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VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 1. GENERAL INFORMATION

Section 1. Authorizing Documents: General

15.1.1.1. GENERAL. One of the cornerstones of the General Authority of Civil Aviation Regulation (GACAR) concept is the utilization of *Authorizing Documents* to approve all of the authorities that have been granted by the President to regulated entities who have been certificated or otherwise authorized under the GACARs. The Aviation Regulatory System (ARS) computer system includes modules for publishing and managing these authorizing documents issued by the General Authority of Civil Aviation (GACA).

A. The definition in GACA Part 1 for Authorizing Documents is: A document issued by the President to an entity regulated under the GACAR and that specifies authorizations, conditions and limitations associated with specific activities that have been authorized by the President. Types of authorizing documents include, but are not limited to, air operator certificates, airmen certificates, aerodrome certificates, air agency certificates, operations specifications, certificates of authorization and certificates of waiver.

B. Under the GACARs there are several types of Authorizing Documents issued:

- Certificates
- Operations Specification (OpSpec)
- Foreign Operator Authorizations
- Other miscellaneous forms of authorizations

C. Each regulated entity under the GACARs receives one or more of these types of Authorizing Documents. As an example:

- All *Airmen* receive *Certificates*
- All *Aircraft* receive *Certificates* for registration and airworthiness

• All *Aerodromes* receive *Certificates*

• Except as noted below, all *Air Operators* and *Air Agencies* receive both *Certificates* and *Operations Specifications*

o Non-commercial operators of small aircraft operating under GACAR Part 91 receive a *Certificate of Authorizations* when necessary (e.g. MEL)

• *Foreign Air Carriers* receive a *Foreign Operator Authorization*

• *Certificates of Waiver* are issued to any air operator who is issued a waiver under GACAR Part 91, Subpart H

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 1. GENERAL INFORMATION

Section 2. Operations Specifications: General

15.1.2.1. APPLICABILITY. This section contains guidance concerning the issuance of operations specifications (OpSpecs) to General Authority of Civil Aviation Regulation (GACAR) Part 121, 125, 133, 135, 141, 142, 143, 145 and 147 certificate holders. Direction and guidance is included in Volume 15, Chapter 11 for amending, canceling, suspending, or revoking the OpSpecs. The Aviation Operations Safety System (AOSS) is the computer system for issuing and managing all types of General Authority of Civil Aviation (GACA) authorizations and further information on the AOSS is found in Chapter 2 of this Volume of the Handbook.

15.1.2.3. HISTORY OF OPSPECS. The early history of commercial aviation did not provide for OpSpecs. A valid certificate or temporary permit was the principal authorization for conducting any commercial air operations. In addition to the certificate or permit, each operator had to possess valid competency letters, or temporary letters, issued by the appropriate aviation authority. These letters, which contained information relating to the operator’s services, routes, aircraft, maintenance, airmen, and weather procedures, were appended to and considered part of the operating certificate. The wide spread use of OpSpecs started in the early 1950’s and now they are an accepted document of the International Civil Aviation Organization (ICAO).

The uses of OpSpecs have now advanced to the point that under ICAO Annex 6, all commercial air operators are required to apply for OpSpecs at the time of application for their certificate. ICAO now prescribes that OpSpecs must be the documents that States will use in order to specify the authorizations, conditions and limitations associated with each air operator certificate.

GACA has furthered expanded the OpSpec concept to include all air operators (not just commercial) and air agencies as well. Most of the OpSpecs now used in the Kingdom of Saudi Arabia (KSA) have been derived from similar OpSpecs in use by the Federal Aviation Administration (FAA). Some FAA OpSpecs have been deleted as they were considered outdated or not relevant to the KSA context. Several new OpSpecs have been added. All of the GACAR OpSpecs have been tailored to the KSA context and are matched to the GACAR requirements.

15.1.2.5. CONCEPTUAL NEED FOR OPSPECS. Within the aviation industry there is a need to establish and administer safety standards to accommodate many variables. These variables include: a

wide range of aircraft, varied operator capabilities, the various situations requiring different types of air transportation, and the continual, rapid changes in aviation technology. It is impractical to address these variables through the promulgation of safety regulations for each and every type of situation and the varying degrees of certificate holder capabilities. Also, it is impractical to address the rapidly changing aviation technology and environment through the regulatory process. Safety regulations would be extremely complex and unwieldy if all possible variations and situations were addressed by regulation. Instead, the safety standards established by regulation should usually have a broad application that allows varying acceptable methods of compliance. The OpSpecs provide an effective method for establishing safety standards that address a wide range of variables. In addition, OpSpecs can be adapted to a specific certificate holder's class and size of aircraft and type and kinds of operations. OpSpecs can be tailored to suit an individual certificate holder's needs. Only those authorizations, limitations, standards, and procedures that are applicable to a certificate holder need to be included.

15.1.2.7. LEGAL BASIS FOR OPSPECS. OpSpecs and the certificates, with which they are associated, are issued under specific provisions of the GACARs. The GACARs are published by the GACA under the authority granted in the Civil Aviation Law. The authority for the issuance of OpSpecs rests with the President or his delegated officials.

15.1.2.9. TYPES OF OPSPECS. There are three types of Operations Specifications:

A. Standard – Mandatory. This is required for all certificate holders under the particular GACAR part. The number of Standard-Mandatory OpSpecs issued to a certificate holder varies according to the GACAR part under which the operation is conducted.

B. Standard – Optional. An authorization issued for a specific type of operation that requires a certificate holder to apply for and demonstrate its qualification prior to conducting that specific type of operation (e.g. ETOPS).

C. Nonstandard – Optional. An authorization issued for special conditions or situations. These authorizations are usually time limited.

NOTE: Figure 15.1.2.1 provides a schematic presentation of the three types of OpSpecs.

15.1.2.11. STANDARD OPSPECS. Standard OpSpecs are developed using OpSpec templates that are developed by the GACA and afford very little latitude for the aviation safety inspectors (Inspectors) in terms of what is being authorized with the specific OpSpec template. The future

development process of standard OpSpec templates will ensure that before standard templates are finalized, appropriate coordination is accomplished with affected industry stakeholders. Since standard OpSpec templates specify limitations, conditions, and other provisions which operators must comply with, coordination with industry is essential to a mutual and clear understanding of the effect they will have on industry. After appropriate coordination has been completed, drafts of the new standard paragraphs/templates, or revisions to existing paragraphs/templates are finalized and incorporated into the AOSS. Through the use of standard OpSpecs, the GACA and industry are assured that certificate holders conducting comparable operations are held to the same standards.

15.1.2.13. NONSTANDARD OPSPECS. Occasionally, a situation may occur in which it becomes necessary to issue a certificate holder an OpSpec for which either the authorization requires extensive free text to identify the authorized activity and associated conditions or limitations, or for which an OpSpec template does not even exist. These situations are considered nonstandard because of a unique situation not provided for in the standard template. In those cases when a nonstandard template is more restrictive than the standard template, justifiable reasons must exist, since the certificate holder could be placed at a competitive disadvantage.

15.1.2.15. OPSPEC PARTS. All OpSpecs associated with common subject matter are organized into OpSpec Parts, each of which has an assigned letter and subject title.

- Part A, General
- Part B, En-route Authorizations and Limitations
- Part C, Airplane Terminal Area Authorizations and Limitations
- Part D, Airworthiness
- Part E, Mass & Balance
- Part R, Rotorcraft
- Part T, Training

15.1.2.17. OPSPEC IDENTIFIES. Under the GACAR, each unique OpSpec has a unique identifier assigned to it. The identifier includes a letter and a number.

- The letter corresponds to the OpSpec Part to which it belongs. (e.g. A, B, C, D, etc.)

- The number is used to create a unique identifier

  Example; OpSpec E96 addresses Empty Aircraft Mass and Balance Control Program

- Non-standard OpSpecs are always in the A500-series.

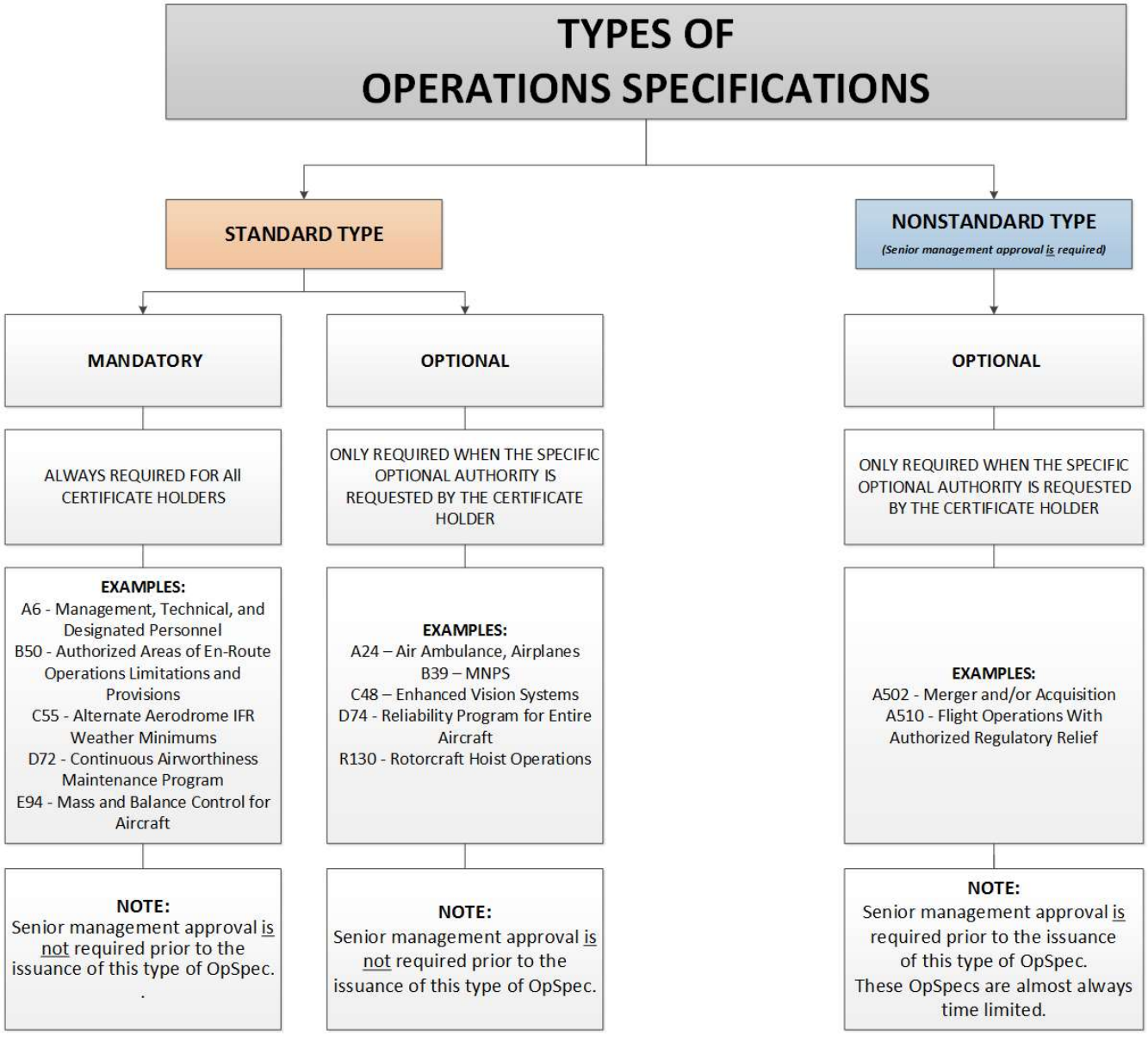
15.1.2.19. OPSPEC APPLICABILITY. A specific number OpSpec may be used under several different GACAR parts but they are tailored for each GACAR part. This can be illustrated by the following examples:

- OpSpec A10 - Fatigue Risk Management Program is applicable for issuance to operations under GACAR Parts 121, 125, 133 or 135

- OpSpec A9 - Aeronautical Aerodrome and Weather Data is only applicable for issuance to operations under GACAR Part 121

15.1.2.17. AVAILABILITY OF OPSPECS TO A CERTIFICATE HOLDER'S CREW MEMBERS AND OTHER PERSONNEL. Some portions of the information required to be included in operator manuals can be found in the OpSpecs. That information must be made available for the certificate holder's employees to be informed of the contents of the manual. Many certificate holders meet this requirement by including a copy of the applicable parts of the OpSpecs in the appropriate sections of their manuals. However, the language used in OpSpecs is not designed to apply to particular situations, but is written to specify absolute minimum conditions or provisions for a broad range of issues and situations. The application of a particular OpSpecs authorization, limitation, and/or provision may not be readily apparent to a particular situation. As a result, OpSpecs are not easy to use or interpret during any particular operational situation. Part 119 requires the operator to insert pertinent excerpts from the OpSpecs in the Operations Manual (OM) for ready use by their crew members and other employee personnel. The OpSpecs information in an operator's manual should pertain only to that operator's type of operation and be written in a manner that is directly applicable to the certificate holder's crew members and/or other personnel. The regulations also require that when OpSpecs information is incorporated into the operator's manual, the text will clearly identify each excerpt as part of the OpSpecs and state that compliance with each OpSpec is mandatory.

Figure 15.1.2.1. Types of OpSpecs



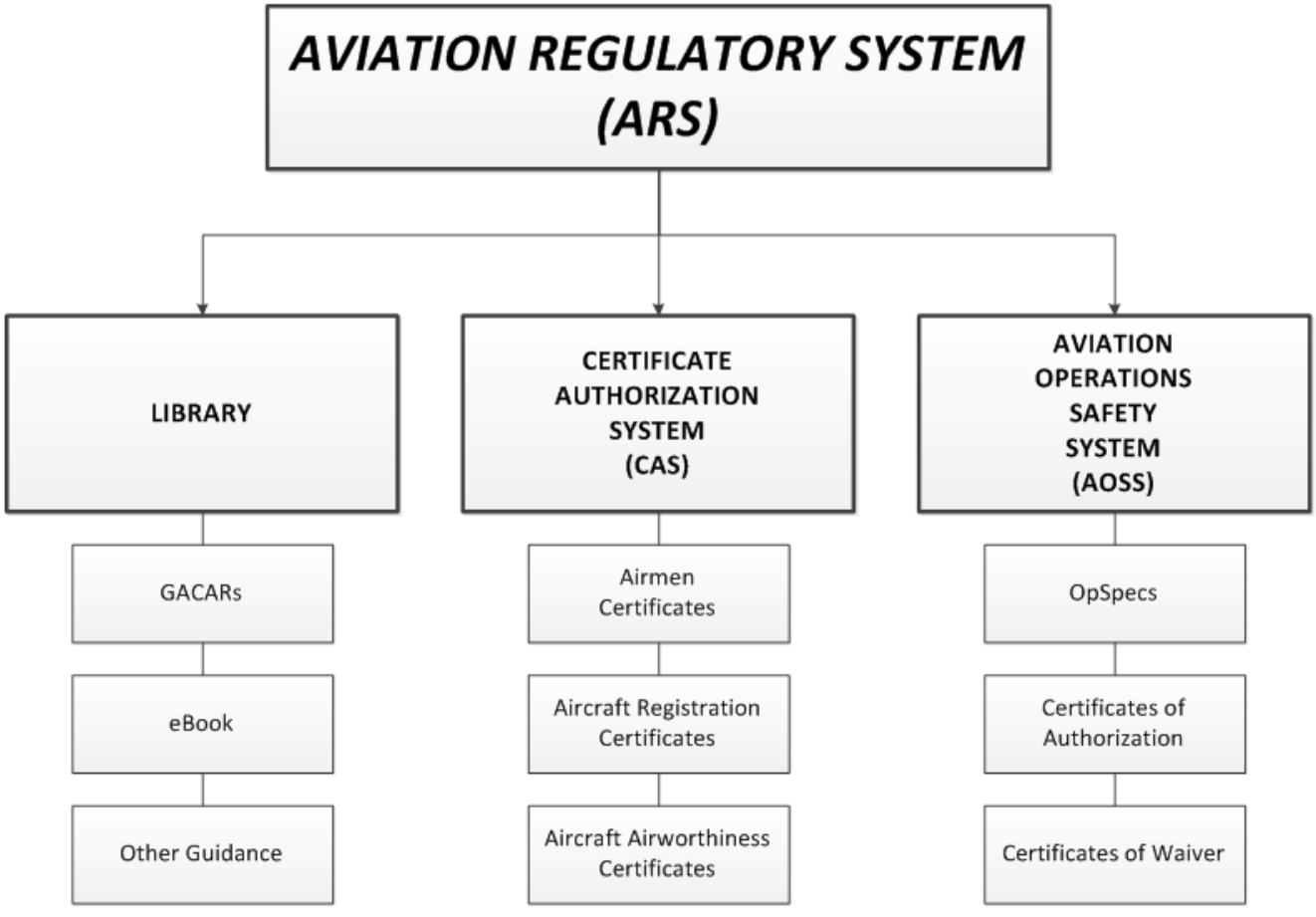
VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 2. AVIATION OPERATIONS SAFETY SYSTEM (AOSS)

Section 1. General Procedures

15.2.1.1. GENERAL. The Aviation Regulatory System (ARS) is a proprietary computer system that forms the backbone for managing all aspects of aviation regulation in the Kingdom of Saudi Arabia (KSA). The ARS includes three key modules that serve as the principle resources for aviation safety inspectors (Inspectors) as they carry out the administration of the General Authority of Civil Aviation Regulations (GACARs). These three modules are identified below in Figure 15.2.1.1.

