

IGOM 12. ED.			Airline GOM Provision	Gap Analysis Airline GOM Vs IGOM
1 - Passenger Handling Procedures				
1.1 - Passenger Departure	1.1.1 Predeparture Activities	1.1.1.1 Ticket Sales Counter	1.1.1	Conformity
		1.1.1.2 Passenger Pre-Flight Preparation	1.1.1	Variation
	1.1.2 - Check-In Counter Requirements		1.1.1	Variation
	1.1.3 - Passenger Check-In	1.1.3.1 General	1.1.2	Variation
		1.1.3.2 Check-In Deadlines	1.1.5	Variation
		1.1.3.3 Operating Carrier, Marketing Carrier and Wet Lease	1.1.3	Variation
		1.1.3.4 Check-In Types	1.2	Conformity
		1.1.3.5 Check-In Counter Opening	1.1.1	Conformity
	1.1.4 - Passenger Acceptance	1.1.4.1 Requirements for Passenger Acceptance	1.9.5	Variation
		1.1.4.2 Seating	1.5	Variation
		1.1.4.3 Exit Row Seating	1.5.2	Variation
	1.1.5 - Documents Required for Travel	1.1.5.1 Passenger Documents	1.3	Variation
		1.1.5.2 Verification	1.3	Variation
		1.1.5.3 Advance Passenger Information (API)	1.3.3	Conformity
	1.1.6 - Baggage Acceptance	1.1.6.1 General	2	Variation
		1.1.6.2 Cabin Baggage	2.1	Variation
		1.1.6.3 Checked Baggage	2.2	Variation
		1.1.6.4 Dangerous Goods in Baggage	2.7	Variation
		1.1.6.5 Baggage Pooling	1.1.2	Variation
		1.1.6.6 Bulky and Oversized Baggage	2.2.10	Variation
		1.1.6.7 Checked Baggage Allowances	2.2.2-2.2.3	Variation
		1.1.6.8 Excess Baggage	2.2.4-2.2.5-2.2.6	Variation
		1.1.6.9 Baggage Tagging	2.2.8	Variation
		1.1.6.10 Types of Baggage Tags	2.2.8 - 2.3	Variation
		1.1.6.11 Checked Baggage Destination	2.2.9	Variation
		1.1.6.12 Special Baggage	2.2.10	Variation
		1.1.6.13 Carriage of Firearms	2.4.2	Variation
	1.1.7 - Passenger Boarding	1.1.7.1 Preparation for Boarding	1.6	Variation
		1.1.7.2 Passenger Boarding Process	1.6	Variation
		1.1.7.3 Passenger Boarding Discrepancies	1.6.5	Variation
		1.1.7.4 End of Boarding	1.6	Variation
		1.1.7.5 Boarding in the Case of DCS Breakdown	1.6.4	Variation
	1.1.8 - Information to the Crew	1.1.8.1 General	1.6.6	Variation
		1.1.8.2 Passenger Information List	1.6.6.1	Variation
		1.1.8.3 Other Flight Documents	1.6.6.3	Variation
	1.1.9 - Post-Flight Departure Activities	1.1.9.1 Messages	1.7.1	Conformity
		1.1.9.2 Flight Document Retention	1.7.2	Variation
		1.1.9.3 Flight Close-Out	1.7.3	Conformity
		1.2.1.1 Boarding Passes, Transit Passes and Baggage Tags	1.9.1	Conformity
1.2 - Passenger Security	1.2.1 - Security of Documents		1.9.2	Conformity
	1.2.2 - Passenger Suitability for Travel		1.9.3	Variation
	1.2.3 - Security of Passengers and Their Baggage		1.9.5	Variation
	1.2.4 - Restricted Areas		1.9.6	Variation
1.3 - Passenger Arrival, Transfer and Transit	1.3.1 - Pre-Arrival		1.9.4	Conformity
	1.3.2 - Arrival		1.8.1	Conformity
	1.3.3 - Transfer		1.8.2	Conformity
	1.3.4 - Transit	1.3.4.1 General	1.8.3	Conformity
		1.3.4.2 Disembarkation Procedures	1.8.3	Conformity
		1.3.4.3 Transit Passengers Remain on Board	1.8.3.1	Variation
		1.3.4.4 Boarding Procedure	1.8.3.2	Conformity
		1.3.4.5 Missing Transit Passengers	1.8.3.3	Conformity
		1.3.4.6 Aircraft Change at the Transit Station	1.8.3.4	Conformity
		1.4.1.1 General	1.10.1.9.12	Variation
1.4 Special Categories of Passengers	1.4.1 - Unaccompanied Minors	1.4.1.2 Seating	1.10.1.9.12	Variation
		1.4.1.3 Acceptance Restrictions	1.10.1.9.12	Variation
		1.4.1.4 Procedures for Handling Unaccompanied Minors	1.10.1.9.12	Variation
		1.4.1.5 Transfer Station Procedures	1.10.1.9.12	Variation
