G D C A of the REPUBLIC of ARMENIA

FLIGHT OPERATION'S DEPARTMENT

14. 3. BASE INSPECTION CHECK LIST

14. 3. 1. INITIAL BASE INSPECTION C. L.
14. 3. 2. BASE INSPECTION AUDIT C. L.
14. 3. 3. BASE INSPECTION OPERATIONS & DISPATCH C. L.
14. 3. 4. BASE INSPECTION CABIN CREW C. L.
14. 3. 5. BASE INSPECTION TRAINING C. L.
14. 3. 6. BASE INSPECTION FC & CC RECORD C. L.
14. 3. 7. BASE INSPECTION SMS C. L.
14. 3. 8. BASE INSPECTION QUALITY ASURANCE C. L.
14. 3. 9. BASE INSPECTION FUEL POLICY C. L.

OPERATOR's DETAILS	
Organization :	**AOC N^{o} :**
Registered Name :	
Registered Office :	**Phone :**
Location :	**Fax :**
Accountable Manager :	
Postholder Flight Operations :	
Postholder Training :	
Postholder of Ground Operations :	
Identification of Aircraft to be Operated :	
Name of the responsible Technical Coordinator	
E-mail :	**Date :**

14. 3. 9. BASE INSPECTION FUEL POLICY C. L.

SECTION A : COMPANY FUEL POLICY				
ARM - AIR OPS Reference	**A. SUBJECT**	**S**	**U/S**	***FINDINGS or REMARK***
A 1. 1.	***The Fuel Policy of an Operator should be the amount of :***			
	a) **Taxi Fuel**, *which should not be less than the amount, expected to be used prior to Take-off and APU consumption*			
	b) **Trip Fuel :** *1)* fuel for take-off & climb from A/D elevation to initial cruising level / altitude, taking into account the expected departure routing ; *2)* fuel from top of climb to top of descent, including any step climb / descent. *3)* fuel from top of descent to the point where the approach is initiated, taking into account the expected arrival procedure ; *4)* fuel for approach and landing at the destination aerodrome.			
	c) **Contingency Fuel**, which should be the higher of (1) or (2) below : ***1)*** Either : (i) 5 % of the planned trip fuel or, in the event o of in-flight re-planning, 5 % of the trip fuel for the remainder of the flight ; *or,* (ii) not less than 3 % of the planned trip fuel ; *or*, (iii) an amount of fuel sufficient for 20 min flying time based upon the planned trip fuel consumption provided that the operator has established a fuel consumption monitoring program for individual aeroplanes and uses valid data determined by means of such a program for fuel calculation ; *or* (iv) an amount of fuel based on a statistical method approved by the Authority, which ensures an appropriate statistical coverage of the deviation from the planned to the actual trip fuel. This method is used to monitor the fuel consumption on each city pair / aeroplane combination & the operator uses this data for a statistical analysis to calculate contingency fuel for that city pair / aeroplane combination. ***2)*** An amount to fly for 5 mi at holding speed at 1500 ft above the destination aerodrome in standard conditions.			
	d) **Alternate Fuel,** *1) a missed approach from the applicable MDA / DH at the destination A/D to missed approach altitude, taking into account the complete missed approach procedure ;* *2) a climb from missed approach altitude to cruising level / altitude ;* *3)* the cruise from top of climb to top of descent ; *4) descent from TOD to the point where the approach is initiated, taking into account the expected arrival procedure ;*			

SECTION A : COMPANY FUEL POLICY				
ARM - AIR OPS Reference	**A. SUBJECT**	**S**	**U/S**	***FINDINGS or REMARK***
A 1. 1.	***The Fuel Policy of an Operator should be the amount of :***			
	d) **Alternate Fuel,** *5) executing an approach & landing at the destination alternate aerodrome selected in accordance with ARM - AIR OPS ;* *6) if, in accordance with ARM - AIR OPS, two destination alternates are required, alternate fuel should be sufficient to proceed to the alternate, which requires the greater amount of alternate fuel.*			
	e) **Final Reserve Fuel**, which should be : *1) for aeroplanes with reciprocating engines, fuel to fly for 45 minutes ; or* *2) for aeroplanes with turbine power units, fuel to fly for 30 minutes at holding speed at 1 500 ft AAL in standard conditions,*			
	c) **Contingency Fuel**,			
	d) **Alternate Fuel**			
	e) **The Minimum Additional Fuel which should permit :** *Holding for 15 min at 1 500 ft AAL.*			
	f) **Extra Fuel,** which should be at the discretion of the Commander.			
A 1. 2.	***Decision Point Procedure***.			
	a) If an operator's Fuel Policy includes planning to a Destination Aerodrome via a Decision Point along the route. The sum of : *- Taxi Fuel ; - Trip Fuel ; - Contingency Fuel ;* *- Alternate Fuel ; - Final Reserve Fuel ;* *- Additional Fuel ; and - Extra Fuel, if required by the Commander.*			
A 1. 3.	***Isolated Aerodrome Procedure***			
	a) If a Destination Alternate does not exist, the amount of fuel at departure should include : *- Taxi Fuel ; - Trip Fuel ; - Contingency Fuel ;* *- Alternate Fuel ; - Final Reserve Fuel ;* *- Additional Fuel ; and - Extra Fuel, if required by the Commander.*			
A 1. 4.	***Pre - determined Point Procedure***			
	a) If an operator's Fuel Policy includes planning to a Destination Alternate where the Pre - determined Point Procedure is used : The sum of : *- Taxi Fuel ; - Trip Fuel ; - Contingency Fuel ;* *- Alternate Fuel ; - Final Reserve Fuel ;* *- Additional Fuel ; and - Extra Fuel, if required by the Commander.*			

SECTION C : RESULT			
C. 1. Comments / Remark's : _			
C. 2. Satisfactory / Unsatisfactory "_ _ "			
C. 3. Flight Operations Inspector's Name, № & signature			
Date :		**Signature**	