Figure 15.2.1.1. Key ARS Modules



The Aviation Operations Safety System (AOSS) contains all of the standard and nonstandard Operations Specifications (OpSpecs), Certificates of Authorization and Certificates of Waiver required for managing the authorizations granted to, and the limitations imposed on, air operators and air agencies. The AOSS is programmed to provide only those authorizing documents that are applicable to a particular type of operation under a particular GACAR part.

NOTE: For the sake of clarity, for the remainder of this chapter the guidance will focus on the subject of Operations Specifications (OpSpecs), but aviation safety inspectors (Inspectors) should understand that most of the guidance is also directly applicable to the issuance of Certificates of Authorization and Certificates of Waiver using the AOSS system.

A. General Information. This section provides general direction and guidance to Inspectors concerning actions necessary to generate a complete set of OpSpecs using the AOSS. Before attempting to enter information directly into the AOSS, users should be familiar with the AOSS and the most current AOSS User's Manual. This section also provides general information on the AOSS, such as control of standard OpSpecs and Certificates of Authorization, and procedures for amending standard OpSpecs and Certificates of Authorization.

B. Linkages to the ARS Library. The ARS library is linked to the AOSS and this provides a powerful means for accessing the relevant regulations and guidance documents associated with individual authorizations. Many relevant documents such as the regulations, Inspector Handbook, Advisory Circulars and other related guidance are directly accessible and linked to the process being completed in the AOSS. Other guidance may be unique to the individual authorizations.

15.2.1.3. OPSPEC TEMPLATE DEVELOPMENT. All OpSpecs begin with an OpSpec template. The OpSpec templates include standard text that describes the authorizations, conditions and limitations for which the OpSpec is designed to address and many of them also include selectable data fields where aspects specific to the individual certificate holder are identified. These selectable data fields can include data drop down menus, radio buttons and other such data entry methods. In some occasions the OpSpec template also includes free text entry fields where the Inspector must enter data such as Operations Manual references and other similar things.

OpSpec templates are created for each unique OpSpec. Chapter 1, Section 2 of this volume has further details on the types of OpSpecs and the numbering system used to identify each OpSpec. The AOSS system includes the capacity to develop OpSpec templates. The development of OpSpec templates is outside of the scope of this Handbook but Inspectors need to be aware that all OpSpec templates

must be approved by GACA senior management prior to them being made available for use by Inspectors in the AOSS. The AOSS system also includes the capability to manage the full lifecycle of OpSpec templates including their initial development, periodic revision and eventual decommissioning.

15.2.1.5. CREATING AN OPERATOR IN AOSS. The creation of OpSpecs using the AOSS system first begins with the creation of the Operator (i.e. Certificate Holder) in AOSS. When a new Operator is created in the AOSS the following information is entered into the AOSS system for that certificate holder:

- **General** [Information]
  - o Certificate Holder name
  - o Certificate number
  - o Designator (if applicable)
  - o Contact information
  - o GACAR part under which they operate
  - o Etc.

- **Addresses**
  - o Mailing address
  - o Main base
  - o Etc.

- **Personnel** [Designated]
  - o Accountable Executive
  - o SMS Management Representative
  - o Director of Operations
  - o Director of Maintenance
  - o Chief Pilot
  - o Agent for Service
  - o Etc.

- **Inspectors** [Assigned]
  - o POI
  - o PMI
  - o Etc.

• Other Information that is dependent on the type of certificate and GACAR part under which the certificate holder operates.

NOTE: Without the creation of the Operator (Certificate Holder) in AOSS it is not possible to proceed with the issuance of any of their OpSpecs.

15.2.1.7. OPSPEC INITIATION. The initiation of an OpSpec for any certificate holder begins in one of two ways – either the GACA initiates the OpSpec for the certificate holder or the certificate holder initiates the OpSpec by making a formal request to GACA. In either case, once the decision is made by the Principal Inspector (PI) to proceed with the OpSpec the process follows in much the same way. For most OpSpecs the PI works with the certificate holder (or applicant for those who do not yet hold a certificate) to ensure that all applicable regulatory requirements have been complied with that are necessary in order for the authorization to be issued. The relevant guidance in this Handbook is used to assist the Inspector in ensuring that compliance has been properly demonstrated. As the approval process reaches a point that the issuance of the corresponding OpSpec(s) is imminent, the PI and the certificate holder work together to draft the OpSpec using the applicable OpSpec template. Chapters 3 to 10 of this volume provide complete details on each and every OpSpec in the AOSS.

15.2.1.9. DRAFTS OF AND FINAL SIGNED OPSPECs. Inspectors should coordinate all draft OpSpecs with the operator. This coordination should involve the operator throughout the final preparation of the documents. This provides an opportunity to develop a common understanding between the operator and the GACA about the authorizations, limitations, and provisions in the authorizations. The operator must also be given the occasion to verify that added operator specific information is correct. The AOSS provides access to various guidance documents linked to individual OpSpec paragraphs. Inspectors should review these documents with the certificate holder, or air agency, along with a draft of the authorization, to see what the operator must do to be in compliance prior to the issuance of the requested or required paragraph. Chapters 3 through 10 of this volume provide complete details on each and every OpSpec in the AOSS.

A. After Draft Review. After the draft OpSpecs has been reviewed and final corrections made, if any, the final authorizations can be printed and physically signed or if the certificate holder or operator has electronic signature capability, the authorizations can be electronically signed. The GACA must sign (electronically) to issue/activate the authorization to the certificate holder or agency's grid as a final document for issuance. The certificate holder or air agency should also sign the final document (either electronically or physically).

15.2.1.11. SIGNATURE AUTHORITY FOR AUTHORIZING DOCUMENTS ISSUED USING THE AOSS. This area contains the names of the GACA Principal Inspector(s) (PI) assigned to the certificate holder. This area is used to update the specific PIs that are assigned to a certificate holder. This information is used when the OpSpecs are ready to be signed. The PIs are responsible for the oversight and coordination of the authorizations granted. It is the responsibility of both principals to ensure that the authorization(s) being issued is accurate and complete. Many of the authorizations require the scrutiny of both maintenance and operations inspectors. If there is a disagreement between a Principal Operations Inspector (POI) and Principal Maintenance Inspector (PMI) regarding the contents of an operator's authorization, the issue must be resolved prior to the issuance of the authorization in question. In general, for OpSpecs, and other authorizations in the AOSS, the following guidance applies.

A. Each OpSpec must be digitally signed by an authorized GACA Safety and Air Transport (S&AT) person before it is officially "issued". GACA Senior Management will decide which GACA S&AT personnel will be authorized to sign each type of authorizing document. The following lists which GACA S&AT division normally has the authority to sign OpSpecs. Final decision rests with the President.

- Part A = The Division that issued the certificate
- Part B = Flight Operations Division after coordination with the Airworthiness Division
- Part C = Flight Operations Division after coordination with the Airworthiness Division
- Part D = Airworthiness Division
- Part E = Airworthiness Division after coordination with the Flight Operations Division
- Part R = Flight Operations Division after coordination with the Airworthiness Division
- Part T = The Division that issued the certificate

15.2.1.13. CERTIFICATE HOLDER'S RECEIPT OF OPSPECS.

A. Authorizations Signed by Hand.

1) After the certificate holder completes a new or amended OpSpec, the GACA will review the proposed document in the workspace and make or suggest any proposed changes. Once

the GACA and certificate holder agree on the proposal, the GACA will digitally sign the document creating a document in “Signed” status, move it to “Active,” print two copies, and sign both by hand. Both copies will then be hand delivered or sent by mail with return receipt to the operator for signature. When both copies have been signed by the certificate holder, both the GACA and the certificate holder must retain one copy. When the certificate holder signs the document as being received, they are acknowledging that they have reviewed it, agree that the information is correct, and that they will comply with the specifications appearing in that document.

2) PIs will keep a current, signed copy of all hand signed OpSpecs on file at the GACA Office for at least 5 years. The signed authorizations that are currently in effect for the certificate holder will be filed together. Superseded, surrendered, or revoked authorizations will be marked appropriately and retained by GACA for at least 5 years. If an operator’s certificate is surrendered or revoked, the OpSpecs will be marked appropriately and retained in the files for at least 5 years. Surrendered or revoked OpSpecs must be inactivated in the AOSS by the applicable PI. The AOSS active OpSpecs or other authorizations remain in effect within the AOSS until they are amended or inactivated by the GACA. When amended or inactivated, the previous active document will be electronically archived. Under certain circumstances the GACA allows for the “suspension” of a certificate holder’s OpSpecs.

B. Electronically Signed Authorizations and Documents Issued From the AOSS.

1) After the certificate holder has completed a new or amended OpSpec or other document and placed it in draft status in the AOSS, the GACA will review the proposed document in the “Workspace” area and make or suggest any proposed changes. Once both the GACA and certificate holder agree on the proposal, the certificate holder must electronically sign the OpSpec and advise the GACA that the industry signature has been accomplished. When the certificate holder’s signature has been accomplished, the certificate holder is acknowledging that the information is correct and that they agree to comply with the specifications appearing in the paragraph. The GACA will then electronically sign the paragraph and move it to the “Issued” area.

2) Once the document is in the “issued” area, a printed copy is not required because the active official documents will be retained in the AOSS database. When an OpSpec paragraph is amended or revoked, the previous active OpSpec will be electronically moved to “archived” automatically. Surrendered or revoked OpSpec paragraphs must be

"Archived" in the AOSS. The AOSS active OpSpec remains in effect within the AOSS until it is reissued or archived by the GACA. When an OpSpec is reissued or archived, they are retained in the electronic historical data base.

C. Issuance of an OpSpec by the GACA without the Concurrence or Signature of the Certificate Holder. In general, when the GACA signs and issues an OpSpec, it may be considered to be effective whether or not the certificate holder has signed it. If, in accordance with the provisions and limitations of the applicable GACAR, GACA determines that a change to an OpSpec is needed, it will issue the amended OpSpec with only the GACA's electronic signature. GACA will notify the certificate holder of the changes as soon as possible. It is desirable for the certificate holder to sign the paragraph to validate the receipt of the new OpSpec.

15.2.1.15. AUTOMATED FEATURES AND SYMBOLOGY OF OPSPECS.

A. Page Numbers. The AOSS prints page numbers automatically on the OpSpec forms.

B. Effective Date and Signature Date. For original issuance of an OpSpec both the "effective date" and the "signature date" should be the same but is not required to be the same. For authorization amendments, these dates may also be different. The effective date may be later than the signature date, or in the case of a GACA initiated required change, the effective date may be before the authorization is actually signed by the certificate holder. For an authorization to be effective it does not have to be signed by the certificate holder; it is effective by GACA signature only.

15.2.1.17. TEMPLATE CHANGES. Changes to OpSpec templates are categorized as either mandatory or non-mandatory.

- A mandatory change is typically based on a regulatory change or policy clarification

- A non-mandatory change is typically used for minor text or format changes, or for changes that are limited in scope

A. All Template Changes. For all OpSpec changes, PIs should review the "History" tab in the AOSS to determine the cause of the change. PIs should also review the guidance documents linked to the OpSpec. Mandatory changes (and some limited non-mandatory changes) will typically be accompanied by a new or revised policy document which will be available in the

ARS along with the revised OpSpec.

B. Mandatory Template Changes. When GACA makes a mandatory change to an OpSpec, PIs must issue the new OpSpec and archive the old one. PIs must follow the instructions contained in any accompanying policy documents prior to issuing the new paragraph. PIs must complete the issuance of a mandatory OpSpec template change within 30 days, or as otherwise directed by GACA. Mandatory changes to OpSpecs will result in a change to the GACA revision number of the authorization.

C. Non-mandatory Template Changes. When GACA makes a non-mandatory change to an OpSpec template, PIs must determine if the change affects any particular certificate holder(s). If a PI determines that the non-mandatory change impacts a certificate holder's particular operation, the PI will issue the new OpSpec as directed by GACA senior management or within 90 days for all affected certificate holder(s). Non-mandatory changes to OpSpecs will result in the addition of a letter to the current template revision number (e.g., from GACA Revision 010 to GACA Revision 010a; GACA Revision 02a to GACA Revision 02b, etc.). If a non-mandatory change does not affect a particular certificate holder, PIs do not have to reissue the OpSpec.

D. Archived and Decommissioned Templates. When a template is revised by GACA, AOSS automatically archives the previous version of the template within the system; however, each individual certificate holder or PI will need to manually archive any old OpSpecs in the AOSS Workspace. GACA may also permanently withdraw or decommission a template without replacing it with a revised template. Once GACA archives, withdraws, or decommissions an OpSpec template, it will no longer be "Available" for issuance or editing in AOSS. Inspectors may view archived/decommissioned OpSpecs and guidance by adjusting the filter settings in AOSS.