		1.4.1.6 Arrival Station Procedures	1.10.1.9.12	Conformity
		1.4.2.1 Infants	1.10.1.9.11	Variation
	1.4.2 - Infants and Children	1.4.2.2 Children	1.10.1.9.11	Conformity
		1.4.3.1 General	1.1.2	Variation
	1.4.3 - Groups	1.4.3.2 Check-In	1.1.2	Variation
		1.4.3.3 Non-Standard Groups	1.1.2	Variation
		1.4.4.1 General-Passengers with Disabilities	1.10.1	Variation
	1.4.4 - Passengers with Disabilities	1.4.4.2 Assistance Codes for Passengers with Disabilities	1.10.1	Variation
		1.4.4.3 Seat Assignment	1.10.1	Variation
		1.4.4.4 Maximum Number of PWDs and Assistance Requirement	1.10.1	Variation
		1.4.5.1 General	1.10.1.8.1	Variation
	1.4.5 - Passengers Requiring Medical Clearance	1.4.5.2 Medical Information Form		NOT IN SCOPE
		1.4.5.3 Frequent Traveler's Medical Card		NOT IN SCOPE
		1.4.5.4 Advance Notification	1.10.1.8.1	Conformity

		1.4.5.5 Seating	1.5.2	Conformity
		1.4.5.6 Request for Assistance without Advanced Notice	1.10.1.8.3	Conformity
	1.4.6 - Handling of PWDs not Requiring Medical Clearance	1.4.6.1 Processing	1.10.1.8.3	Variation
		1.4.6.2 Right of Refusal of PWD and/or MEDA Cases	1.10.1.2	Variation
	1.4.7 - Stretcher Transport		1.10.1.9.3	NOT IN SCOPE
	1.4.8 - Oxygen for Medical Use		1.10.1.9.9	NOT IN SCOPE
		1.4.9.1 Inadmissible Persons	1.10.2.1	Variation
	1.4.9 - Inadmissible Persons and Deportees	1.4.9.2 Deportees	1.10.2.2	Variation
		1.4.9.3 Seating of Inadmissible Persons and Deportees	1.10.2.2	Variation
		1.4.9.4 Travel Documents of Inadmissible Persons and Deportees	1.10.2.2	Variation
		1.4.10.1 General Conditions of Passenger Carriage	1.10.2.11	Variation
	1.4.10 - Unruly Passengers	1.4.10.2 Handling Unruly Passengers During Check-In or Boarding	1.10.2.11.1	Variation
		1.4.10.3 Unruly Passenger Denied Carriage	1.10.2.11.2	Variation
		1.4.10.4 Unruly Passenger is Accepted for Travel	1.10.2.11.3	Variation
1.5 - Passenger Disruptions	1.5.1 - Information and Communication to Passengers		9.3.1	Variation
				Variation
	1.5.2 - Delays	1.5.2.1 Disruptions Prior to or During Check-In	9.6.1.2	Variation
		1.5.2.2 Disruption Prior to or During Boarding	9.6.1.3	Variation
		1.5.2.3 Disruption Upon Arrival	9.6.1.1	Variation
	1.5.3 - Misconnections/Cancellations/Diversions		9.6.2 - 9.6.3 - 9.6.4	Variation
	1.5.4 - Involuntary Change of Class		9.6.7	NOT IN SCOPE
	1.5.5 - Denied Boarding Due to Unavailability of Seats		9.6.6	Variation
		1.5.6.1 General	2.6	Conformity
	1.5.6 - Mishandled or Unclaimed Baggage	1.5.6.2 Storage of Mishandled Baggage	2.6.1	Conformity
		1.5.6.3 Handling of Mishandled Baggage	2.6.1	Conformity
		1.5.6.4 Delivery of Mishandled Baggage	2.6.1	Conformity
		1.5.6.5 On-Hand Baggage	2.6.12	Conformity
		1.5.6.6 Delayed Checked Baggage/Missing Baggage	2.6	Conformity
		1.5.6.7 Secondary Tracing		NOT IN SCOPE
		1.5.6.8 Mishandled Mobility Aids	2.6.2	Conformity
		1.5.6.9 Mishandled Live Animal	2.6.3	Variation
2 - Baggage Handling Procedures				
2.1 - The Baggage Journey			2.2.1	Conformity
2.2 - Baggage Activities	2.2.1 - Introduction		1.1.2 - 2 - 4.15.1	Variation
	2.2.2 - Personnel Roles		1.1.2 - 2 - 4.15.1	Variation
2.3 - Safe Baggage Handling			2.10	Conformity
2.4 - Departure Baggage Handling (Including Special Baggage)	2.4.1 - Planning		2	Variation
	2.4.2 - Preparation for Departing Baggage		2	Variation
	2.4.3 - Execution of Departing Baggage		2	Variation
	2.4.4 - Handling Gate Delivery Items		2	Variation
