instructions for completion of mass and balance documentation, including manual and computer generated types;			The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information: (1) Aircraft registration and type; (2) Flight identification, number and date; (3) Name of the commander; (4) Name of the person who prepared the document; (5) Dry operating mass and the corresponding CG of the aircraft (6) Mass of the fuel at take-off and the mass of trip fuel;		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					(7) Mass of consumables other than fuel, if applicable; (8) Load components including passengers, baggage, freight and ballast; (9) Take-off mass, landing mass and zero fuel mass; (10) Applicable aircraft CG positions; and (11) The limiting mass and CG values.		
92.	AMC3 ORO.MLR.100 CAT.POL.MAB.100 AMC1 CAT.POL.MAB.100(b) AMC2 CAT.POL.MAB.100(b) AMC3 CAT.POL.MAB.100(b) AMC1 CAT.POL.MAB.100(d) AMC2 CAT.POL.MAB.100(d) AMC1 CAT.POL.MAB.100(e) AMC2 CAT.POL.MAB.100(e)	(c) limiting masses and centre of gravity for the types, variants or individual aircraft used by the operator;			During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.		
93.	AMC3 ORO.MLR.100 CAT.POL.MAB.100 AMC1 CAT.POL.MAB.100(b) AMC2 CAT.POL.MAB.100(b)	(d) dry operating mass and corresponding centre of gravity or index.			The operator shall determine the mass of all operating items and crew members included in the aircraft dry operating mass by weighing or by using standard masses. The influence of their position on the aircraft's CG shall be determined. The dry operating mass includes:		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC3 CAT.POL.MAB.100(b) AMC1 CAT.POL.MAB.100(d) AMC2 CAT.POL.MAB.100(d) AMC1 CAT.POL.MAB.100(e) AMC2 CAT.POL.MAB.100(e)				(a) crew and crew baggage; (b) catering and removable passenger service equipment; and (c) tank water and lavatory chemicals. Mass values for crew members: (a) The operator should use the following mass values for crew to determine the dry operating mass: (1) actual masses including any crew baggage; or (2) standard masses, including hand baggage, of 85 kg for flight crew/technical crew members and 75 kg for cabin crew members. (b) The operator should correct the dry operating mass to account for any additional baggage. The position of this additional baggage		
7 LOADING							
94.	AMC3 ORO.MLR.100 CAT.POL.MAB.100 AMC1 CAT.POL.MAB.100(b) AMC2 CAT.POL.MAB.100(b) AMC3 CAT.POL.MAB.100(b) AMC1 CAT.POL.MAB.100(d) AMC2 CAT.POL.MAB.100(d)	Procedures and provisions for loading and unloading and securing the load in the aircraft.			The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading.		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC1 CAT.POL.MAB.100(e) AMC2 CAT.POL.MAB.100(e)						
8 CONFIGURATION DEVIATION LIST							
95.	AMC3 ORO.MLR.100 CAT.GEN.MPA.105 CAT.OP.MPA.175 AMC1 CAT.OP.MPA.175(a)	The CDL(s), if provided by the manufacturer, taking account of the aircraft types and variants operated, including procedures to be followed when an aircraft is being dispatched under the terms of its CDL.					
9 MEL							
96.	AMC3 ORO.MLR.100 ORO.MLR.105 AMC1 ORO.MLR.105(c) AMC1 ORO.MLR.105(d) AMC1 ORO.MLR.105(d)(1) AMC1 ORO.MLR.105(d)(3) AMC2 ORO.MLR.105(d)(3) AMC1 ORO.MLR.105(f) AMC1 ORO.MLR.105(g) AMC1 ORO.MLR.105(h) AMC1 ORO.MLR.105(j) SPA.LVO.130	The MEL for each aircraft type or variant operated and the type(s)/area(s) of operation. The MEL should also include the dispatch conditions associated with operations required for a specific approval (e.g. RNAV, RNP, RVSM, ETOPS). Consideration should be given to using the ATA number system when allocating chapters and numbers.			<u>The MEL requires prior approval</u>		
10 SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN							