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CHAPTER 3. PART 121 - OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.3.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.3.1.3. LISTING OF OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A2	AIRCRAFT AUTHORIZATION
A4	SUMMARY OF SPECIAL AUTHORIZATIONS AND LIMITATIONS
A5	EXEMPTIONS AND AUTHORIZED RULE RELIEF
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	OPERATIONS MANUALS
A8	OPERATIONAL CONTROL
A9	AERONAUTICAL AERODROME AND WEATHER DATA
A10	FATIGUE RISK MANAGEMENT SYSTEM
A11	CARRY-ON BAGGAGE PROGRAM
A13	EXTENDED OVER-WATER OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT
A22	EXIT SEAT PROGRAM
A23	OPERATIONS DURING GROUND ICING CONDITIONS
A24	AIR AMBULANCE OPERATIONS -AIRPLANE
A25	ELECTRONIC RECORDKEEPING SYSTEM
A28	AIRCRAFT LEASE ARRANGEMENTS
A31	CONTRACT TRAINING
A55	TRANSPORTATION OF DANGEROUS GOODS BY AIR
A56	USE OF DATA LINK COMMUNICATIONS

OpSpec Number	Title
A61	USE OF ELECTRONIC FLIGHT BAG
A117	USE OF ONBOARD FLIGHT CREW MEMBER REST FACILITIES
A153	AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B) OUT OPERATIONS
A502	MERGER AND/OR ACQUISITION
A510	FLIGHT OPERATIONS WITH AUTHORIZED TEMPORARY REGULATORY RELIEF
A999	ICAO COMPLIANT AIR OPERATOR CERTIFICATE

15.3.1.5. EXPLANATION OF THE PART A OPSPECS.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, their primary address (i.e. principle base of operations), the kinds of operations authorized, the applicable regulatory basis under which the operations are to be conducted, and any other business names under which the operations are being conducted.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 119.3(d) and (e), Certifications, Authorizations, and Prohibitions
- GACAR § 119.5, Operations Specifications
- GACAR § 119.9, Use of Business Names
- GACAR § 119.21(b) and (c), Operators Engaged in Commercial Operations
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process

• Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in the Types of Commercial Operations table in paragraph “C”, is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators** for the specific operator.

2) This OpSpec authorizes the conduct of operations under other business names known as “doing business as” (DBA). If no operations are authorized to be conducted under another DBA, the statement selected will state that “the operator is authorized to use only the business name which appears on the certificate to conduct the operations described in subparagraph a.” Before listing a DBA in an operator’s OpSpecs Inspectors must verify that the DBA is on file with the GACA Economic Regulation Sector.

G. Notes. None.

A2 – AIRCRAFT AUTHORIZATION [Mandatory]

A. Purpose. This OpSpec is used to identify the Make/Model/Series (M/M/S) of the aircraft authorized for operation under GACAR Part 121. For each M/M/S the OpSpec also identifies the type of operation(s) authorized, the maximum number of passenger seats authorized and the minimum number of required cabin crew members. In contrast to OpSpec A1, OpSpec A3 does not identify the certificate holder’s overall authority to conduct a particular kind of operation. Instead, it represents the GACA approval of the certificate holder’s use of a particular aircraft M/M/S in carrying out the kinds of operations that are authorized.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 119.21, Operators Engaged in Commercial Operations
- GACAR § 119.49, Contents of Operations Specifications
- GACAR § 121.753, Cabin Crew Members

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators>Aircraft** for the specific operator.

2) The following provides additional guidance on the various fields in Table 1 that are entered from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator:

a) Select the authorized M/M/S using the aircraft listing provided in the AOSS. If the appropriate M/M/S cannot be found in the AOSS, Inspectors should immediately notify the AOSS help desk so that the aircraft listing can be updated.

b) For each aircraft, list the type of operation authorized. Selections available for

General Authority of Civil Aviation Regulation (GACAR) Part 121 are *Scheduled* or *Unscheduled*. In the cases where the certificate holder is authorized both *Scheduled* and *Unscheduled* operations, select *Scheduled*. All-Cargo operations are considered Unscheduled.

c) Passenger seating terminology is derived from and associated with the emergency evacuation demonstrations requirements of GACAR §§ 25.803; 29.803, 121.213 and 121.217. For the purposes of GACAR Part 121 emergency evacuation demonstration requirements, the terms “capacity” and “configuration” have the same meaning with respect to passenger seating.

d) Demonstrated seats is the number of seats installed in the aircraft at the time the certificate holder complied with GACAR §§ 121.213 or 121.217. This seating configuration will determine the number of cabin crew members required by § 121.753. If no demonstration was required (<45 seats for the emergency evacuation demonstration or no extended over-water operations involved) then enter **N/A**.

e) Installed seats refers to the actual seating configuration of the individual aircraft and as noted in the Layout of Passenger Accommodations (LOPA) required under GACAR § 121.201.

f) For all-cargo operations, the number “0” shall be entered into the columns labeled “Demonstrated Seats.”

g) In passenger/cargo operations, the passenger seating guidance of paragraphs 2c) through e) above, will apply.

h) Enter the number of cabin crew members used during the certificate holder’s emergency evacuation demonstration, required by GACAR §§ 121.213 or 121.217, or the number required by § 121.753, whichever is higher, for each aircraft listed.

i) Enter the appropriate en route flight rule for each aircraft. If the aircraft is approved for instrument flight rules (IFR) operations, select “IFR/VFR”. Part 121 operations are normally required to conduct operations in IFR. If the aircraft is restricted to visual flight rules (VFR) operations only, select “VFR Only.”

j) Select the day/night condition for each aircraft. If the aircraft is approved for both day

and night conditions, select the phrase “Day/Night” in the column labeled “Condition.” If the aircraft is approved for daylight conditions only, select “Day Only.”

G. Notes.

1) Inspectors are reminded that additional persons above the numbers noted may be permitted onboard the aircraft under the provisions of GACAR § 121.1233, Carriage of Persons without Compliance with the Passenger Carrying Requirements of This Part.

A4 – SUMMARY OF SPECIAL AUTHORIZATIONS AND LIMITATIONS [Mandatory]

A. Purpose. This OpSpec is used to identify and summarize the optional authorizations and limitations applicable to the certificate holder.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 119.3(d) and (e), Certifications, Authorizations, and Prohibitions
- GACAR § 119.5, Operations Specifications
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled based on the optional OpSpecs that have, or have not, been issued to the certificate holder. Aviation safety inspectors (Inspectors) must ensure that the

data is accurate. If corrections, additions or deletions are required the data must be corrected with the appropriate optional OpSpec for the specific operator.

G. Notes. None.

A5 – EXEMPTIONS AND AUTHORIZED RULE RELIEF [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11 or rule relief as allowed under specific sections in GACAR Part 91 and 121.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11 or rule relief as allowed under specific sections in GACAR Part 91 and 121.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures
- GACAR § 119.3, Certifications, Authorizations, and Prohibitions
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 4, Chapter 2, Section 2, Waivers and Authorizations
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

2) Table 2 of the OpSpec template must be populated with all of the GACAR sections for which the President is authorizing rule relief as provided for in the GACAR section. Only sections in the drop-down list of rules may be granted rule relief. For each rule that the President is authorizing relief, the Inspector must enter any associated conditions, limitations and/or remarks in the text box provided.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Director of Safety
- Director of Operations
- Chief Pilot
- Director of Maintenance
- Chief Inspector
- Agent for Service
- SMS Accountable Executive
- SMS Management Representative

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 5.25, Designation and Responsibilities of Required Safety Management Personnel
- GACAR § 60.23(c), Additional Responsibilities of the Sponsor

• GACAR § 121.45, Management Personnel Required

• GACAR § 121.49, Management Personnel: Qualifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 2, Safety Management Systems - General

o Volume 3, Chapter 3, Section 1, Phase 1 - Pre-Application

o Volume 3, Chapter 3, Section 2, Phase 2 - Formal Application

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 121. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

b) GACAR § 121.45 requires the following management and technical personnel positions – Director of Safety, Director of Operations (DO), Chief pilot, Director of Maintenance (DOM), and Chief Inspector. The regulations are intended to ensure that persons holding these required management and technical positions have the measure of experience as well as the demonstrated capability needed to effectively manage these types of programs. In addition, persons exercising control over the maintenance and operations programs must have that level of qualification and experience that will allow these persons to carry out their duties and responsibilities with the degree of expertise consistent with the certificate holder's responsibility to operate with the highest possible degree of safety.

c) A certificate holder's management personnel may have titles different from titles of the management positions prescribed in the GACARs. The Company Equivalent Position Title field is used to indicate the Company Equivalent Position Title if it is different than the position titles prescribed under GACAR § 121.45.

d) Table 1 of the OpSpec template is also used to approve relief from required management positions. Direction and guidance for approving relief from management requirements is located in the Handbook references noted above:

1. For relief that permit less than the required management positions, leave the positions that are not filled blank.

2. For relief that permit the same person to fill two or more positions, enter the name and title of that person in the appropriate positions.

3. For relief that permit a person to hold a management position when that person does not meet the regulatory qualification requirements, enter the name and title of that person in the appropriate position.

2) *Paragraph (b): Agent for Service.*

a) An agent for service is a person or company designated by the certificate holder upon whom all legal notices, processes and orders, decisions, and requirements of the GACA and AIB shall be served. Once any of these documents has been served upon the certificate holder's agent for service, the certificate holder cannot claim (legally) that it did not receive the documents. Under the GACAR, an Agent for Service is an optional position. If the certificate holder chooses not to designate an *Agent for Service* the certificate holder's *Accountable Executive* will assume this role by default. The name, title, and address of the agent for service must be obtained from the certificate holder and correctly entered. The OpSpec template is automatically populated with data derived from the **Personnel** AOSS data entry screen at **AOSS>Operators** for the specific operator. Inspectors must ensure that the data presented is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators** for the specific operator.

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A, Part B, etc.) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

4) *Paragraph (d): SMS Management Positions.*

a) Table 3 of the OpSpec template is used is to clearly identify the certificate holder's Safety Management System (SMS) management personnel who are fulfilling positions required under GACAR Part 5. Inspectors must ensure that all required management positions are listed along with the name of the individual who is assuming the position.

b) GACAR § 5.25 requires the following SMS management positions: *Accountable Executive* and *SMS Management Representative.*

G. Notes.

1) *SMS Management Representative*: It is permitted for the person filling the Director of Safety position to also fill the SMS Management Representative position.

2) *DO/Chief Pilot Position.* Experience in any position where the normal duties and responsibilities included management/supervisory oversight and/or control of the development upkeep and the performance of one or more elements of an operator's operational control system may be considered as comparable experience. Management positions, wherein the applicant exercised management decision making processes, may be considered as comparable experience (e.g., assistant DO, assistant chief pilot, general manager). Experience involving operational control may also be acceptable (e.g., supervisory aircraft dispatcher, supervisory flight follower).

a) Unacceptable Experience. All acceptable, comparable experiences added together must equal the required 3 years. However, experience as a military fighter pilot flying in combat scenarios, a flight instructor, a crop duster, or a helicopter external load operator, would not be considered comparable experience. A college education or educational experience in aviation or writing manuals does not substitute for actual work experience.

3) *Director of Maintenance (DOM) Position.* Acceptable equivalent experience includes any position where the normal duties and responsibilities included management oversight and/or control of the development, upkeep, as well as the performance of one or all of the elements of an aircraft maintenance or inspection program.

4) *Chief Inspector Position.* Acceptable equivalent experience includes any position where the normal duties and responsibilities included management oversight and/or control of the development, upkeep, as well as the performance of one or all of the elements of an aircraft maintenance inspection, quality control (QC), or quality assurance (QA) functions within a maintenance or inspection program.

5) *Combined Positions.* Any certificate holder who requests approval to combine two or more required management positions into one position must ensure that the person who will serve in that position meets the qualifications for, or receives relief for, each management position to be combined (e.g., chief pilot and DO), in addition to receiving an approval to combine the management positions. The size, scope, complexity, and work load of the operations that the applicant has been involved with, and will be involved with in the combined management position, must be considered when evaluating this request. Requests to combine the positions of DOM and Chief Inspector will not be approved. Applicants who serve in a combined management position should not be assigned to any additional duties (e.g., check pilot, aircraft instructor). The combining of the GACAR Part 5 SMS positions may be acceptable depending on the size and complexity of the operator. Requests for one individual to fill this position for more than one certificate holder concurrently will not be considered.

A7 – OPERATIONS MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's Operations Manual which is accepted by the President and required under GACAR Part 121. Additionally, this OpSpec is used to explicitly approve certain content of the Operations Manual that is not otherwise approved via other OpSpecs. This OpSpec also prescribed conditions and limitations for situations where the certificate holder is permitted to make emergency revisions to the Operations Manual without prior involvement of the GACA.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 121.143, Manual Contents

• GACAR § 121.147, Certificate Holder's Duty to Maintain Operations Specifications

• GACAR Part 121, Appendix G to GACAR Part 121 – Manual Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 1, Chapter 1, Section 1, General Handbook Information

o Volume 4, Chapter 12, Manuals, Procedures and Checklists

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Operations Manual.*

a) Table 1 of the OpSpec template is used to identify the Operations Manual required under GACAR § 121.143 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

2) *Paragraph (b): Approved Content.*

a) ICAO Annex 6 (Parts I and III) requires that certain content of the Operations Manual be specifically approved by the State of Operator. Paragraph (b) of this OpSpec is used to indicate approval of specific content of the Operations Manual.

b) Inspectors must ensure that each applicable content item requiring GACA approval is selected in the OpSpec template and that the Operations Manual includes this approved content as required by GACAR Part 121.

G. Notes. None.

A8 – OPERATIONAL CONTROL [Mandatory]

A. Purpose. This OpSpec is used to identify and approve the certificate holder's operational control system for the control of all flight movements. The intent of this OpSpec is to promote a mutual understanding between a certificate holder and the GACA concerning the operational control system used by the certificate holder.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 121.1105, Responsibility For Operational Control
- GACAR Part 121, Subpart P – Operational Control Systems

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 25, Operational Control for Air Operators
- Other Relevant References: None.

F. Procedures.

1) Describe or reference the operational control system used by an operator in Table 1 of the OpSpec template. It is preferable to complete this OpSpec with references to the certificate holder's Operations Manual or sections of the Operations Manual which describe the system and/or procedures used by that certificate holder for operational control. It is not necessary to control these references by date or revision level. Change the references only when a revision to the certificate holder's manual(s) makes the reference in the OpSpecs incorrect.

2) The description of the systems and/or procedures for controlling flight movement should include the following information, as appropriate, to the kind of operation:

• Methods and procedures for initiating, diverting, and terminating flights

• Persons or duty positions authorized to, and responsible for, exercise of operational control

• Facilities and location of facilities used by the operator in the exercise of operational control

• Communication systems and procedures used by the operator

• Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy

• Emergency notification procedures

G. Notes. None.

A9 – AERONAUTICAL AERODROME AND WEATHER DATA [Mandatory]

A. Purpose. This OpSpec is used to approve the operators system for obtaining and distributing aerodrome and weather data.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 121.77, Aerodromes: Required Data

• GACAR § 121.93, Weather Reporting Facilities

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 14, Aviation Weather Information Systems for Parts 121 and 135

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Aerodrome Data.*

a) Inspectors must describe or reference the approved system for obtaining, maintaining, and distributing aerodrome aeronautical data for the aerodromes used by the certificate holder. When possible, the paragraph should be completed by referencing pertinent sections of the certificate holder's manual or other documents which describe the system used by the certificate holder. When the aerodrome aeronautical data system is not described in a manual or another document, a narrative description of the system must be used to complete this OpSpec. When a narrative description (or outline) is used, it should be brief but provide sufficient information to describe the system used to obtain, maintain, and distribute required aerodrome aeronautical data.

2) *Paragraph (b): Aviation Weather Data.*

a) Inspectors must describe or reference the approved system and sources for obtaining weather reports and forecasts for the purpose of controlling flight movements (operations). This OpSpec is the method whereby the President approves a certificate holder to use a particular source of aviation weather reports and forecasts, including those involving adverse weather phenomena. . When possible, the paragraph should be completed by referencing pertinent sections of the certificate holder's manual or other documents which describe the system used by the certificate holder. When the aeronautical weather information system is not described in a manual or another document, a narrative description of the system must be used to complete this OpSpec. When a narrative description (or outline) is used, it should be brief but provide sufficient information to describe the system used to obtain, maintain, and distribute required aeronautical weather data.