	2.4.5 - Monitoring the Departing Baggage Operation		2	Variation
2.5 - Transfer Baggage	2.5.1 - Planning Transfer Baggage		2	Variation
	2.5.2 - Preparation for Transfer Baggage		2	Variation
	2.5.3 - Execution of Transfer Baggage		2	Variation
	2.5.4 - Monitoring of Transfer Baggage		2	Variation
2.6 - Terminating Baggage	2.6.1 - Planning		2	Variation
	2.6.2 - Preparation for Terminating Baggage		2	Variation
			2	Variation
	2.6.3 - Execution of Terminating Baggage	2.6.3.1 Collection	2	Variation
		2.6.3.2 Delivery	2	Variation
		2.6.3.3 In the Arrivals Hall	2	Variation
2.7 - Special Baggage	2.6.4 - Monitoring of Terminating Baggage Processes		2	Variation
	2.7.1 - General		2.2.10	Variation
	2.7.2 - Planning for Departing Special Baggage		2.2.10	Variation
	2.7.3 - Special Baggage Handling		2.2.10	Variation
	2.7.4 - Handling Live Animals		2.2.10	Variation
	2.7.5 - Planning Terminating Special Baggage		2.2.10	Variation
	2.7.6 - Preparation for Terminating Special Baggage		2.2.10	Variation
2.8 - Disruption	2.8.1 - Introduction		2	Conformity
			2	Conformity
		2.8.2.1 Baggage Reconciliation System Outages	2	Conformity
	2.8.2 - Dealing with Specific Outages	2.8.2.2 Baggage Handling System Outages	2	Conformity
		2.8.2.3 Equipment Issues	2	Conformity
		2.8.2.4 Staffing Issues	2	Conformity
		2.8.2.5 Diversion	2	Conformity
		2.8.2.6 Cancelled Flights	2	Conformity
2.9 - Mishandled Baggage	2.9.1 - Introduction		2.6	Conformity
	2.9.2 - Predeparture Mishandling		2.6	Conformity
	2.9.3 - Departure Mishandling		2.6	Conformity
	2.9.4 - Tail to Tail Baggage		2.6	Conformity
	2.9.5 - Missing Baggage		2.6	Conformity
2.10 - Baggage Systems	2.10.1 - Introduction		2.5	Conformity
	2.10.2 - Baggage Reconciliation Systems		2.5	Conformity
	2.10.3 - Baggage Handling Systems		2.5	Conformity
	2.10.4 - Baggage Messaging Systems		2.5	Conformity
	2.10.5 - Baggage Management Systems		2.5	Conformity

	2.10.6 - Baggage Re-flighting Systems		2.5	Conformity
3 - Aircraft General Safety and Servicing Operations				
3.1 - Ramp Safety in Aircraft Handling	3.1.1 - Introduction		4.1	Conformity
		3.1.2.1 Engine Danger Areas	4.2	Conformity
		3.1.2.2 Engine Danger Area Diagrams	4.2.3 - 4.2.4	Variation
	3.1.2 - General Ramp Safety	3.1.2.3 Equipment Restraint Area (ERA) and Equipment Restraint Line	4.2.5	Variation
		3.1.2.4 Foreign Object Debris	4.3	Variation
		3.1.2.5 Personnel Protective Equipment (PPE)	4.12.10	Variation
		3.1.3.1 General Safety Instructions	4.4.1	Conformity
		3.1.3.2 Basic Operating Requirements for Ground Support Equipment	4.4.2	Conformity
		3.1.3.3 Non-motorized Ground Support Equipment	4.4.3	Conformity
		3.1.3.4 Safely Driving and Parking Ground Support Equipment Inside the Equipment Restraint Area (ERA)	4.4.4	Conformity
	3.1.3 - Safety Instructions for Operating and Working with Ground Support Equipment on the Ramp	3.1.3.5 Passenger Boarding Bridge (PBB)	4.4.5	Conformity
		3.1.3.6 Passenger Stairs	4.4.6	Conformity
		3.1.3.7 Belt Loader	4.4.9	Conformity
		3.1.3.8 Unit Load Device Loader		NOT IN SCOPE
		3.1.3.9 Elevating Equipment	4.4.7.1	Conformity
		3.1.3.10 Tractor/Electric Baggage Tug (EBT)	4.4.8	Conformity
		3.1.3.11 ULD Transporter		NOT IN SCOPE
3.2 - Safety During Fueling and Defueling	3.2.1 - Fueling Safety Zone (FSZ)		4.8.1	Conformity
	3.2.2 - Fuel Spillage		4.8.2	Conformity