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks														
97.	AMC3 ORO.MLR.100 CAT.GEN.MPA.145	10.1 A list of the survival equipment to be carried for the routes to be flown and the procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the location, accessibility and use of survival and emergency equipment and its associated checklist(s) should also be included.			See details below If the safety briefing card is in the OM B. please check that its content is in accordance with GM2 CAT.OP.MPA.170																
98.	CAT.IDE.A.220	First-aid kit - Aeroplanes			(a) Aeroplanes shall be equipped with first-aid kits, in accordance with: Number of first-aid kits required<table><thead><tr><th>Number of passenger seats installed</th><th>Number of first-aid kits required</th></tr></thead><tbody><tr><td>0-100</td><td>1</td></tr><tr><td>101-200</td><td>2</td></tr><tr><td>201-300</td><td>3</td></tr><tr><td>301-400</td><td>4</td></tr><tr><td>401-500</td><td>5</td></tr><tr><td>501 or more</td><td>6</td></tr></tbody></table> (b) First-aid kits shall be: (1) readily accessible for use; and (2) kept up to date.	Number of passenger seats installed	Number of first-aid kits required	0-100	1	101-200	2	201-300	3	301-400	4	401-500	5	501 or more	6		
Number of passenger seats installed	Number of first-aid kits required																				
0-100	1																				
101-200	2																				
201-300	3																				
301-400	4																				
401-500	5																				
501 or more	6																				
99.	CAT.IDE.H.220	First-aid kit - Helicopters			(a) Helicopters shall be equipped with at least one first-aid kit. (b) First-aid kits shall be: (1) readily accessible for use; (2) kept up to date.																
100.	CAT.IDE.A.225	Emergency medical kit - Aeroplanes			(a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit when any point on the planned																

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: **07**

Date: **01 October 2026**

Procedure Owner: **Head of Flight Operations Section**

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					route is more than 60 minutes flying time at normal cruising speed from an aerodrome at which qualified medical assistance could be expected to be available. (c) The emergency medical kit referred to in (a) shall be: (1) dust and moisture proof; (2) carried in a way that prevents unauthorised access; and (3) kept up to date.		
101.	CAT.IDE.A.230	<i>First-aid oxygen - Aeroplanes</i>			(a) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation. (b) The oxygen supply referred to in (a) shall be calculated using an average flow rate of at least 3 litres standard temperature pressure dry (STPD)/minute/person. This oxygen supply shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person. (c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply. (d) The first-aid oxygen equipment shall be capable of generating a mass flow to each user of at least 4 litres STPD per minute.		
102.	CAT.IDE.A.245	<i>Crew protective breathing equipment - Aeroplanes</i>			(a) All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes: (1) oxygen for each flight crew member on duty in the flight crew compartment; (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and (3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member. (b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station. (c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station. (d) Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in CAT.IDE.A.250, or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment.		
103.	CAT.IDE.A.250	Hand fire extinguishers - Aeroplanes			(a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment. (b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks																		
					galley not located on the main passenger compartment. (c) At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight. (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons. (e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment. Number of hand fire extinguishers <table><tr><th>MOPSC</th><th>Number of extinguishers</th></tr><tr><td>7-30</td><td>1</td></tr><tr><td>31-60</td><td>2</td></tr><tr><td>61-200</td><td>3</td></tr><tr><td>201-300</td><td>4</td></tr><tr><td>301-400</td><td>5</td></tr><tr><td>401-500</td><td>6</td></tr><tr><td>501-600</td><td>7</td></tr><tr><td>601 or more</td><td>8</td></tr></table>	MOPSC	Number of extinguishers	7-30	1	31-60	2	61-200	3	201-300	4	301-400	5	401-500	6	501-600	7	601 or more	8		
MOPSC	Number of extinguishers																								
7-30	1																								
31-60	2																								
61-200	3																								
201-300	4																								
301-400	5																								
401-500	6																								
501-600	7																								
601 or more	8																								
104.	CAT.IDE.H.250	Hand fire extinguishers - Helicopters			(a) Helicopters shall be equipped with at least one hand fire extinguisher in the flight crew compartment.																				

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks								
					(b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment. (c) At least one hand fire extinguisher shall be available for use in each cargo compartment that is accessible to crew members in flight. (d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons. (e) The helicopter shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment. Number of hand fire extinguishers <table><tr><th>MOPSC</th><th>Number of extinguishers</th></tr><tr><td>7-30</td><td>1</td></tr><tr><td>31-60</td><td>2</td></tr><tr><td>61-200</td><td>3</td></tr></table>	MOPSC	Number of extinguishers	7-30	1	31-60	2	61-200	3		
MOPSC	Number of extinguishers														
7-30	1														
31-60	2														
61-200	3														
105.	CAT.IDE.A.255	Crash axe and crowbar - Aeroplanes			(a) Aeroplanes with an MCTOM of more than 5700 kg or with an MOPSC of more than nine shall be equipped with at least one crash axe or crowbar located in the flight crew compartment. (b) In the case of aeroplanes with an MOPSC of more than 200, an additional crash axe or crowbar shall be installed in or near the rearmost galley area.										