G. Notes. None.

A10 – FATIGUE RISK MANAGEMENT SYSTEM [Optional]

A. Purpose. This OpSpec is to for the approval of a Fatigue Risk Management System that certificate holders may implement as a means of meeting all, or part, of the fatigue management requirements of GACAR Part 121, Subpart N. GACAR Part 121, Subpart N prescribes requirement's for the management of fatigue for pilots, flight engineers, maintenance and preventive maintenance personnel, aircraft dispatchers and cabin crew members.

B. Applicability. This OpSpec is optional for all certificate holders and is only applicable to those who choose to implement a Fatigue Risk Management System (FRMS) as part of their Safety Management System (SMS) as permitted under GACAR § 121.1001.

C. Applicable GACAR Requirements.

- GACAR Part 5, Appendix A, Section II - Fatigue Risk Management Systems (FRMS)
- GACAR Part 121, Subpart N – Fatigue Management Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None
- Other Relevant References:
    - o ICAO Doc. 9966 - Fatigue Risk Management Systems Manual for Regulators

F. Procedures.

1) *Paragraph (a): Identification of the Approved FRMS.*

a) Table 1 of the OpSpec template is used to identify the FRMS that has been approved for use under GACAR § 121.1001.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A11 – CARRY-ON BAGGAGE PROGRAM [Mandatory for Passenger Carrying Operations]

A. Purpose. This OpSpec is used for the approval of a certificate holder's carry-on baggage program. Operators that do not allow carry-on bags in the cabin of the aircraft must still have an approved carry-on baggage program. Except certificate holders conducting special unscheduled operations, Part 121 requires that all certificate holders may not allow the boarding of carry on baggage on an aircraft unless each passenger's baggage has been scanned to control the size and amount carried on board in accordance with an approved carry on baggage program in its operations specifications. Additionally, no passenger may board an aircraft if their carry on baggage exceeds the baggage allowance prescribed in the carry on baggage program in the certificate holder's operations specifications. When the GACA issues this OpSpec, the certificate holder is authorized to either allow passengers to stow carry-on bags in the aircraft cabin or restrict the items brought inside the aircraft cabin to passenger personal items.

B. Applicability. This OpSpec is required for all certificate holders (in passenger carrying operations), except for those conducting special unscheduled operations.

C. Applicable GACAR Requirements.

- GACAR § 121.1221, Carry-On Baggage

D. Other Related OpSpecs.

- E94 - MASS AND BALANCE CONTROL FOR AIRCRAFT

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 4, Chapter 13, Mass and Balance for Parts 121, 125 and 135
- Other Relevant References:
  - FAA AC 120-27 (as amended), Aircraft Weight and Balance Control
  - FAA AC 121-29 (as amended), Carry-On Baggage

F. Procedures.

1) This OpSpec must describe or reference the certificate holder's carry-on baggage program. If the certificate holder prohibits carry-on bags other than personal items, this information must be contained in the carry-on baggage program. It is permissible to reference a separate carry-on baggage document developed by the certificate holder that describes the program. However, the certificate holder may elect to implement the carry-on baggage program by describing the requirements of the program in various sections of its manuals, such as the passenger services manual and the cabin crew manual. In this case, the OpSpec should reference specific sections of the pertinent manuals. Reference to the approved program in the template must be controlled by revision number and/or date, as appropriate. When a certificate holder's manual or separate carry-on baggage document does not adequately describe the approved carry-on baggage program, a combination of references and narrative description may be necessary. The description of the approved carry-on baggage program must address the items discussed in the current editions of FAA AC 121-299 (as amended), Carry-On Baggage, and FAA AC 120-27 (as amended).

2) Additionally, OpSpec E94 must be issued to track the approved carry-on bag/personal item actual or average weights.

G. Notes.

A13 - EXTENDED OVER-WATER OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT [Optional]

A. Purpose. This OpSpec is used to authorize extended over-water operations without certain required emergency equipment onboard, provided the operator can satisfy GACA that an alternate method of compliance is satisfactory for certain routes and conditions.

B. Applicability. This OpSpec is only required for operators who apply for and receive authorization for extended over-water operations without certain required emergency equipment onboard.

C. Applicable GACAR Requirements.

• GACAR § 91.303(k)(4) Instruments and Equipment Requirements, Powered Saudi Arabian Registered Aircraft With Standard Airworthiness Certificates

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Operators wishing to apply for the relief authorized by this OpSpec must apply to the President and provide a technical justification that shows that for the airplanes and routes/areas for which they are seeking relief that the water conditions and search and rescue services available for the routes flown are such that the survival of the aircraft's occupants in the event the flight terminates in that water is extremely probable.

2) The certificate holder must submit at least the following information about the conditions that must be met for the approval:

a. Aircraft operational capabilities for diversion due to an engine failure. This information must include drift down profiles, engine out cruise performance for two- and three-engine aircraft, and two-engine cruise performance for four-engine aircraft.

b. A graphical presentation of the areas and routes of en route operation and/or routes over which provisions of the deviation will apply, including proposed minimum en route altitudes and aerodromes which could be used if diversion is necessary.

c. Navigation and communication equipment requirements and capabilities for normal flight conditions and for engine inoperative flight conditions in the proposed areas of en route operation.

d. Existing and/or proposed procedures for diversion contingency planning and training curricula for flight and cabin crew members concerning ditching without life rafts.

e. A description of search and rescue facilities and capabilities for the proposed areas of en route operations.

3) It is necessary to define in Table 1 on the OpSpec template the specific M/M/S of aircraft and routes/areas where relief from the requirement to carry the equipment required by GACAR § 91.303(k)(4) is being granted.

4) It is also necessary to identify on the OpSpec all conditions and limitations associated with the relief that is being granted in order ensure that the survival of the aircraft's occupants in the event the flight terminates in that water is extremely probable.

G. Notes. None.

A22 – EXIT SEAT PROGRAM [Mandatory for Passenger Carrying Operations]

A. Purpose. This OpSpec is required to authorize the use of an approved Exit Seating Program for each certificate holder.

B. Applicability. This OpSpec is required for all certificate holders who are engaged in passenger carrying operations. Certificate holder's only engaged in all-cargo operations are not required to have this OpSpec.

C. Applicable GACAR Requirements.

- GACAR § 121.1245, Exit Seating

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 27, Section 6, Operations - Cabin Safety
- Other Relevant References: None.

F. Procedures.

1) This OpSpec must describe or reference the exit seat program as required by GACAR § 121.1245. It is permissible to reference a separate exit seat program document developed by

the certificate holder that describes the program. However, the certificate holder may elect to implement the exit seat program by describing the requirements of the program in various sections of its manuals, such as the passenger services manual and the cabin crew manual. In this case, the OpSpec should reference specific sections of the pertinent manuals. Reference to the approved program in the template must be controlled by revision number and/or date, as appropriate. When a certificate holder's manual or exit seat program document does not adequately describe the approved exit seat program, a combination of references and narrative description may be necessary.

G. Notes. None.

A23 –OPERATIONS DURING GROUND ICING CONDITIONS [Mandatory]

A. Purpose. This OpSpec is required to document when an operator is authorized or not authorized to conduct operations in ground icing condition (freezing precipitation falling during ground operations). If the operator is authorized, the deicing program is approved by issuance of this paragraph. If the operator is not authorized to operate in ground icing conditions, the paragraph will state that the operator not authorized to operate during ground icing conditions.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 121.1217, Ground Deicing/Anti Icing Program Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 15, Ground Deicing/Anti-Icing Programs for Parts 121, 125 and 135
- Other Relevant References:
  - o FAA AC 20-117 (as amended), Hazards Following Ground Deicing and Ground

Operations in Conditions Conducive to Aircraft Icing

o FAA AC 120-58 (as amended), Pilot Guide Large Aircraft Ground Deicing

o FAA AC 120-60 (as amended), Ground Deicing and Anti-icing Program

o Hold-Over Tables (HOT)

o FAA AC 135-16 (as amended), Ground Deicing & Anti-icing Training & Checking

o FAA AC 135-17 (as amended), Pilot Guide - Small Aircraft Ground Deicing (pocket)

o ICAO Doc 9640, Manual of Aircraft Ground Deicing/Anti-icing Operations

F. Procedures.

1) This OpSpec must describe or reference the ground icing program as required by GACAR § 121.1217. Reference to the approved program in the template must be controlled by revision number and/or date, as appropriate.

2) For cases where the certificate holder is not authorized to operate in ground icing conditions, the Inspector must select the text that states that the operator not authorized to operate during ground icing conditions.

G. Notes. None.

A24 – AIR AMBULANCE OPERATIONS – AIRPLANE [Optional]

A. Purpose. This OpSpec is used to authorize the certificate holder to conduct air ambulance operations using airplanes.

B. Applicability. This OpSpec is only required for certificate holders who apply to conduct air ambulance operations with airplanes.

C. Applicable GACAR Requirements.

• GACAR § 91.416, Air Ambulance Operations

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 4, Chapter 28, Air Ambulance and REMS Operations
- Other Relevant References: None.

F. Procedures.

1) This OpSpec must describe or reference the approved air ambulance procedures as required by GACAR § 91.416. Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes.

1) Air ambulance operations using rotorcraft are authorized with OpSpec R124, ROTORCRAFT AIR AMBULANCE.

2) REMS operations are authorized with R125, ROTORCRAFT EMERGENCY MEDICAL SERVICES.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a “signature/sign-off” is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

• GACAR § 121.1567, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping

• Other Relevant References:

o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 121.1567(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A28 – AIRCRAFT LEASE ARRANGEMENTS [Optional]

A. Purpose. This paragraph is used to authorize aircraft lease arrangements as required by GACAR § 119.53.

B. Applicability. This OpSpec is only required for certificate holders who elect to enter into lease arrangements under GACAR § 119.53.

C. Applicable GACAR Requirements.

• GACAR § 119.53, Leasing of Aircraft

• GACAR § 119, Appendix A TO GACAR Part119 – Leasing of Aircraft

• GACAR § 121.189, Aircraft Requirements: General

D. Other Related OpSpecs.

• D85 – AIRCRAFT LISTING.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 16, Lease Agreements for Parts 121 and 135

• Other Relevant References:

o ICAO Doc 8335 (Part V)

o ICAO Doc 9760(Part V)

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all authorized lease arrangements where the certificate holder has operational control. Inspectors must ensure all fields are correctly populated for each aircraft subject to this type of lease agreement.

2) Table 2 of the OpSpec template is used to record details of all authorized lease arrangements where the certificate holder does not have operational control. Inspectors must ensure all fields are correctly populated for each aircraft subject to this type of lease agreement.

G. Notes.

1) Consult GACAR Part 1 for pertinent definitions for lessee, lessor, wet lease, dry lease, and operational control.

2) Interchange agreements are considered for the purposes of GACAR Part 119 and this OpSpec as a form of dry lease.

3) The table below is used to determine the OpSpec requirements for GACAR Part 121

AOC holders that are entering into lease agreements with other GACAR Part 121 AOC holders or other entities under GACAR§ 119.53. The possible types of leases are listed under Lease Type column (1). Column (2) depicts whether the other party to the lease is a GACAR Part 121 AOC holder or an “other entity” as stated in Appendix A of GACAR Part 119. Column (3) is the State of Registry of the aircraft. Column (4) specifies whether the certificate holder has operational control or not. Column (5) specifies if the aircraft must be listed in the certificate holder’s OpSpec D85 and column (6) specifies if the aircraft must be listed in the certificate holder’s OpSpec A28. The remarks reference the sections of GACAR 119 that determine the requirements.

Possible GACAR 121 Leasing Combinations

1	2	3	4	5	6	
Lease Type	**GACA AOC or Other Entity**	**Registry HZ or Other ICAO State**	**Ops Ctrl? –Yes or No**	**Listed in OpSpec D85? Yes or No**	**Listed in OpSpec A28? Yes or No**	**Remarks**
Dry In	GACA AOC	HZ	YES	YES	YES	Part 119, APP A, I, (a)
Dry In	Other	HZ	YES	YES	YES	Part 119, APP A, II (a)
Dry In	GACA AOC	ICAO	YES	YES	YES	Part 119, APP A, I, (a)
Dry In	Other	ICAO	YES	YES	YES	Part 119, APP A, II, (b)
Dry Out	GACA AOC	HZ	NO	YES	YES	Part 119, APP A, I, (a)
Dry Out	Other	HZ	NO	NO	NO	Part 119, APP A, II, (e)
Dry Out	GACA AOC	ICAO	NO	YES	YES	Part 119, APP A, I, (a)
Dry Out	Other	ICAO	NO	NO	NO	Part 119, APP A, II, (e)

1	2	3	4	5	6	
Lease Type	**GACA AOC or Other Entity**	**Registry HZ or Other ICAO State**	**Ops Ctrl? –Yes or No**	**Listed in OpSpec D85? Yes or No**	**Listed in OpSpec A28? Yes or No**	**Remarks**
Wet In	GACA AOC	HZ	NO	NO	YES	Part 119, APP A, I, (b)
Wet In	Other	HZ	NO	NO	YES	Part 119, APP A, II, (c)
Wet In	GACA AOC	ICAO	NO	NO	YES	Part 119, APP A, I, (b)
Wet In	Other	ICAO	NO	NO	YES	Part 119, APP A, II, (c)
Wet Out	GACA AOC	HZ	YES	YES	YES	Part 119, APP A, I, (b)
Wet Out	Other	HZ	YES	YES	YES	Part 119, APP A, II, (e)
Wet Out	GACA AOC	Other	YES	YES	YES	Part 119, APP A, I, (b)
Wet Out	Other	Other	YES	YES	YES	Part 119, APP A, II, (e)

A31 – CONTRACT TRAINING [Optional]

A. Purpose. This OpSpec is optional since it is only issued to an operator who is authorized to make arrangements with a training center (including satellites) and/or a certificate holder operating under the same GACAR Part (collectively referred to as training organizations). The training center and/or operator must be listed in this operations specification for the specific purpose of conducting instruction and/or evaluations for the certificate holder. The operator or training center will also be subject to additional limitations and provisions that will be included in the authorization.

B. Applicability. This OpSpec is only required for certificate holders who elect to contract with other certificate holders to perform certain training and checking functions required under

GACAR Part 121.

C. Applicable GACAR Requirements.

- GACAR § 121.847, Training Program: Special Rules.
- GACAR § 119.49(p), Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all Part 142 Training Centers and/or Air Operator Certificate (AOC) holders certificated under GACAR Part 119 who are authorized to conduct training and/or checking on behalf of the certificate holder. Inspectors must ensure all fields are correctly populated for each organization which has been contracted to provide training and/or checking.

G. Notes. None.

A55 – TRANSPORTATION OF DANGEROUS GOODS BY AIR [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to transport dangerous goods by air under the provisions of GACAR Part 109.

B. Applicability. This OpSpec is only required for certificate holders who are authorized under GACAR Part 109 to transport dangerous goods by air.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

• GACAR Part 109, Transportation of Dangerous Goods by Air

• GACAR Part 121 Subpart R – Transportation of Dangerous Goods by Air

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 31, Transportation of Dangerous Goods by Air

• Other Relevant References:

• ICAO Technical Instructions

F. Procedures.

1) It is necessary to identify in Table 1 of the OpSpec template the certificate holder's Dangerous Goods Transportation Manual as required by GACAR § 109.113.

G. Notes.

1) Any exemptions from the requirements of the ICAO Technical Instructions must be processed under GACAR Part 11 and listed in OpSpec A5.

A56 – USE OF DATA LINK COMMUNICATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to use data link communication capabilities as a supplement to voice communications with air traffic service (ATS) providers.