	3.2.3 - Fueling/Defueling with Passengers on Board		4.8.8	Variation
3.3 - Adverse Weather Conditions	3.3.1 - General		4.9	Variation
	3.3.2 - Wintery or Slippery Apron Conditions		4.9.3	Variation
		3.3.3.1 Work Instructions During Thunderstorms and Lightning	4.9.4	Conformity
	3.3.3 - Thunderstorms and Lightning	3.3.3.2 Lightning Alert Callout	4.9.4	Conformity
		3.3.3.3 Counting Method	4.9.4	Conformity
	3.3.4 - High Wind Conditions		4.9.5	Variation
	3.3.5 - High Winds Activity Table		4.9.5.A	Variation
	3.3.6 - Sandstorms and Low Visibility		4.9.8	Conformity
	3.3.7 - Intense Heat		4.9.9	Conformity
3.4 - Hand Signals	3.4.1 - Introduction		4.12	Conformity
	3.4.2 - General Conditions for Using Hand Signals		4.12	Conformity
	3.4.3 - Specific Requirements for Using Marshalling Hand Signals		4.12	Conformity
		3.4.4.1 To Attract the Operator's Attention and Take Command	4.12.1.1	Conformity
		3.4.4.2 Forward Movement	4.12.1.2	Conformity
		3.4.4.3 Backward Movement:	4.12.1.3	Conformity
		3.4.4.4 Turn Right (from the driver's point of view)	4.12.1.4	Conformity
		3.4.4.5 Turn Left (from the driver's point of view)	4.12.1.5	Conformity
		3.4.4.6 Lift	4.12.1.6	Conformity
		3.4.4.7 Lower	4.12.1.7	Conformity
	3.4.4 - Guide Person Hand Signals for Ground Support Equipment	3.4.4.8 Accompanied Movement	4.12.1.8	Conformity
		3.4.4.9 Indicate Distance	4.12.1.9	Conformity
		3.4.4.10 Stop	4.12.1.10	Conformity
		3.4.4.11 OK	4.12.1.11	Conformity
		3.4.4.12 Chocks Inserted, Stabilizers On	4.12.1.12	Conformity
		3.4.4.13 Chocks Removed, Stabilizers Off	4.12.1.13	Conformity
		3.4.4.14 To Interrupt Power Source (electricity, fuel, air)	4.12.1.14	Conformity
		3.4.4.15 Stop Engine	4.12.1.15	Conformity
		3.4.4.16 To Connect or Disconnect	4.12.1.16	Conformity
		3.4.4.17 Brakes On/Off	4.12.1.17	Conformity
	3.4.5 - Aircraft Movement Hand Signals--Headset Operator to Tractor Driver	3.4.5.1 Vehicle Brakes Off	4.12.5.1.1	Conformity
		3.4.5.2 Clear to Push	4.12.5.1.2	Conformity
		3.4.5.3 Negative/Hold	4.12.5.1.3	Conformity
		3.4.5.4 Vehicle Brakes On/Stop	4.12.5.1.4	Conformity
		3.4.5.5 Slow Down	4.12.5.1.5	Conformity
		3.4.5.6 Change of Pushback Direction	4.12.5.1.6	Conformity
	3.4.6 - Aircraft Movement Hand Signals--Wing Walker to Headset Operator, Tractor Driver, Marshaller, Flight Crew (as applicable)	3.4.6.1 Clear to Move Aircraft	4.12.5.2.1	Conformity
		3.4.6.2 Stop Movement of Aircraft	4.12.5.2.2	Conformity
		3.4.6.3 Hold Movement of Aircraft	4.12.5.2.3	Conformity
		3.4.7.1 Identify Gate/Stand	4.12.2.1	Conformity
		3.4.7.2 Continue to Taxi Straight Ahead	4.12.2.2	Conformity
		3.4.7.3 Slow Down	4.12.2.3	Conformity
		3.4.7.4 Turn Right (from the flight crew's point of view)	4.12.2.4	Conformity
		3.4.7.5 Turn Left (from the flight crew's point of view)	4.12.2.5	Conformity
		3.4.7.6 Stop	4.12.2.6	Conformity
		3.4.7.7 Hold Position/Standby	4.12.2.7	Conformity
	3.4.7 - Marshaling Hand Signals for Aircraft	3.4.7.8 Proceed to Next Marshaller or as Directed by Tower/Ground Control	4.12.2.8	Conformity
		3.4.7.9 Dispatch Aircraft	4.12.2.9	Conformity
		3.4.7.10 Fire	4.12.2.10	Conformity
		3.4.7.11 Set Brakes	4.12.2.11	Conformity
		3.4.7.12 Release Brakes	4.12.2.12	Conformity
		3.4.7.13 Chocks Inserted	4.12.2.13	Conformity
		3.4.7.14 Chocks Removed	4.12.2.14	Conformity
		3.4.7.15 Start Engines	4.12.2.15	Conformity
		3.4.7.16 Emergency Engine Shut Down/Cut Engines	4.12.2.16	Conformity