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					(c) Crash axes and crowbars located in the passenger compartment shall not be visible to passengers.		
106.	CAT.IDE.A.265	<i>Means for emergency evacuation - Aeroplanes</i>			(a) Aeroplanes with passenger emergency exit sill heights of more than 1,83 m (6 ft) above the ground shall be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency. (b) Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1,83 m (6 ft) from the ground with the aeroplane on the ground, the landing gear extended, and the flaps in the take-off or landing position, whichever flap position is higher from the ground. (c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency. (d) The heights referred to in (a) and (c) shall be measured: (1) with the landing gear extended; and (2) after the collapse of, or failure to extend of, one or more legs of the landing gear, in the case of aeroplanes with a type certificate issued after 31 March 2000.		
107.	CAT.IDE.A.270	<i>Megaphones - Aeroplanes</i>			Aeroplanes with an MOPSC of more than 60 and carrying at least one passenger shall be equipped with the following quantities of		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks								
					portable battery-powered megaphones readily accessible for use by crew members during an emergency evacuation: (a) For each passenger deck: <table><tr><th colspan="2">Number of megaphones</th></tr><tr><th>Passenger seating configuration</th><th>Number of megaphones</th></tr><tr><td>61 to 99</td><td>1</td></tr><tr><td>100 or more</td><td>2</td></tr></table> (b) For aeroplanes with more than one passenger deck, in all cases when the total passenger seating configuration is more than 60, at least one megaphone.	Number of megaphones		Passenger seating configuration	Number of megaphones	61 to 99	1	100 or more	2		
Number of megaphones															
Passenger seating configuration	Number of megaphones														
61 to 99	1														
100 or more	2														
108.	CAT.IDE.H.270	Megaphones - Helicopters			Helicopters with an MOPSC of more than 19 shall be equipped with one portable battery-powered megaphone readily accessible for use by crew members during an emergency evacuation.										
109.	CAT.IDE.A.280	Emergency locator transmitter (ELT) - Aeroplanes			(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least: (1) two ELTs, one of which shall be automatic, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one automatic ELT or two ELTs of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008. (b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least: (1) one automatic ELT, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or										

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: **07**

Date: **01 October 2026**

Procedure Owner: **Head of Flight Operations Section**

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					(2) one ELT of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008. (c) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.		
110.	CAT.IDE.H.280	<i>Emergency locator transmitter (ELT) - Helicopters</i>			(a) Helicopters shall be equipped with at least one automatic ELT. (b) Helicopters operating in performance class 1 or 2 used in offshore operations on a flight over water in a hostile environment and at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed shall be equipped with an automatically deployable ELT (ELT(AD)). (c) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.		
111.	CAT.IDE.A.285	<i>Flight over water - Aeroplanes</i>			(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided: (1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; (b) Each life-jacket or equivalent individual flotation device shall be equipped with a means		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					of electric illumination for the purpose of facilitating the location of persons. (d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to: (1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or (2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e). (e) Aeroplanes complying with (d) shall carry the following equipment: (1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity; (2) a survivor locator light in each life-raft; (3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and (4) at least two survival ELTs (ELT(S)).		
112.	CAT.IDE.A.290	Life-jackets - Helicopters			(a) Helicopters shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					that is readily accessible from the seat or berth of the person for whose use it is provided, when operated in: (1) performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed; (2) performance class 3 on a flight over water beyond autorotational distance from land; (3) performance class 2 or 3 when taking off or landing at an aerodrome or operating site where the take-off or approach path is over water. (b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.		
113.	CAT.IDE.A.295	Crew survival suits - Helicopters			Each crew member shall wear a survival suit when operating: (a) in performance class 1 or 2 on a flight over water in support of offshore operations, at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed, when the weather report or forecasts available to the commander indicate that the sea temperature will be less than plus 10 ° C during the flight, or when the estimated rescue time exceeds the estimated survival time; (b) in performance class 3 on a flight over water beyond autorotational distance or safe forced landing distance from land, when the weather report or forecasts available to the commander indicate that the sea temperature will be less than plus 10 ° C during the flight.		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
114.	CAT.IDE.A.300	<i>Life-rafts, survival ELTs and survival equipment on extended overwater flights - Helicopters</i>			(a) in performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed; (b) in performance class 3 on a flight over water at a distance corresponding to more than three minutes flying time at normal cruising speed, shall be equipped with: (1) in the case of a helicopter carrying less than 12 persons, at least one life-raft with a rated capacity of not less than the maximum number of persons on board, stowed so as to facilitate its ready use in an emergency; (2) in the case of a helicopter carrying more than 11 persons, at least two life-rafts, stowed so as to facilitate their ready use in an emergency, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life-raft(s) having, the overload capacity sufficient to accommodate all persons on the helicopter; (3) at least one survival ELT (ELT(S)) for each required life-raft; and (4) life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.		
115.	CAT.IDE.A.305	<i>Survival equipment - Aeroplanes</i>			(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with: (1) signalling equipment to make the distress signals; (2) at least one ELT(S); and		