B. Applicability. This OpSpec is only required for certificate holders who elect to use, or are required to use (as part of Required Communication Performance (RCP) operations), data link communication capabilities as a supplement to voice communications with air traffic service (ATS) providers.

C. Applicable GACAR Requirements.

• GACAR § 91.404, Required Communication Performance Operations.

• GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

• B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS

• B50 – AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 6, Communications: General Concepts and Guidance

• Other Relevant References:

• ICAO Annex 10, Volume III, Part I

• ICAO Doc. 9869, Manual on Required Communication Performance (RCP)

• FAA AC 120-70B (as amended), Operational Authorization Process for Use of Data Link Communication System

F. Procedures.

1) In Table 1 of the OpSpec template it is necessary to identify the type of data link system that has been installed in each M/M/S of aircraft and the type of airspace for which use of data link communications is authorized. Any additional limitations or remarks must also be added.

2) If the equipment installation and operator training has been shown to support a Required Communication Performance specification (e.g. RCP 240, RCP 400, etc.), then this should be noted in the Remarks column.

3) If limitations have been prescribed in certain airspace for datalink communications (e.g.

ACAS II required and always on) then this should also be noted in the Remarks column.

G. Notes. None.

A61 – USE OF ELECTRONIC FIGHT BAG [Optional]

A. Purpose. The OpSpec is used to authorize the operator's Electronic Flight Bags (EFB) program, and describes the conditions and limitations for EFB use.

B. Applicability. This OpSpec is only required for certificate holders who apply to use EFBs in their operations.

C. Applicable GACAR Requirements.

1) GACAR § 119.49, Contents of Operations Specifications.

2) GACAR § 91.37 Use of Electronic Flight Bag.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

1) Handbook Guidance:

o Volume 5, Chapter 11, Authorize Electronic Flight Bags (EFB)

2. Other Relevant References: FAA AC 120-76 (as amended), Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag Computing Devices

F. Procedures.

1) General. GACA Flight Operations Standards Principal Inspectors (PI) may authorize an operator's EFB program once the authorization process described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2 are satisfied. The operator will maintain a program catalog, as described in the current edition of Advisory Circular (AC) 120-76, Authorization for Use of Electronic Flight Bags, that references EFB hardware (make and model) and EFB software applications used by crewmembers on each aircraft make, model, and series

(M/M/S). An EFB program must have a process defined to ensure the catalog is current and readily available for PIs.

2) Instructions for Table 1, Aircraft Authorized Under an EFB Program. Table 1within OpSpecs A061 must be completed to document aircraft M/M/S limited evaluations or temporary authorizations, as described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2, and be annotated in the “Remarks/Limitations” column.

Figure 15.3.1.1 Sample A061 Table 1 – Aircraft Authorized Under an EFB Program

Aircraft M/M/S	Remarks/Limitations**
B737-300 EMB-120-QC A-300	Limited evaluation of XXX EFB hardware. See ABC Flight Crew Bulletin XX-2017 for details. Temporary authorizations to conduct limited evaluation of XYZ EFB Application, Version 6.7 (see Flight Crew Bulletin ## -XX-XX-XXXX).

NOTE: **Enter “None” in the “Remarks/Limitations” column if there are currently no imposed restrictions, limitations, limited evaluations, or temporary authorizations.

G. PI Action.

1)PIs will provide technical and operational guidance to their certificate Holders/program managers, when requested, to assist them in validating their selected EFB hardware devices and EFB software applications. Technical and operational guidance is located in the current edition of AC 120-76 as amended and GACA eBook Volume 5 Chapter 11 Sections 1, and 2.

2) If the certificate holder/program manager has OpSpecs A025 issued for electronic recordkeeping, signatures, or electronic manual systems without the use of an EFB, it is not necessary to reissue that operator’s OpSpecs A025. Electronic recordkeeping, signatures, or electronic manual system functions may co-reside on an EFB authorized for use in A061, and if so, OpSpecs A025 as well as OpSpecs A061 should be issued

or amended, as applicable (e.g., the certificate holder must update OpSpecs A025 when the operator utilizes recordkeeping, signatures, or electronic manual system functions to comply with part 121, §§ 121.1567.

3) A certificate holder/program manager obtains OpSpecs A009 to authorize use of airport aeronautical data. If the certificate holder/program manager uses the same source(s) listed in OpSpecs A009 for airport aeronautical data on an EFB, it is not necessary to reissue that operator's OpSpecs A009. If aeronautical data on an EFB is not referenced in A009, then A009 should be amended to reflect the data source and distribution method.

4) A certificate holder/program manager obtains OpSpecs A009 to authorize use of specific sources for obtaining weather reports and forecasts for the purpose of controlling flight movements (operations). If the certificate holder/program manager uses the same source(s) listed in OpSpecs A009 for weather functions on an EFB, it is not necessary to reissue that operator's OpSpecs A009. Viewing weather and aeronautical information on an EFB requires additional authorization for use via OpSpecs A061. See GACA eBook Volume 5 Chapter 11 Sections 1, and 2.

A117 – USE OF ONBOARD FLIGHT CREW MEMBER REST FACILITIES [Optional]

A. Purpose. The OpSpec is used to authorize the use of onboard flightcrew member rest facilities any time aflightcrew member is conducting augmented operations.

B. Applicability. This OpSpec is only required for certificate holders who apply to use onboard flight crew member rest facilities when conducting augmented flightcrew member operations using the FDP limits prescribed in Table C of GACAR Part 117.

C. Applicable GACAR Requirements.

- GACAR Part 117
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. A10- FATIGUE RISK MANAGEMENT SYSTEMS (FRMS).

E. Associated Guidance and References.

- Handbook Guidance:

o Volume 4, Chapter 32, Section 2, Evaluation and Qualification of Onboard Flight Crew Member Rest Facilities for Part 117 Operations

• Other Relevant References:

• FAA AC 121-31 (as amended), Flight Crew Sleeping Quarters and Rest Facilities

F. Procedures.

1) Inspectors must ensure that Table 1 of the OpSpec template is completely and correctly populated with the applicable data for each aircraft M/M/S, crew member rest facility qualification date, classification of rest facility, and the number of installed sleep surfaces for that classification.

G. Notes. None.

A153 – AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B) - OUT OPERATIONS [Optional]

A. Purpose. The OpSpec is used to authorize the use of ADS-B (Out) operations to allow flight operations in airspace requiring such equipment.

B. Applicability. This OpSpec is only required for certificate holders who apply to use ADS-B (Out) in their operations.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. B050 - AREAS OF OPERATION.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 7, Surveillance: General Concepts and Guidance

• Other Relevant References:

• FAA AC 20-165 (as amended), Airworthiness Approval of Automatic Dependent Surveillance-Broadcast (ADS-B) Out Systems

F. Procedures.

1) Inspectors must ensure that Table 1 of the OpSpec template is completely and correctly populated with the applicable data for each aircraft used in the certificate holder's ADS-B (Out) operations.

G. Notes. Inspectors must ensure OpSpec B50 correctly identifies areas of operation for which ADS-B (Out) operations are required and authorized.

A502 – MERGER AND/OR ACQUISITION [Optional]

A. Purpose. This OpSpec is issued to each certificate holder involved in a merger and/or acquisition as a means of authorizing the plans for transition during the merger or acquisition process. Certificate holders involved in a merger or acquisition will lay out their plan for the transition that will occur throughout the merger or acquisition process by entering information in the appropriate sections of the OpSpec template. This OpSpec is dynamic and should be updated as significant events in the merger or acquisition process occur. Each update of the OpSpec must also be approved by the Director, Flight Operations Division.

B. Applicability. This OpSpec is a nonstandard, time-limited OpSpec that requires coordination with, and approval from the Director, Flight Operations Division prior to issuance. This OpSpec is required for each certificate holder involved in a merger or acquisition of another certificate holder. This means that this OpSpec will be issued to the intended surviving certificate holder, as well as each intended merged or acquired certificate holder.

C. Applicable GACAR Requirements.

• GACAR § 119.49(p), Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 4, Section 2, Air Operator Mergers and Acquisition of Air Operator Operational Assets

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a.) – Parties and Dates.*

a) Inspectors must ensure that the certificate holders involved in the merger/acquisition are noted in the OpSpec template as well as the date that the transition will commence and end.

2) *Paragraph (b.) – Details.*

a) This paragraph contains three fields in which a principal inspector (PI) or certificate holder will enter the following information:

3) *"General"*. PIs of both specialties (Operations or Airworthiness) will use the "General" section to identify conditions that do not belong specifically to operations or airworthiness. Examples of key items that must be entered into the "General" section include, but are not limited to:

a) Estimated single operating certificate date. This is the date when the certificate holder operates as a single air carrier and has a singular system for operational control.

b) Demonstration of Emergency Evacuation Procedures. This section must contain a statement or plan of how the surviving certificate holder intends to meet the regulatory requirements for demonstration of emergency evacuation procedures. The plan must address demonstration of aircraft newly introduced to the surviving certificate holder, as well as a change in the number, location, or emergency evacuation duties or procedures of the certificate holder's cabin crew members.

c) Training of Station Personnel. This section must contain a statement as to how the surviving certificate holder intends to train station personnel to a single standard of operation.

d) The name of the surviving certificate holder and certificate designation.

e) Flight Call Signs. This section must contain information regarding flight call signs and numbering, specific to each certificate holder involved in the merger or acquisition process. Call signs, especially with livery changes, must be coordinated with the appropriate ATS providers.

f) TDG Training. This section must contain a statement of how the surviving certificate holder intends to comply with the TDG training requirements of for employees acquired during the merger or acquisition.

g) Recordkeeping. This section must contain a statement of how the each certificate holder intents to comply with recordkeeping requirements of GACAR Part 121.

h) SMS. This section must contain a statement of how the surviving certificate holder intends to comply with the SMS requirements of GACAR Part 5during the merger or acquisition.

4) *"Operations"*. The principal operations inspector (POI) is responsible for the "Operations" section. The key areas that should be addressed in the "Operations" section include, but are not limited to:

a) *Operational Control*. Identify which air operator will assume operational control responsibility over the merged or acquired operation and the date that transfer is planned to take place. This date should coincide with the "Estimated Single Operating Certificate" date entered into the "General" section of OpSpec A502. If the changeover is to be phased in over a period of time, such as by fleet, enter appropriate milestones here. Milestones listed in this field must correlate with the same milestones in the transition plan.

b) *Training and Qualification*. Identify the planned dates that flight crew member, aircraft dispatcher and cabin crew member training and qualification will be completed. If two or more fleets will be phased in over different time periods, enter the fleet types and their associated training and qualification date milestones in the free text fields provided. Include training for flight following and operational control personnel in this section, as appropriate. Milestones listed in this field must correlate with the same milestones in the transition plan.

c) *Proving Tests*. Identify the requirements and the plan of action regarding the

proving tests required to add a new type of aircraft, operation, and/or route (area of operation).

d) *Operational Authorizations*. Identify operational authorizations, such as Extended Operations (ETOPS), exemptions, deviations, etc., and list the plan of action for merging and/or acquiring each of the authorizations.

e) *Other*. Identify any other operational milestones such as manual revisions, computer systems, and computer system support.

5) *"Airworthiness"*. The principal maintenance inspector (PMI) is responsible for the "Airworthiness" section. The key areas that must be addressed in the Airworthiness section include, but are not limited to:

a) *Maintenance Manual*. List any maintenance manual milestones in this field.

b) *Training and Qualification of Maintenance Personnel*. Identify the training and qualification requirements of the mechanics and inspectors, and list the plan of action for accomplishing the necessary training.

c) *Minimum Equipment List (MEL) Management Program and Maintenance Control System*. Identify the transition plan for MEL management programs and the associated maintenance personnel and maintenance control systems.

d) *Other*. Identify any other appropriate maintenance milestones such as manual revisions, computer systems, and computer system support.

G. Notes.

1) POIs of certificate holders with large varied fleets must be aware that merging ETOPS authorizations may be a lengthy process.

A510 –FLIGHT OPERATIONS WITH AUTHORIZED TEMPORARY REGULATORY RELIEF [Optional]

A. Purpose. The OpSpec is issued to certificate holders who require some temporary relief in regard to training, ferrying and other similar operations as provided under GACAR § 121.1(b).

B. Applicability. This OpSpec is a *nonstandard*, time-limited OpSpec that requires coordination with, and approval from the Director, Flight Operations Division prior to issuance. This OpSpec is only required for certificate holders who wish to seek temporary relief under GACAR § 121.1(b).

C. Applicable GACAR Requirements.

- GACAR § 121.1(b), Applicability

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 5, Chapter 9, AUTHORIZATION FOR TRAINING, REPOSITIONING, MAINTENANCE AND OTHER SPECIAL PURPOSE FLIGHTS
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must identify each aircraft (M/M/S, Serial Number and Registration Marks) for each aircraft authorized temporary relief. For each identified aircraft, the type of flight operation must also be identified along with a full listing of the GACAR requirements which have been granted temporary regulatory relief and the expiry date of the authorization.

2) If “Special Purpose” is selected as the type of flight operation then additional text must be added fully explaining what this flight operation involves.

G. Notes.

1) Inspectors are reminded that this OpSpec is only to be used for temporary relief to address the needs of special circumstances and in all cases the authorized flight operations must be non-revenue flights.

2) Prior approval of the Director, Flight Operations division is required prior to the

issuance of this OpSpec.

A999 – ICAO COMPLIANT AIR OPERATOR CERTIFICATE [Mandatory]

A. Purpose. This OpSpec serves as the ICAO compliant Air Operator Certificate (AOC) as required by ICAO Annex 6, Part I.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 121.17, Documents To Be Carried on Board

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None
- Other Relevant References:
  - o ICAO Annex 6, Appendix 6

F. Procedures.

1) This OpSpec is auto generated using data derived from the AOSS system. Inspectors should review the OpSpec to ensure that all information is correct.

G. Notes. None.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 3. PART 121 - OPERATIONS SPECIFICATIONS

Section 2. Part B – En-Route Authorizations and Limitations

15.3.2.1. INTRODUCTION. This section discusses the Part B – En-Route Authorizations and Limitations OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.3.2.3. LISTING OF PART B OPSPECS.

OpSpec Number	Title
B29	DRIFTDOWN OR FUEL DUMPING FOR TERRAIN CLEARANCE
B31	IFR ENROUTE LIMITATIONS AND PROVISIONS
B34	IFRNAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)
B39	NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATION (MNPS)
B40	AREAS OF MAGNETIC UNRELIABILITY
B41	EXTENDED OPERATIONS IN PASSENGER CARRYING AIRPLANES WITH MORE THAN TWO ENGINES
B42	ETOPS WITH TWO ENGINE AIRPLANES
B44	PLANNED RE-DISPATCH AND RE-RELEASE EN-ROUTE
B46	OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE
B50	AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS
B51	EN-ROUTE VISUAL FLIGHT RULES LIMITATIONS AND PROVISIONS
B55	POLAR OPERATIONS

15.3.2.5. EXPLANATION OF THE PART B OPSPECS.

B29 – DRIFTDOWN OR FUEL DUMPING FOR TERRAIN CLEARANCE [Optional]

A. Purpose. This OpSpec is used to authorize approval for a certificate holder to use driftdown or fuel dumping procedures, limitations, and data which is used to demonstrate compliance with terrain clearance requirements.

B. Applicability. This OpSpec is required only for those operators who desire to have driftdown and/or fuel dumping procedures authorized for their operation.

C. Applicable GACAR Requirements.

- GACAR § 121.267, Airplane: En-Route Limitations: One Engine Inoperative

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 3, Section 5, Selected Performance Practices
- Other Relevant References: None.