	3.4.8 - Technical/Servicing Hand Signals–Ground Personnel to Flight Crew	3.4.8.1 Connect Tow Bar	4.12.3.1	Conformity		
		3.4.8.2 Air Up	4.12.3.2	Conformity		
		3.4.8.3 Connect/Disconnect Ground Power	4.12.3.3	Conformity		
		3.4.8.4 Affirmative/All Clear	4.12.3.4	Conformity		
		3.4.8.5 Negative	4.12.3.5	Conformity		
		3.4.8.6 Interphone	4.12.3.6	Conformity		
		3.4.8.7 Do not Touch Controls	4.12.3.7	Conformity		
		3.4.8.8 Open/Close Stairs	4.12.3.8	Conformity		
		3.4.9 - Technical/Servicing Hand Signals–Flight Crew to Ground Personnel	3.4.9.1 Brakes Engaged	4.12.4.1	Conformity	
			3.4.9.2 Brakes Released	4.12.4.2	Conformity	
			3.4.9.3 Insert Wheel Chocks	4.12.4.3	Conformity	
			3.4.9.4 Remove Wheel Chocks	4.12.4.4	Conformity	
			3.4.9.5 Ready to Start Engine(s)	4.12.4.5	Conformity	
			3.4.9.6 All Clear	4.12.4.6	Conformity	
			3.5 - Toilet Servicing	3.5.1 - Introduction	4.6	Variation
				3.5.2 - Hygiene Precautions	4.6	Conformity
		3.5.3 - Toilet Servicing Procedure		3.5.3.1 General	4.6.1	Conformity
			3.5.3.2 Draining	4.6.2	Conformity	
3.5.3.3 Servicing During Freezing Conditions	4.6.3		Conformity			
3.5.3.4 Inoperative Toilet Systems	4.6.4		Conformity			
3.6 - Potable Water Servicing	3.6.1 - General	4.5	Variation			
	3.6.2 - Potable Water Servicing Procedures	3.6.2.1 Filling Aircraft Water Tanks	4.5.1	Conformity		
		3.6.2.2 Water Servicing During Freezing Conditions	4.5.4	Conformity		
		3.6.3.1 Fill Points and Water Cabinets	4.5.3	Variation		
	3.6.3 - Potable Water Hygiene Requirements	3.6.3.2 Water Service Vehicles and Towed Service Carts	4.5 - 4.5.2	Variation		
		3.6.3.3 Water Servicing Personnel	4.5.3	Conformity		
		3.6.3.4 Water Treatment Chemicals (Sanitizer)	4.5.3	Conformity		
		3.6.3.5 Water Service Vehicle Cleaning and Disinfection	4.5.3	Conformity		
		3.6.3.6 Fill Point and Water Cabinet Cleaning and Disinfection	4.5.3	Conformity		
		3.7 - Aircraft Cleaning and Disinfection	3.7.1 - General	4.7	Conformity	
3.7.2 - Aircraft Cleaning Intervals	4.7		Conformity			
3.7.3 - Cleaning and Disinfection Products	3.7.3.1 General		4.7	Conformity		
	3.7.3.2 Product Selection		4.7	Conformity		
	3.7.3.3 Product Use		4.7	Conformity		
	3.7.3.4 Cleaning Equipment		4.7	Conformity		
3.7.4 - Cleaning and Disinfection Tasks	3.7.4.1 General		4.7	Variation		
	3.7.4.2 Flight Deck		4.7	Variation		
	3.7.4.3 Galleys		4.7	Variation		
	3.7.4.4 Cabin Crew Seats and Service/Entry Door Lining Panels		4.7	Variation		
	3.7.4.5 Lavatories		4.7	Variation		
	3.7.4.6 Passenger Seating Area		4.7	Variation		
	3.7.4.7 Crew Rest Compartments		4.7	Variation		
	3.7.4.8 Cargo Hold		4.7	Variation		
3.7.5 - Aircraft Cleaning and Disinfection During a Pandemic	3.7.5.1 General		4.7	Conformity		
	3.7.5.2 Actions Prior to Cleaning		4.7	Conformity		
	3.7.5.3 Actions During Cleaning and Disinfection		4.7	Conformity		
	3.7.5.4 Actions after Cleaning and Disinfection		4.7	Conformity		
	3.7.5.5 Handover Procedures		4.7	Conformity		
3.7.6 - Cleaning and Disinfection During an Event	3.7.6.1 Suspected or Confirmed Case of Communicable Disease on Board		4.7	Conformity		
	3.7.6.2 Aircraft Contaminated with Body Fluids		4.7	Conformity		
3.8 - Safety During Aircraft De-icing/Anti-icing Operations	3.8.1 - General	4.9.6.1.1	Conformity			
	3.8.2 - Personnel Safety	4.9.6.1.2	Conformity			
	3.8.3 - Open Basket Operations	4.9.6.1.3	Conformity			