Procedure

Brunei DCA

Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
					(3) additional survival equipment for the route to be flown taking account of the number of persons on board. (b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or (ii) 30 minutes at cruising speed for all other aeroplanes; (2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.		
116.	CAT.IDE.H.305	<i>Survival equipment - Helicopters</i>			Helicopters operated over areas in which search and rescue would be especially difficult shall be equipped with: (a) signalling equipment to make distress signals; (b) at least one ELT(S); and (c) additional survival equipment for the route to be flown taking account of the number of persons on board.		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
117.	CAT.IDE.H.310 CAT.IDE.H.315 CAT.IDE.H.320	<i>Additional requirements for helicopters conducting offshore operations in a hostile sea area</i> <i>Helicopters certified for operating on water — miscellaneous equipment</i> <i>All helicopters on flights over water — ditching</i>					
118.	AMC3 ORO.MLR.100	10.2 The procedure for determining the amount of oxygen required and the quantity that is available. The flight profile, number of occupants and possible cabin decompression should be considered.					
119.	CAT.IDE.A.235	<i>Supplemental oxygen — pressurised aeroplanes</i>			Check that procedure is according the requirement.		
120.	CAT.IDE.A.240	<i>Supplemental oxygen — non-pressurised aeroplanes</i>			Check that procedure is according the requirement.		
121.	CAT.IDE.H.240	<i>Supplemental oxygen — non-pressurised helicopters</i>			Check that procedure is according the requirement.		
11 EMERGENCY EVACUATION PROCEDURES							
122.	AMC3 ORO.MLR.100 ORO.CC.125 AMC1 ORO.CC.125(c) AMC1 ORO.CC.125(d) AMC1 ORO.CC.125 & ORO.CC.130 AMC1 ORO.CC.125(b) & ORO.CC.130(c) ORO.CC.140 AMC1 ORO.CC.140 ORO.CC.205	11.1 Instructions for preparation for emergency evacuation, including crew coordination and emergency station assignment.			It should include emergency evacuation on ground and in water (ditching), if applicable. Task sharing should be clearly described.		

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: 07

Date: 01 October 2026

Procedure Owner: Head of Flight Operations Section

Item N°	Reference	Item	A/NA	Reference	Compliance Criteria	C/N C	Remarks
	AMC1 ORO.CC.205(c)(1) CAT.OP.MPA.155 AMC1 CAT.OP.MPA.155(b) CAT.OP.MPA.220						
123.	AMC3 ORO.MLR.100 ORO.CC.125 AMC1 ORO.CC.125(c) AMC1 ORO.CC.125(d) AMC1 ORO.CC.125 & ORO.CC.130 AMC1 ORO.CC.125(b) & ORO.CC.130(c) ORO.CC.140 AMC1 ORO.CC.140 ORO.CC.205 AMC1 ORO.CC.205(c)(1) CAT.OP.MPA.155 AMC1 CAT.OP.MPA.155(b) CAT.OP.MPA.220	11.2 Emergency evacuation procedures. A description of the duties of all members of the crew for the rapid evacuation of an aircraft and the handling of the passengers in the event of a forced landing, ditching or other emergency.			Task sharing should be clearly described.		
12 AIRCRAFT SYSTEMS							
124.	AMC3 ORO.MLR.100 CAT.IDE.A.100-350 AMC CAT.IDE.A.100-350	A description of the aircraft systems, related controls and indications and operating instructions. Consideration should be given to use the ATA number system when allocating chapters and numbers.					

Procedure

Brunei DCA Flight Operations Section

OPS 310(B)

Section 3 – AOC Oversight

Revision No: **07**

Date: **01 October 2026**

Procedure Owner: **Head of Flight Operations Section**

Compliance statement by the Nominated Person responsible for producing the operations manual

I hereby confirm that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation. The operations manual complies with applicable regulations, and meets the certification conditions and approved operations specifications

Name of Nominated Person	
Signature	
Date	

Compliance statement by the Compliance Monitoring Manager

I hereby verify that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation.

Name of Compliance Monitoring Manager	
Signature	
Date	

Compliance statement by the Accountable Manager

I hereby confirm that the operations manual has been satisfactorily prepared and reflects the requirements set out in the applicable regulations and the scope of the intended operation. I understand that if the operations manual does not comply with the applicable requirements this may delay the AOC application time frames.

Name of Accountable Manager	
Signature	
Date	