F. Procedures.

1) Describe or reference the certificate holder's driftdown or fuel dumping procedures, limitations, and data which is used to demonstrate compliance with terrain clearance requirements. It is preferable to complete this OpSpec with references to the certificate holder's Operations Manual or sections of the Operations Manual which describe the system and/or procedures used by that certificate holder for driftdown or fuel dumping. It is not necessary to control these references by date or revision level. Change the references only when a revision to the certificate holder's manual(s) makes the reference in the OpSpecs incorrect.

G. Notes. None.

B31 – IFR EN-ROUTE LIMITATIONS AND PROVISIONS [Mandatory]

A. Purpose. This OpSpec is used to prescribe certain limitations and conditions associated with instrument flight rule (IFR) en-route operations within and outside of controlled airspace.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

• B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

• C52 - STRAIGHT-IN NON-PRECISION, APV, AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA – ALL AERODROMES

• C64 - IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct performance-based navigation (PBN) operations. This OpSpec is used to specify all approved PBN aircraft and the types of PBN operations they are certified to perform.

B. Applicability. This OpSpec is required only for those certificate holders who desire to

conduct PBN navigation operations.

C. Applicable GACAR Requirements.

• GACAR § 91.405, Performance-Based Navigation Operations

D. Other Related OpSpecs.

• B31 - IFR ENROUTE LIMITATIONS AND PROVISIONS

• B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Air Navigation and Communications

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Relevant References:

o ICAO Doc 9613 (as amended), Performance-Based Navigation Manual

F. Procedures.

1) Each Make/Model/Series (M/M/S) of aircraft operated by the certificate holder in PBN operations must be identified in Table 1 of the OpSpec template.

2) For each M/M/S the aviation safety inspector (Inspector) must select the PBN navigation specifications that have been authorized for each M/M/S for each phase of flight.

G. Notes.

1) Other Part B and Part C OpSpecs may be required to fully approve some types of PBN navigation specifications (e.g. C84 - REQUIRED NAVIGATION PERFORMANCE PROCEDURES, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)).

B39 – NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATION [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace in accordance with the limitations provided in this paragraph.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations in the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace.

C. Applicable GACAR Requirements.

- GACAR § 91.407, Minimum Navigation Performance Specifications Operations

D. Other Related OpSpecs.

- B46 - OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM AIRSPACE (RVSM)

- B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation

- Other Relevant References:

  o ICAO NAT Regional Supplementary Procedures (SUPPS) (ICAO Doc 7030)

  o ICAO Guidance Concerning Air Navigation In and Above the North Atlantic MNPS Airspace Document, (NAT Doc 007)

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to

complete this template.

G. Notes. None.

B40 – AREAS OF MAGNETIC UNRELIABILITY [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations in areas of magnetic unreliability using the aircraft, navigation equipment, and procedures specified in this OpSpec.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations in areas of magnetic unreliability.

C. Applicable GACAR Requirements.

- GACAR § 119.49(p), Contents of Operations Specifications

D. Other Related OpSpecs.

- B55 - POLAR OPERATIONS
- B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation
- Other Relevant References: None.

F. Procedures.

1) Each M/M/S of aircraft operated by the certificate holder in areas of magnetic unreliability must be identified in the table of the OpSpec template.

2) For each M/M/S the Inspector must identify the required navigation equipment (by manufacturer/model) that has been authorized.

G. Notes.

1) Depending on the area of operation, issuance of this paragraph may require special aircrew training and procedures as well as aircraft equipment.

B41 – EXTENDED OPERTIONS IN PASSENGER CARRYING AIRPLANES WITH MORE THAN TWO ENGINES [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to conduct Extended-Range Operations with Two-Engine Airplanes (ETOPS) in passenger-carrying airplanes with more than two engines over a route that contains a point further than 180 minutes flying time from an adequate aerodrome.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct ETOPS in passenger-carrying airplanes with more than two engines over routes that contain a point further than 180 minutes flying time from an adequate aerodrome.

C. Applicable GACAR Requirements.

- GACAR § 121.81, Limitations on Types of Routes
- GACAR § 121.401, ETOPS Alternate Aerodromes
- GACAR § 121.409, ETOPS Alternate Aerodromes: Considering Time-Limited Systems in Planning
- GACAR § 121.1397, Alternate Aerodrome Weather Minimums
- GACAR Part 121, Appendix E, Section II

D. Other Related OpSpecs.

- B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS
- C55 - ALTERNATE AERODROME IFR WEATHER MINIMUMS
- C70 - AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 5, Section 1, Approval of Extended-Range Operations for Parts 121 And 135

o Volume 4, Chapter 25, Section 4, Part 121 Operations Outside the Kingdom of Saudi Arabia (KSA), and Extended Overwater Operations

• Other Relevant References:

o FAA AC 120-40 (as amended), Extended Operations (ETOPS and Polar Operations)

F. Procedures.

1) In Table 1 of the OpSpec template Inspectors must identify the M/M/S, Registration Marks and the maximum authorized diversion time of each aircraft authorized.

2) In Table 2 of the OpSpec template Inspectors must identify each authorized ETOPS alternate aerodromes along with any associated special conditions or limitations associated with each listed alternate aerodrome.

G. Notes. None.

B42 – ETOPS WITH TWO-ENGINE AIRPLANES [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to conduct extended-range operations with two-engine airplanes (ETOPS).

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct ETOPS in airplanes with two engines over routes that contain a point further than specified flying times from an adequate aerodrome.

C. Applicable GACAR Requirements.

• GACAR §119.49, Contents of Operations Specifications

• GACAR §121.81, Limitations on Types of Routes

• GACAR §121.89, ETOPS: Communications Facilities

• GACAR §121.205, ETOPS: Type Design Approval Basis

• GACAR §121.671, CAMP For Two Engine ETOPS

• GACAR §121.1397, Alternate Aerodrome Weather Minimums

• GACAR §121.1401, ETOPS: Alternate Aerodromes

• GACAR §121.1409, ETOPS: Alternate Aerodromes: Considering Time-Limited Systems in Planning

• GACAR §121.1413, ETOPS, Flight Beyond Entry Point

• GACAR §121.1417, ETOPS: Fuel Supply

• GACAR Part 121, Appendix E, Section I, Requirements For ETOPS and Polar Operations

D. Other Related OpSpecs.

• B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

• C55 - ALTERNATE AERODROME IFR WEATHER MINIMUMS

• D85 – AIRCRAFT LISTING

• D86 - CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM FOR EXTENDED RANGE TWO-ENGINE AIRPLANES

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 5, Section 1, Approval of Extended-Range Operations for Parts 121 And 135

• Other Relevant References

o FAA AC 120-40 (as amended), Extended Operations (ETOPS and Polar Operations)

F. Procedures.

1) In Table 1 of the OpSpec template Inspectors must identify each authorized ETOPS airplanes by M/M/S and Registration Marks along with the maximum authorized diversion time.

2) In Table 2 of the OpSpec template Inspectors must identify each authorized ETOPS alternate aerodromes for each authorized M/M/S along with any associated special conditions or limitations associated with each listed alternate aerodrome.

G. Notes. None.

B44 – PLANNED RE-DISPATCH AND RE-RELEASE EN-ROUTE [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct planned re-dispatch or planned re-release operations in accordance with GACAR § 121.1341. This OpSpec provides authorization for a certificate holder to conduct these operations on long range flights, provided the conditions and limitations of the paragraph are met. The term “re-dispatch” applies to certificate holders utilizing a dispatch system. The term “re-release” applies to certificate holders who are utilizing a flight release system. For the purposes of this OpSpec, the term “re-dispatch” will be used when discussing both dispatch release and flight release systems.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct planned re-dispatch en-route operations within the specified parameters of this OpSpec.

C. Applicable GACAR Requirements.

• GACAR §119.49, Contents of Operations Specifications

• GACAR §121.1341, Dispatch or Flight Release Amendment

• GACAR §121.1417, ETOPS Fuel Supply

D. Other Related OpSpecs.

• B50 - AUTHORIZED AREAS OF ENROUTE OPERATIONS LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 25, Section 2, Part 121 Dispatch Release Systems

o Volume 4, Chapter 25, Section 3, Part 121 Flight Release Systems

• Other Relevant References: None.

F. Procedures.

1) Planned re-dispatch can only be conducted where OpSpec B44 is referenced within the specific areas of en-route operations authorized by OpSpec B50, Authorized Areas of En-route Limitations and Provisions. In other words, OpSpec B44 should be authorized in all areas of OpSpec B50 through which the aircraft will operate on a planned re-dispatch. A certificate holder cannot conduct planned re-dispatch operations in accordance with B44 in an authorized area of en-route operations unless B44 is specifically referenced in that area.

2) Planned re-dispatch, as authorized by OpSpec B44, provides for a reduction in the en-route reserve fuel required by allowing that fuel to be based partially on the time it would take to get to an intermediate destination, provided the flight can be re-dispatched from a predetermined re-dispatch point, to the desired or “intended” destination. If the fuel reserves have not been used at the time the aircraft reaches the re-dispatch point, then the flight can be re-dispatched to the intended destination as long as the fuel supply on board the aircraft is enough to allow compliance with § 121.1381, and the conditions en-route and at the intended destination airport will allow the flight to continue with safety.

3) Prior to issuing this OpSpec, principal operations inspectors (POIs) must ensure that the certificate holder’s manuals for use by flight crew members and dispatchers (or persons designated to exercise operational control if the certificate holder is only authorized to unscheduled operations) contain adequate policies and procedures regarding the authority contained in OpSpec B44 and comply with each of the conditions and limitations contained in the OpSpec template.

4) The certificate holder applying for OpSpec B44 must provide evidence that their approved training program includes information and instruction for flight crew members and dispatchers, or persons designated to exercise operational control, on the application of the authorization, and compliance with the conditions and limitations contained in B44. If the approved training program does not contain the necessary information, then the POI must ensure that the certificate holder submits a revised training program for approval that does include this requirement, prior to issuing this OpSpec.

5) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B46 – OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations within airspace designated as reduced vertical separation minimum (RVSM) airspace.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations within airspace designated as RVSM airspace.

C. Applicable GACAR Requirements.

- GACAR § 91.409, RVSM Operations
- GACAR Part 91, Appendix D, Section V, Operations in Airspace With RVSM

D. Other Related OpSpecs.

- B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS
- D85 - AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:

o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation

o Volume 5, Chapter 5, Section 2, Evaluate Reduced Vertical Separation Minimums (RVSM)

• Other Relevant References:

o FAA AC 91-85 (as amended), Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace

o ICAO Doc 9574, Manual on Implementation of a 300m (1000ft) Vertical Separation Minimum Between FL290 and FL 410 Inclusive

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) Inspectors must ensure that OpSpec D85 – AIRCRAFT LISTING properly identifies each specific aircraft that has been authorized for RVSM. Inspectors need to confirm an aircraft's eligibility to conduct RVSM operations. For RVSM eligibility of in-production or new-production aircraft, Inspectors should request that the certificate holder provide them with a copy of one of the following documents:

a) The Aircraft Flight Manual (AFM) should contain a statement that the aircraft is eligible for operation in RVSM airspace, or

b) The type certificate data sheet (TCDS) can specifically describe the avionics configurations and continued airworthiness criteria, or provide reference to GACA/FAA-approved documentation in the form of a written report.

2) Inspectors must ensure that the Continuous Airworthiness Maintenance Program (CAMP) has been amended to address RVSM related maintenance tasks for the affected aircraft. The certificate holder should submit the RVSM maintenance program and the RVSM operations program for approval simultaneously.

3) Two items have shown to need specific emphasis in RVSM authorizations:

a) *Training on the Effect of RVSM on Airborne Collision Avoidance System (ACAS) Operations*. Operators whose aircraft are equipped with ACAS must ensure that pilots are knowledgeable on the effect of RVSM on ACAS operation.

b) *Wake Turbulence Procedures*. Operators must ensure that pilots are knowledgeable on lateral offset procedures to mitigate the effect of wake turbulence. ATS providers have published procedures to enable pilots to mitigate the effect of wake turbulence in oceanic airspace where RVSM is applied.

B50 – AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS [Mandatory]

A. Purpose. This OpSpec is used to authorize the areas of operation for which the certificate holder may conduct en-route operations. This OpSpec must include all areas of en-route operation where the certificate holder conducts scheduled and unscheduled operations. This OpSpec prohibits operations in areas not listed. It is important to consider those areas where the operator may conduct unscheduled operations.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

• GACAR §119.49, Contents of Operations Specifications

• GACAR §121.69, Approval of Routes and Areas, Applicability

D. Other Related OpSpecs.

• A56 – USE OF DATA LINK COMMUNICATIONS

• B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

• B41 - EXTENDED OPERATIONS IN PASSENGER-CARRYING AIRPLANES WITH MORE THAN TWO ENGINES

• B44 - PLANNED RE-DISPATCH AND RE-RELEASE ENROUTE

• B55 - POLAR OPERATIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation

o Volume 4, Chapter 25, Section 4, Part 121 Operations Outside the Kingdom of Saudi Arabia (KSA), and Extended Overwater Operations

• Other Relevant References: None.

F. Procedures.

1) Coordinate with the certificate holder to prepare the “list of the areas of en-route operation.” The POI should work directly with the certificate holder when preparing the list. This is particularly important when extensive international operations are involved.

2) In the template, select the individual areas of en-route operation for authorization. The map of the worlds provided on the OpSpec template identifies the areas listing. All selected areas must be contiguous. For example, if “Europe” and “North America” are selected and operations will be authorized between those areas, make an appropriate selection for the “North Atlantic”. The limitations column allows countries within the selected authorized area to be included, excluded, or limited to overfly. Explanations of these selections are below:

a) **None** (Default) is the preferred method of selection. This selection allows selection of the entire prescribed authorized area of en-route operations.

b) **Include** is used in the rare case when the operator selects an authorized geographic area, but only one or two countries are approved for flight operations over or within those countries in the authorized area. For scheduled operators, OpSpec C70 must list the authorized aerodromes. Use Include to authorize a geographic area where the operator has completed validation tests for the specific country, but not the entire authorized area of en-route operations. This allows the operator who has limited exposure to a complicated navigation area to operate into a specific country that it has

demonstrated competency by validation testing. For example, an operator is authorized operations into Hong Kong, Macao, or Taiwan, but not mainland China. Both altitude measurement standards and Reduced Vertical Separation Minimum (RVSM) procedures are different in these locations from the rest of China.

c) **Exclude** is used when an authorized geographic area includes a country or territory where restrictions (e.g., economic sanctions) or Notices to Airmen (NOTAM) regarding potentially hazardous conditions exist. Reasons for exclusion can be, but not limited to, NOTAM, politically sensitive areas, operator preference, or operational capabilities. An example of exclusion would be the Occupied Territories of Palestine.

d) **Overflight** is used when a geographic area is authorized, but selected countries are only authorized for overflight operations. Similar to Exclude, use Overflight when an operator has authorization to overfly a geographic area where restrictions such as economic sanctions or NOTAMs regarding potentially hazardous conditions exist. Reasons for overflight can be, but not limited to, NOTAMs, politically sensitive areas, operator preference, or operational capabilities.

3) The POI should use the OpSpec Limitations for any special operational considerations. Each limitation must be associated with the applicable authorized area of B50. The following are examples of Limitations:

a) Limitation - Specific route approval required to maintain compliance with OpSpec A13 - OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT.