	3.8.4 - Closed Basket Operations	4.9.6.1.4	Conformity			
4 - Aircraft Turnaround						
4.1 - Aircraft Arrival	4.1.1 - Actions Prior to Aircraft Arrival	4.12.8	Conformity			
	4.1.2 - Actions During Aircraft Arrival	4.12.9	Conformity			
	4.1.3 - Actions After Aircraft Arrival	4.12.10	Conformity			
	4.1.4 - Ground Support Equipment for Arriving Aircraft	4.1.4.1 Ground Power Unit and Fixed Power Unit	4.12.11.1	Conformity		
4.2 - Aircraft Chocking		4.1.4.2 Cooling/Heating Units and Preconditioned Air	4.12.11.2	Conformity		
		4.2.1 - Wheel Chock Placement	4.11	Conformity		
		4.2.2 - Chock Placement Diagrams	4.11	Conformity		
4.3 - Aircraft Coning		4.2.3 - Regional Aircraft Chocking	4.11	Conformity		
		4.3.1 - Safety Cone Placement and Removal	4.10	Conformity		
		4.3.2 - Cone Placement for Wing-Mounted Twin Engine Jet Aircraft	4.10	Conformity		
		4.3.3 - Cone Placement for Fuselage-Mounted Twin Engine Jet Aircraft	4.10	NOT IN SCOPE		
		4.3.4 - Cone Placement for Wing-Mounted Twin Propeller Aircraft	4.10	NOT IN SCOPE		
4.4 - Aircraft Access Doors		4.3.5 - Cone Placement for Wing-Mounted Four Engine Jet Aircraft	4.10	NOT IN SCOPE		
		4.4.1 - General Safety Requirements	4.14	Conformity		
		4.4.2 - Cabin Access Doors	4.4.2.1 General	4.14.1	Conformity	
			4.4.2.2 Opening Cabin Access Doors from Inside by Crew	4.14.1.2	Conformity	
			4.4.2.3 Opening of Cabin Access Doors from Inside by Authorized and Trained Ground Personnel	4.14.1.3	NOT IN SCOPE	
			4.4.2.4 Opening Cabin Access Doors from Outside with Crew/Ground Personnel on Board	4.14.1.4	NOT IN SCOPE	
			4.4.2.5 Opening Cabin Access Doors from Outside with No Crew/Ground Personnel on Board	4.14.1.5	NOT IN SCOPE	
			4.4.2.6 Closing of Cabin Access Doors from Inside by Crew	4.14.1.7	Conformity	
			4.4.2.7 Closing of Cabin Access Doors from Inside by Authorized and Trained Ground Personnel		NOT IN SCOPE	

4.4 - Aircraft Access Doors		4.4.2.8 Closing of Cabin Access Doors from Outside with Crew/Ground Personnel on Board		NOT IN SCOPE
		4.4.2.9 Closing Cabin Access Doors from Outside with No Crew/Ground Personnel on Board		NOT IN SCOPE
4.4.3 - Cargo Hold Access Doors		4.4.2.10 Reopening Cabin Access Doors	4.14.1.8	Conformity
		4.4.3.1 General	4.14.2	Conformity
		4.4.3.2 Opening Cargo Hold Access Doors	4.14.2.1	Conformity
		4.4.3.3 Closing Cargo Hold Access Doors	4.14.2.2	Conformity
		4.4.3.4 Reopening of Cargo Access Hold Doors	4.14.2.3	Conformity
		4.4.3.5 Main Deck Cargo Access Door Operations		NOT IN SCOPE
			4.15.1	Conformity
4.5 - Aircraft Loading and Unloading	4.5.1 - Supervision of Aircraft Loading and Unloading	4.5.1.1 Supervision Responsibility	4.15.1.1	Conformity
		4.5.1.2 Communication	5 - 5.1	Conformity
		4.5.1.3 Actions Prior To Unloading	4.15	Conformity
		4.5.1.4 Actions During Unloading	4.15	Conformity
		4.5.1.5 Actions After Unloading	4.15	Conformity
		4.5.1.6 Actions Prior to Loading	4.15	Conformity
		4.5.1.7 Actions During Loading	4.15	Conformity
		4.5.1.8 Actions After Loading	4.15	Conformity
	4.5.2 - Aircraft Ground Stability		4.15.2.2	Conformity
			4.15.2	Conformity
	4.5.3 - Safety Requirements Specific to Aircraft Loading and Unloading	4.5.3.1 General	4.15.2.1	Conformity
		4.5.3.2 Unit Load Device Loading and Unloading	6.11 - 6.3	NOT IN SCOPE
		4.5.3.3 Main Deck Loading of Freighter Aircraft		NOT IN SCOPE
		4.5.3.4 Bulk Loading and Unloading	4.15.3.4	Conformity