4) In certain areas of en-route operation, other OpSpecs are actually required/mandatory (e.g. operations in Arctic and Antarctic also require OpSpec B40 - AREAS OF MAGNETIC UNRELIABILITY AND B55 – POLAR OPERATIONS). These other required OpSpecs must be listed in the Conditions Column of Table 1 of the OpSpec template. The certificate holder must meet the requirements of those authorizations, and B50 must include references to those authorizations. The POI will select the other required OpSpecs from the drop down pick list for each area of operation that is applicable. The guidance for these paragraphs is below. The POI must determine which other related OpSpecs are pertinent to each area of en-route operation. These other reference paragraphs may include, but are not limited to the following:

- A56 – USE OF DATA LINK COMMUNICATIONS

• B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

• B37 - OPERATIONS IN THE PACIFIC TRACK SYSTEMS

• B39 -NORTH ATLANTIC MNPS

• B40 - AREAS OF MAGNETIC UNRELIABILITY

• B41 - EXTENDED OPERATIONS IN PASSENGER CARRYING AIRPLANES WITH MORE THAN TWO ENGINES

• B42 - ETOPS WITH TWO ENGINE AIRPLANES

• B44 – PLANNED RE-DISPATCH AND RE-LEASE EN-ROUTE

• B46 - OPERATIONS IN REDUCED VERTICAL SEPARATION MIMNIMUM (RVSM) AIRSPACE

• B55 - POLAR OPERATIONS

5) After the additional required OpSpecs are added for each area of operation, any special requirement pertinent to an area of en-route operation or to a particular aircraft operating within the area must be added to B50 in the Table under the column heading Limitations. For the purpose of illustration, the example below presumes an operator authorized to conduct operations under Part 121.

Example of Conditions and Limitations Annotations

Areas of En-route Operation	Conditions	Limitations

Areas of En-route Operation	Conditions	Limitations
North Atlantic (NAT airspace)	A56, B34, B39, B42, B46	• B-777 - CPDLC Operations for New York Oceanic, Gander and Shanwick FIRs only • ETOPS - B-757-212 P/W 2037 engines only

6) *Listing and Explanation of Authorized Areas of En-route Operation.* The authorized areas of en-route operations below are the standard selections from AOSS. The composition of each authorized area of operations is derived from the Authorized Areas Reference Map in the OpSpec template. The other required and other related OpSpecs for each area of en-route operation noted below may not include all OpSpecs. Each area listed below contains a short explanation of the geographic area followed by a standard list of considerations for each area selected. The inspector should ensure that the other required OpSpecs indicated in the Conditions column of Table 1 have been issued to the certificate holder. The certificate holder may require other related optional OpSpecs depending on its complexity and type of operation.

a) *Africa.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of Africa.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, B42, B44, B46

b) *East Asia.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of East Asia.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, B44, and B46

c) *West Asia.* Select this area of operation when the certificate holder plans operations

within the territory or airspace of the geographic area of West Asia.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, B44, and B46

d) *North Atlantic—Atlantic Ocean at Flight Levels Above and Below NAT/MNPS Airspace Boundaries.* Select this area of operation when the certificate holder plans operations within the airspace of the Atlantic Ocean when the operator is not approved to operate in the exclusionary NAT/MNPS airspace.

• Other Required OpSpecs: B34

• Other Related OpSpecs: A56, B41, B42, B44, and B46

e) *North Atlantic—Atlantic Ocean NAT/MNPS Airspace* Select this area of operation when the certificate holder plans operations within the exclusionary NAT/MNPS airspace.

• Other Required OpSpecs. B34, B39 and B46

• Other Related OpSpecs. A56, B41, B42, and B44 f) South Pacific. Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of Australia, New Zealand and South Pacific Islands region.

• Other Mandatory OpSpecs: None.

• Other Related OpSpecs: A56, B34, B42, B44, and B46

g) *Caribbean.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the islands and nations in the Caribbean.

• Other Required OpSpecs: None.

• Other Related Specs: B34, B44, and B46

h) *China.* Select this area of operation when the certificate holder plans operations

within the territory or airspace of the geographic area of the People's Republic of China, Hong Kong, and Macau.

- Other Required OpSpecs: None.

- Other Related OpSpecs: A56, B34, B44, and B46

i) *Europe.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of Europe and the Mediterranean Sea.

- Other Required OpSpecs: None.

- Other Related OpSpecs: A56, B34, B44, and B46

j) *Middle East.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of the Middle East.

- Other Required OpSpecs: None.

- Other Related OpSpecs: A56, B34, and B46

k) *Pacific.* Select this area of operation when the certificate holder plans operations within the Pacific airspace.

- Other Required OpSpecs: B37

- Other Related OpSpecs: A56, B34, B42, B44, and B46

l) *Antarctic.* Select this area of operation when an operator plans operations within the airspace of the South Polar area 67º S. latitude to the South Pole.

- Other Required OpSpecs: B40 and B55

- Optional OpSpecs: A56, B34, B41, B42, and B44

m) *Arctic.* Select this area of operation when an operator is planning operations within the airspace above 78º N. Latitude to the North Pole.

• Other Required OpSpecs: B40 and B55

• Other Related OpSpecs: A56, B34, B39, B41, B42, B44, and B46

n) *Russia.* Select this area of operation when an operator is planning operations within the territory or airspace of the geographic area of the Russia, Mongolia, and the other CIS nations including the ocean areas north of the Russia coast line defined as south of 78° N. latitude bound in the east by the intersection of the Arctic Circle and the International Date Line (approximately 170°/180° meridian), and bound in the west by 30° E. longitude.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, B41, B42, and B44

o) *South America.* Select this area of operation when planning operations within the territory or airspace of the geographic area of South America.

• Other Required OpSpecs: B31

• Other Related OpSpecs: A56, B34, B44, B42, and B46

p) *North America.* Select this area of operation when an operator is planning operations within the territory or airspace of the United States, Canada and Mexico.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, and B46

7) *Adding Areas with Limited GACA Oversight.* When a certificate holder submits a request to add a location to OpSpec B50, where limited GACA surveillance and oversight will be possible, principal inspectors (PIs) evaluate the systems the certificate holder uses to produce and manage aviation products and services that ensure safety and regulatory compliance before adding the new location. This evaluation should include a comparison of those systems to the basic characteristics of all effective safety systems. These characteristics are embodied in the following attributes:

• Well-defined and well-documented procedures

• Established risk controls over key procedural steps

• Process measures to permit effective management

• Well-defined interfaces

• Clear responsibility and authority

a. Operational control systems vary with the kinds of operations the operator is authorized to conduct; the complexity of the operations; the means of communication; and the people who are involved in preparing for and conducting flights under the operator's system. These functions form the basis for an operational control system that includes the functions of aircraft release, flight locating, and flight following, as applicable. Those functions alone will not satisfy the overall goal of establishing and maintaining an operational control system. PIs must evaluate the operator's operational control system to ensure that the operator complies with the applicable KSA and foreign regulations. The system must be effective and provide for an adequate level of safety in the actual operations.

b. Each PI will ensure that it is possible to complete surveillance work program items at the local or remotely located base of operations. Deviation from the GACA surveillance planning policies may be permitted when compensating factors are provided. Examples include coordination with the operator to relocate aircraft to a suitable location for specific oversight and inspections if operations are authorized and conducted in a location that is not safe for the inspector to travel. This may also include a provision for the operator to establish an adequate level of safety oversight to ensure continued compliance with the regulations and company procedures, etc.

8. *Operations in Support of the Military or in Hostile Areas.* In addition to the requirements cited for operations conducted in areas of limited GACA oversight, the operator must establish the following procedures before conducting operations outside the KSA in support of military operations, or in hostile areas where onsite GACA oversight cannot be accomplished.

a. For operations conducted outside the KSA in support of the military or under a KSA Government contract, the contracting agency must approve the operator's threat mitigation plan.

b. The operator must ensure all contracts with KSA Government agencies contain provisions that require the contracting agency to report on an annual basis, or as sooner identified, an annual safety report to the operator and the GACA to ensure the operator immediately corrects all safety issues.

c. For operations conducted in hostile areas or in support of military operations, the operator must have an operational risk mitigation program that requires the pilot to contact designated management personnel for concurrence when the perceived flight risk reaches a specified level, as designated in the operator's risk management program.

d. The operator must establish a flight following program that coordinates the initiation, diversion, and/or termination of all air operator flights. The operator must train flight following personnel to provide current weather information to the pilot, as well as provide timely information to flight crews before and during a flight.

e. Conduct the flight following program from a location within the KSA.

f. All management personnel, pilots, and flight following personnel must be trained on the operator's threat mitigation plan and operational risk management program.

G. Notes. None.

B51 – ENROUTE VISUAL FLIGHT RULES LIMITATIONS AND PROVISIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct en-route navigation operations in accordance with Visual Flight Rules (VFR). This OpSpec is limited only to rotorcraft or turbopropeller-powered airplanes and only when conducted in accordance with the provisions and limitations of this OpSpec. OpSpec C77, when issued, may provide exceptions to the provisions of this paragraph.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct VFR en-route operations in rotorcraft or turbopropeller-powered airplanes.

C. Applicable GACAR Requirements.

- GACAR §119.49, Contents of Operations Specifications

• GACAR §121.73, Approval of Routes and Areas, General

• GACAR §121.97, En-Route Navigation Facilities

D. Other Related OpSpecs.

• B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

• C77 - TERMINAL VFR LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 1, Navigation: General Concepts and Guidance

o Volume 5, Chapter 1, Section 2, Air Navigation Approval Requirements: General

o Volume 5, Chapter 1, Section 3, VFR Navigation

o Volume 4, Chapter 25, Section 4, Part 121 Operations Outside the Kingdom of Saudi Arabia (KSA), and Extended Overwater Operations

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B55 – POLAR OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct polar operations with limitations specified in this paragraph and only within specific polar areas defined elsewhere by OpSpec.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct polar operations.

C. Applicable GACAR Requirements.

- GACAR §119.49, Contents of Operations Specifications
- GACAR § 121.81, Limitations on Types of Routes
- GACAR Part 121, Appendix E, Section III

D. Other Related OpSpecs.

- B40 - AREAS OF MAGNETIC UNRELIABILITY
- B42 - ETOPS WITH TWO-ENGINE AIRPLANES
- B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation
- Other Relevant References:
  - o FAA AC 120-42 (as amended), Extended Operations (ETOPS and Polar Operations)

F. Procedures.

1) Inspectors must ensure that Table 1 of the OpSpec template is populated with the authorized aircraft M/M/S, polar diversion alternate aerodromes and any special equipment and procedures required.

G. Notes.

1) OpSpec B50 must show the specific routes approved for these north polar operations.

2) Inspectors must ensure that the certificate holder has installed an automated external defibrillators (AED) on board each aircraft listed in Table 1 above and that they are equipped with a minimum of two cold weather anti-exposure suits.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 3. PART 121 - OPERATIONS SPECIFICATIONS

Section 3. Part C - Airplane Terminal Area Authorizations and Limitations

15.3.3.1. INTRODUCTION. This section discusses the Part C - Airplane Terminal Area Authorizations and Limitations OpSpec templates that are available for issuance by the General Authority of Civil Aviation (GACA), by utilizing the Aviation Operations Safety System (AOSS).

15.3.3.3. LISTING OF PART C OPSPECS.

OpSpec Number	Title
C48	ENHANCED VISION SYSTEMS
C50	SPECIAL PILOT-IN-COMMAND QUALIFICATION AERODROMES
C51	TERMINAL INSTRUMENT PROCEDURES
C52	STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES
C54	LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS
C55	ALTERNATE AERODROME IFR WEATHER MINIMUMS
C56	STANDARD IFR TAKEOFF MINIMUMS-AIRPLANE OPERATIONS
C58	SPECIAL RESTRICTIONS FOR FOREIGN TERMINAL INSTRUMENT FLIGHT PROCEDURES
C59	CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS
C60	CATEGORY III INSTRUMENT APPROACH AND LANDING OPERATIONS
C61	FLIGHT CONTROL GUIDANCE SYSTEMS FOR AUTOMATIC LANDING OPERATIONS OTHER THAN CATEGORIES II AND III
C62	MANUALLY FLOWN FLIGHT CONTROL GUIDANCE SYSTEM FOR LANDING OPERATIONS OTHER THAN CATEGORIES II AND III
C64	IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER

OpSpec Number	Title
C65	POWERBACK OPERATIONS WITH AIRPLANES
C67	SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES
C68	NOISE ABATEMENT DEPARTURE PROFILES
C70	AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS
C71	AUTOPILOT MINIMUM USE ALTITUDES/HEIGHTS (MUH)
C72	ENGINE OUT DEPARTURE PROCEDURES WITH APPROVED 10 MINUTE TAKEOFF THRUST TIME LIMITS
C75	CATEGORY I IFR LANDING MINIMUMS CIRCLE TO LAND APPROACH MANEUVER
C77	TERMINAL VISUAL FLIGHT RULES LIMITATIONS AND PROVISIONS
C78	LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS
C83	INSTRUMENT APPROACH PROCEDURES USING SUBSTITUTE MEANS OF NAVIGATION
C84	REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)

15.3.3.5. EXPLANATIONS OF THE PART C OPSPECS.

C48 - ENHANCED VISION SYSTEMS [Optional]

A. Purpose. This OpSpec is used to authorize the use of Enhanced Vision Systems (EVS) in IFR straight-in approach and landing operations, other than CAT II or CAT III, below Decision Altitude (DA) or Minimum Decision Altitude (MDA).

B. Applicability. This OpSpec is required for those operators wishing to use EVS in flight operations.

C. Applicable GACAR Requirements.

• GACAR § 91.191(f), Takeoff and Landing Under IFR

• GACAR § 91.403, LVO: Use of Enhanced Vision Systems

• GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 9, Use of Enhanced Vision Systems

• Other Guidance:

o FAA AC 20-167 (as amended), Airworthiness Approval of Enhanced Vision System, Synthetic Vision System, Combined Vision System, and Enhanced Flight Vision System Equipment

o FAA AC 90-106 (as amended), Enhanced Flight Vision Systems

F. Procedures.

1) *Paragraph b.* Authorized Aircraft and EVS Equipment.

a) Table 1 of the OpSpec template must be populated the M/M/S for each aircraft authorized for EVS operations including identification of the EVS (Model/Version), any Special Limitations and or Remarks.

G. Notes.

1) For the purposes of this operations specification an enhanced vision system (EVS) means an installed airborne system comprised of the following features and characteristics:

a) An electronic means to provide a display of the forward external scene topography (the natural or manmade features of a place or region especially in a way to show their relative positions and elevation) through the use of imaging sensors, such as a forward-looking infrared, millimeter wave radiometry, millimeter wave radar, and low-light level image intensifying.

b) The EVS sensor imagery and aircraft flight symbology (i.e., at least airspeed, vertical speed, aircraft attitude, heading, altitude, command guidance as appropriate for the approach to be flown, path deviation indications, and flight path vector, and flight path angle reference cue) are presented on a heads-up display, or an equivalent display, so that they are clearly visible to the pilot flying in his normal position and line of vision and looking forward along the flight path, to include:

- The displayed EVS imagery, attitude symbology, flight path vector, and flight path angle reference cue, and other cues, which are referenced to this imagery and external scene topography, must be presented so that they are aligned with and scaled to the external view

- The flight path angle reference cue must be displayed with the pitch scale, selectable by the pilot to the desired descent angle for the approach, and suitable for monitoring the vertical flight path of the aircraft on approaches without vertical guidance

- The displayed imagery and aircraft flight symbology do not adversely obscure the pilot's outside view or field of view through the cockpit window

c) The EVS includes the display element, sensors, computers and power supplies, indications, and controls. It may receive inputs from an airborne navigation system or flight guidance system.

d) The display characteristics and dynamics are suitable for manual control of the aircraft.