		4.5.3.5 Shipments Requiring Special Handling	1.15.4	Conformity
	4.5.4 - Unloading	4.5.4.1 Scaling Process	4.15.3.1	Conformity
		4.5.4.2 Safety Precautions for Unload	4.15.3.3	Conformity
	4.5.5 - Cargo Hold Inspection	4.5.5.1 General	4.15.2.7	Variation
		4.5.5.2 Cargo Hold Damage	4.15.2.8	Variation
		4.5.5.3 Spills in Cargo Holds	4.15.2.6	Variation
	4.5.6 - Loading	4.5.6.1 Load Handover	4.15.1.3	Conformity
		4.5.6.2 Load Transportation	3.6.1	Conformity
		4.5.6.3 Load Delivery for Departure	4.15.1	Conformity
		4.5.6.4 Loading Process	4.15	Conformity
	4.5.7 - Securing of Load	4.5.7.1 General Rules	4.16.1	Conformity
		4.5.7.2 Bulk Compartments	4.16.2	Conformity
		4.5.7.3 Securing of ULDs		NOT IN SCOPE
		4.5.7.4 Tie-Down Loads	4.16.3	Conformity
		4.5.7.5 Use of Tie-Down Material	4.16.3.1	Conformity
		4.5.7.6 Standard Lashing	4.16.3.2	Conformity
	4.5.8 - Load Spreading	4.5.7.7 Securing of Dangerous Goods	4.16.4	Conformity
			4.17	Conformity
	4.5.9 - Aircraft Unit Load Devices	4.5.9.1 General	0.12	NOT IN SCOPE
		4.5.9.2 Identification/Labeling of Unit Load Devices	0.12	NOT IN SCOPE
		4.5.9.3 Checking ULD Conditions on the Ramp	0.12	NOT IN SCOPE
	4.5.10 - Transport of Cargo and Mail in Passenger Cabin		2.1.6.1	Conformity
4.6 - Aircraft Departure	4.6.1 - Introduction		4.18	Conformity
	4.6.2 - Ground Staff Member Responsibilities	4.6.2.1 Ground Staff Member Responsible for Departure	4.18.6.5	Conformity
		4.6.2.2 Pushback Tractor Driver	4.18.6.7	Conformity
		4.6.2.3 Wing Walker	4.18.6.6	Conformity
	4.6.3 - Predeparture Activities	4.6.3.1 Predeparture Walkaround Check	4.18.4	Conformity
		4.6.3.2 Predeparture Table	4.18.3.A	Conformity
		4.6.3.3 Predeparture Communication	4.18.5	Conformity
	4.6.4 - Connecting the Pushback Vehicle	4.6.4.1 General	4.18.12.2.1	Conformity
		4.6.4.2 Connecting Pushback Tractor and Towbar	4.18.6.2	Conformity
		4.6.4.3 Connecting Towbarless Tractor	4.18.6.2	Conformity
		4.6.4.4 Connecting Remote-Controlled Tractor to Nose Gear		NOT IN SCOPE
	4.6.5 - Wheel Chock Removal		4.18.1	Conformity
			4.18.5.3	Conformity
	4.6.6 - Departure Communications	4.6.6.1 General	4.18.5.3	Conformity
		4.6.6.2 Departure Communication Dialogue	4.18.5.3.A-B	Conformity
		4.6.6.3 Items to be Communicated between Responsible Ground Staff Member and Flight Crew	4.18.5.3.A-B	Conformity
		4.6.6.4 Departure Communication without Interphone	4.18.5.5	Conformity
		4.6.6.5 Interphone Communication Failure	4.18.5.5	Conformity
	4.6.7 - Pushback Maneuver	4.6.7.1 Anti-Collision Lights	4.18.10	Conformity
		4.6.7.2 Pushback Requirements	4.18.6.3	Conformity
		4.6.7.3 Staff Safety During Pushback Maneuver	4.18.6	Conformity
		4.6.7.4 Pushback and Pull Forward	4.18.6.4	Conformity
		4.6.7.5 Maneuvering During Wintery or Slippery Conditions	4.18.8.2	Conformity
		4.6.7.6 Maneuvering During Low-Visibility Conditions	4.9.8	Conformity
	4.6.8 - Engine Start	4.6.8.1 Communication During Engine Start	4.18.5.1	Conformity
		4.6.8.2 Engine Start Using an Air Start Unit	4.18.5.1	Conformity
		4.6.8.3 Engine Start using Cross-Bleed	4.12.11.3	Conformity
		4.6.8.4 Communication During Fire	4.18.5.2	Conformity
	4.6.9 - Pushback Disconnection	4.6.9.1 Pushback Tractor and Tow Bar Disconnection	4.18.6.3.1	Conformity
		4.6.9.2 Tow Barless Tractor/Remote-Controlled Tractor Disconnection	4.18.6.3.2	Conformity
	4.6.10 - Pushback Completion		4.18.6.4	Conformity
	4.6.11 Incidents During Pushback	4.6.11.1 Incidents During Pushback Involving Pushback Tractor/Tow Bar or Tow Barless Tractor	4.18.12.6	Conformity

	4.6.12 Reestablishing Communication After Departure	4.6.12.1 Introduction	4.18.5.4	Conformity
		4.6.12.2 Initiated from the Flight Deck	4.18.5.4	Conformity
4.7 - Open Ramp Departure		4.6.12.3 Initiated from the Ground	4.18.5.4	Conformity
4.8 - Aircraft Powerback Operations			4.18.7 - 4.18.13	Conformity
	4.9.1 - Introduction		4.19	NOT IN SCOPE
		4.9.2.1 Responsible Ground Staff Member for Towing	4.19	Conformity
	4.9.2 - Ground Staff Member Responsibilities	4.9.2.2 Brake Operator	4.18.6.5	Conformity
		4.9.2.3 Headset Operator	4.18.6.9	Conformity
		4.9.2.4 VHF Operator	4.18.1	Conformity
	4.9.3 - Pre-Towing Activities	4.9.3.1 General	4.19.6	Conformity
		4.9.3.2 Pre-Towing Preparation	4.19	Conformity
		4.9.3.3 Towing Communications	4.19.3	Conformity
4.9 - Aircraft Towing		4.9.4.1 General	4.19.3	Conformity
	4.9.4 - Towing Maneuver	4.9.4.2 Towing Speeds	4.19.2	Conformity
		4.9.4.3 Towing Limits	4.19.2	Conformity
		4.9.4.4 Towing onto Parking Stand	4.19.7	Conformity
		4.9.4.5 Movement Into/Out of Hangars	4.19.2	Conformity
	4.9.5 - Incidents During Towing		4.19.6	Conformity
	4.9.6 - Towing Completion		4.19.2	Conformity
4.10 - Long-Term Parking for Aircraft	4.10.1 - Introduction		4.19.4	Conformity
	4.10.2 - Aircraft Movement		4.19.8	Conformity
5 - Load Control				
5.1 - Introduction			5	Variation
5.2 - Load Control Principles			5.2	Variation
5.3 - Regulatory Requirements			5.3	Variation
			5.8	Variation
	5.4.1 - Load Planning Task	5.4.1.1 General	5.6.1	Variation
		5.4.1.2 Loading Instruction Report	5.6.2	Variation
		5.4.1.3 Offloading Instructions	5.6.3	Variation
		5.4.1.4 Notification to Captain	5.6.4	Variation
5.4 - Load Control Tasks	5.4.2 - Supervision of Aircraft Loading and Unloading		5.6.4	Variation
		5.4.3.1 General	4.15.1	Variation
	5.4.3 - Weight and Balance Calculation Task	5.4.3.2 Last Minute Changes	5.6.7 - 5.6.7.1	Variation
		5.4.3.3 Information Exchange	5.6.7.2	Variation
		5.4.3.4 Remote Load Control	5.6.12	Variation
	5.4.4 - Post-Departure Messages Task		5.6.13	Variation
5.5 - Load Control Task Job Responsibility			5.7	Variation
5.6 - Qualification Requirements			5.8	Conformity
5.7 - Documentation			5.3.2	Conformity
5.8 - Load Control Process Flow	5.8.1 - Load Control Process Flow Schema		5.11.1 - 5.11.2	Variation
	5.8.2 - Load Control Process Flow Legend		5.4.A	Variation
			5.4	Variation
6 - Operational Oversight				
6.1 - Introduction			4.1.1	Conformity
6.2 - Operational Oversight			4.1.1	Conformity
	6.3.1 - Functions		4.1.1	Conformity
6.3 - Supervision	6.3.2 - Scope and Responsibilities		4.1.1.2	Conformity
	6.3.3 - Turnaround Coordination		4.1.2	Conformity
	6.4.1 - Passenger Handling Checklist		1 - 4.12.10 - 4.14.1	Variation
6.4 - Oversight Checklists	6.4.2 - Baggage Handling Checklist		2 - 4.12.10 - 4.2.5 - 4.3 - 4.4.3	Variation
	6.4.3 - Ramp Handling Checklist		4 - 1.6 - 6.11.6.4	Variation
	6.5.1 - General		6.8.11 - 6.8.12	Variation
6.5 - Incident Notification and Immediate Actions	6.5.2 - Immediate Actions		6.8.11 - 6.8.12	Variation
	6.5.3 - Aircraft Evacuation		6.8.11 - 6.8.12	Variation
	6.5.4 - Dangerous Goods		2.7.16	Variation
6.6 - Adverse Weather Oversight Procedures	6.6.1 - Adverse Weather Considerations		4.9 - 4.9.2	Conformity