NOTE: EVS systems that do not have the above features and characteristics or that have not been approved under GACAR Part 21 ARE NOT ELEGIBLE for this OpSpec.

2) The authorization associated with this OpSpec does not authorize EVS to be used to satisfy the GACAR § 91.191(j)(2) requirement that an identifiable part of the aerodrome be distinctly visible to the pilot during a circling maneuver at or above minimum descent altitude (MDA), or while descending below MDA. EVS is permitted to be used to identify the required visual references in order to descend below decision altitude (DA) or MDA on straight-in instrument approach procedures (IAPs) only. An instrument approach with a circle-to-land maneuver is not a straight-in IAP and does not have straight-in minima.

While the regulations do not prohibit EVS from being used during any phase of flight, they do prohibit it from being used for operational credit on anything but a straight-in IAP. EVS may be used during a circle-to-land maneuver provided the visual references required at or above MDA and throughout the circling maneuver are distinctly visible using natural vision. Use of EVS during a circling maneuver may enable a pilot to see much more of the external scene at night and in low visibility conditions than would be possible using natural vision, thereby enhancing situational awareness (SA).

3) The use of EVS as prescribed in this OpSpec is authorized for only those PICs and SICs who have completed the certificate holder's approved EVS training program and who have been qualified for EVS operations by one of the certificate holder's check pilots or a GACA aviation safety inspector (Inspector).

4) Inspectors must ensure that the certificate holder's Continuous Airworthiness Maintenance Program (CAMP) has been amended to include any additional maintenance tasks associated with the EVS equipment.

C50 – SPECIAL PILOT-IN-COMMAND QUALIFICATION AERODROMES [Optional]

A. Purpose. The President (delegated to Director, Flight Operations Division) determines whether special PIC requirements exist for certain aerodromes with special considerations needed for terrain, complex approaches, etc. This OpSpec is used to authorize the use of these aerodromes and details the requirements for such use.

B. Applicability. This OpSpec is only required for certificate holders who wish to conduct operations into and out of special aerodromes, as determined by the President. This OpSpec is applicable to certificate holder's conducting scheduled operations.

C. Applicable GACAR Requirements.

- GACAR § 121.777, Pilot in Command Aerodrome Qualification: Special Areas and Aerodromes

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 12, Miscellaneous All Weather Terminal Area (AWTA) Operational Approvals

• Other Relevant References: None

F. Procedures.

1) Each special aerodrome for which the certificate holder has been authorized must be selected from the pick list in Table 1 of the OpSpec template. The available aerodromes for selection are the scheduled aerodromes authorized for the certificate holder under OpSpec C70. The column for the Distinctive Characteristic that determines why the aerodrome has a special status must be selected. Inspectors must select Mountainous Terrain and/or Weather Phenomena.

G. Notes.

1) The list of special aerodromes for which this OpSpec is required is established and maintained by the Director, Flight Operations Division.

C51 – TERMINAL INSTRUMENT PROCEDURES [Mandatory]

A. Purpose. This OpSpec is used to authorize an operator to conduct terminal instrument flight operations using the procedures and minimums specified in this operations specification.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes. For rotorcraft operations, see OpSpec R101.

C. Applicable GACAR Requirements.

• GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs.

• C54 - LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C52 - STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES. [Mandatory]

A. Purpose. This OpSpec authorizes certificate holders to conduct airplane operations using the types of instrument approach procedures (IAP) listed in Table 1 of the OpSpec. Operators are not authorized to conduct operations using any other types of IAPs. This OpSpec also is used to authorize operators to engage in Lower than Standard CAT I operations under GACAR § 91.395, LVO: LTS Category I. This OpSpec also authorizes certificate holders to use the constant descent final approach (CDFA) technique for all non-precision IAPs that include a published vertical descent angle (VDA) or barometric vertical guidance (GS) on the IAP chart subject to limitations listed in this OpSpec.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes. For rotorcraft operations, see OpSpec R103.

C. Applicable GACAR Requirements.

- GACAR §§ 91.191 through 91.195
- GACAR § 91.395, LVO: LTS Category I
- GACAR Part 91, Appendix D, Sections I & II

• GACAR § 121.1201, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs.

• B34 - IFR NAVIGATION USING PERFORMANCE BASED AREA NAVIGATION SYSTEMS (PBN)

• C51 - TERMINAL INSTRUMENT PROCEDURES

• C54 - LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS

• C84 - REQUIRED NAVIGATION PERFORMANCE PROCEDURES, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All Weather Terminal Area Operations, Sections 2, 5, 6, 12, et.al.

• Other Guidance:

o ICAO Doc 8168 Procedures For Air Navigation Services – Aircraft Operations

o ICAO Doc 9365 Manual Of All-Weather Operations

o ICAO Doc 9613 Performance Based Navigation (PBN) Manual

F. Procedures.

1) Table 1 specifies the types of instrument approaches a certificate holder is authorized to conduct under IFR and prohibits the use of other types of instrument approaches. The principal operations inspector (POI) will select the approaches that apply to the operator. Each authorized nonprecision approach (NPA) procedures without vertical guidance, approaches with vertical guidance (APV) and precision approach (PA) procedures must be selected in Table 1 of the OpSpec template.

2) Before authorizing a type of instrument approach procedure (IAP), the POI and principal maintenance inspector (PMI) must ensure that the operator has revised the training and operations manuals, established that flight crew training and checking requirements have been met, and that the equipment and systems are appropriate for the types of approaches to be authorized.

3) Refer to eBook Volume 5, Chapter 2 for information on required training for various types of approaches.

G. Notes.

1) The International Civil Aviation Organization (ICAO) term for an aerodrome surveillance radar (ASR) approach is surveillance radar approach (SRA). Belgium labels these approaches as “SRE.” Select “ASR/SRA/SRE” in column one to authorize these approaches.

C54 - LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS [Mandatory]

A. Purpose. This OpSpec is used to prescribe landing minimum that must be used by high minimum pilots (less than 100 hours in aircraft type). It also specifies limitations on the use of landing minimums for turbojet airplanes.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes.

C. Applicable GACAR Requirements.

• GACAR § 91.191, Takeoff and Landing Under IFR

• GACAR § 91.193, Pilot in Command Qualifications: Increased IFR Landing Weather Minimums

• GACAR § 121.1201, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs.

• C52 - STRAIGHT IN NON PRECISION, APV AND CATEGORY I PRECISION

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 5, Nonprecision, APV and Category I

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C55 – ALTERNATE AERODROME IFR WEATHER MINIMUMS [Optional]

A. Purpose. This OpSpec is used to prescribe lower weather minimums for alternate aerodromes than those prescribed by GACAR § 91.185(c). This OpSpec provides a table from which the certificate holder, during the initial dispatch or flight release planning segment of a flight, derives alternate aerodrome instrument flight rules (IFR) weather minimums in those cases that require an alternate aerodrome.

B. Applicability. This OpSpec is only required for certificate holders who seek relief from the alternate aerodrome weather minima prescribed in GACAR § 91.185(c), IFR alternate aerodrome weather minimums.

C. Applicable GACAR Requirements.

• GACAR § 91.185, IFR Flight Plan: Information Required

D. Other Related OpSpecs.

• C59 - CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS

• C60 - CATEGORY III INSTRUMENT APPROACH AND LANDING OPERATIONS

E. Associated Guidance and References.

• Handbook Guidance

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Guidance: None.

F. Procedures.

1) If the certificate holder is authorized CAT II operations under OpSpec C59 and/or CAT III operations under OpSpec C60 then the Inspectors must select (using the lower radio button) the option to include paragraph 7 and paragraph 8 in the OpSpec template. Otherwise the Inspector must select (using the upper radio button) the option to include only paragraph 7.

2) The rest of this OpSpec template contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) *Definition of "Two Operational Facilities."* The words "two operational facilities" mean that in the event there is a single failure of one facility, the other would be operational. In the situation where both instrument landing system (ILS) facilities share a single transmitter, they are "one operational navigational facility" because both ILSs would become inoperative in the event of a single transmitter failure. The two ILS identifiers would have to be different even though the ILS transmitter frequency is the same for both. The instrument approach charts indicate to the pilot whether there is one frequency or two; thus, one or two navigational facilities.

C56 – STANDARD IFR TAKEOFF MINIMUMS – AIRPLANE OPERATIONS [Mandatory]

A. Purpose. This OpSpec is used to prescribe the standard IFR takeoff minimums at all aerodromes used by the certificate holder.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes.

C. Applicable GACAR Requirements.

• GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs.

• C78 - LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS. If an operator is not authorized to use lower than standard takeoff minimums, C78 will not be issued.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C58 – SPECIAL RESTRICTIONS FOR FOREIGN TERMINAL INSTRUMENT FLIGHT PROCEDURES [Optional]

A. Purpose. The OpSpec is used to prescribe special restrictions which are necessary for the foreign terminal instrument flight procedures in order to ensure equivalency to ICAO Document 8168; Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II criteria.

B. Applicability. This OpSpec is only required for certificate holder who wishes to conduct IFR instrument and approach landing operations into foreign aerodromes where the General Authority of Civil Aviation (GACA) considers additional restrictions are required to ensure equivalency to ICAO Document 8168; Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II criteria. This OpSpec only applies to certificate holders who operate airplanes. For rotorcraft operations, see OpSpec R107.C.

C. Applicable GACAR Requirements.

• GACAR § 121.1201(p), Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Relevant References:

o ICAO Doc 8168, Procedures for Air Navigation Services

o FAA Order 8260.31 (as amended)

F. Procedures.

1) FAA Order 8260.31, Foreign Terminal Instrument Procedures (as amended), provides direction and guidance on how to place restrictions on foreign instrument procedures. If an operator conducts flights to any aerodromes listed in the appendices of this order, the principal operations inspector (POI) must issue C58 with the name of the aerodrome, aerodrome identification, procedure identification, and special restrictions listed.

G. Notes. None.

C59 – CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holder to conduct Category II approach and landing operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct Category II operations with airplanes. Rotorcraft CAT II operations are authorized with OpSpec R108.

C. Applicable GACAR Requirements.

• GACAR § 91.397, LVO: Standard Category II

• GACAR § 91.399, LVO: Other Than Standard (OTS) Category II

• GACAR Part 91, Appendix D, II

• GACAR § 121.1201, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Guidance:

o FAA AC 120-29 (as amended), Criteria for Approval of Category I and Category II Weather Minima for Approach

o ICAO Doc 9365, Manual Of All-Weather Operations

o ICAO Doc 9476, Manual on Surface Movement Guidance and Control Systems (SMGCS)

F. Procedures.

1) Each airplane type (M/M/S) used in CAT II operations must be listed in Table 1 and each must have an acceptable Category (CAT) II maintenance program. The maintenance program should detail a specific maintenance interval, periodic tests, and inspections required on systems and equipment used for CAT II operations. The lowest decision height (DH) and lowest Runway Visual Range (RVR) authorized for each airplane type must also be specified. The example in Table 15.3.3.1, Example of Category II Approach and Landing Minimums, illustrates the method for authorizing each airplane in OpSpec C59.

Table 15.3.3.1. Example of Category II Approach and Landing Minimums

CAT II APPROACH AND LANDING MINIMUMS		
Airplane (Make/Model /Series)	**DH Not less Than**	**Lowest Authorized RVR (m)**
DC-9-31	100 ft	500
B 727-217	100 ft	500
A-300-B46505R	100 ft	350
B-757-223	100 ft	350
A-320-12	100 ft	350
DHC-8-402	100 ft	300
B-737-200	100 ft	300
B-777-200ER	100 ft	300

The operator may be authorized for up to three different minimums for use with published CAT II approaches: 500m RVR, 350m RVR, and 300m RVR. Allowable minimums depend on the availability of RVR sensors and availability and use of required airplane equipment.

a) Minimums of 500m RVR (touchdown zone (TDZ) RVR only) and 350m RVR (TDZ and one other RVR) require the flight crew to use an approach coupler or to fly at least to DH under manual control using a HUD for flight guidance. A manually flown landing is assumed and need not be specified.

b) Minimums of 300m RVR (TDZ RVR and one other RVR) require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

1. For operations to touchdown, the airplane and its automatic flight control guidance system (AFCGS), autoland system, or manually flown guidance system (HUD), are approved for approach and landing operations as specified by FAA AC 120-29 (as amended).

2. For manual control using a HUD to touchdown, the HUD must be flown in the

AIII Approach mode.

3. The flight crew has been trained at the lower visibilities before they can be authorized. If the flight crew is currently authorized CAT III operations, no further training is required for this authorization in OpSpec C59.

c) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes.

d) Operators authorized OTS CAT II, as described in 5) below, may also be authorized to conduct approaches to standard CAT II facilities when the TDZ and/or centerline (CL) lights are inoperative.

2) The equipment required to conduct either manually or automatically flown CAT II operations is specified in Table 2 of the OpSpec template (see Table 15.3.3.2, Example of Category II Items of Equipment) for each airplane M/M/S. The equipment required is established in accordance with the applicable regulations, the approved Aircraft Flight Manual (AFM) (if applicable), and FAA AC 120-29 (as amended). Equipment that is explicitly required by the airplane certification regulations (GACAR Part 25), the operating regulations (GACAR Part 91 or 121) and/or the approved AFM or AFMS should not be listed in Table 2. The standard text of C59 requires that this equipment be installed and operational. The additional equipment or operational requirement that must be listed (specified) in C59 is determined by cross-checking the equipment required by regulations and the approved AFM or AFMS against the equipment required by FAA AC 120-29 (as amended) for the kinds of proposed CAT II operations. Enter into Table 2 all additional equipment for the M/M/S and kind(s) of CAT II operations authorized. Include additional equipment required by any of the following:

• FAA AC 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach

• TC or STC

• AFM or AFMS (If the AFM or AFMS describes acceptable performance both with and without certain items of equipment (that are not explicitly required by FAA AC 120-29 (as amended)), it must be determined how the certificate holder intends to conduct CAT II operations and train flight crews with those items of equipment. If the

certificate holder proposes to conduct operations both with and without certain equipment (such as autothrottle, autopilot), flight crews must be trained for both situations and the equipment does not need to be listed in Table 2.

3) The kind of CAT II operation (manual control using a head-up display (HUD) or autopilot) must be specified for each equipment item listed in Table 2 of the OpSpec template. Follow the guidelines below for filling out Table 2:

a) The required airborne equipment table combines the manual (HUD) and autopilot columns into one column for programming purposes. The principal operations inspector (POI) will select the appropriate phrase: manual (HUD), or autopilot.

b) If an item of equipment is applicable to a specific airplane's M/M/S for both manual (HUD) and autopilot CAT II operations, both "Manual (HUD)" and "Autopilot" can be highlighted and selected for insertion into the column.

c) List the equipment required for 300m RVR CAT II authorization in the "Additional Equipment and Special Provisions" column.

d) See Table 15.3.3.2 for examples of how the items of equipment should be specified for the kind of CAT II operation.

Table 15.3.3.2. Example of Category II Items of Equipment

KIND OF CATEGORY II OPERATION		
AIRPLANE (MAKE/ MODEL/SERIES)	**ADDITIONAL EQUIPMENT AND SPECIAL PROVISIONS**	**MANUAL (HUD)/ AUTOPILOT**
B-767-300	Autoland required for 300m RVR	Autopilot
B-757-200	An independent FD and display for each pilot (L and R or C and R)	Autopilot

KIND OF CATEGORY II OPERATION		
AIRPLANE (MAKE/ MODEL/SERIES)	**ADDITIONAL EQUIPMENT AND SPECIAL PROVISIONS**	**MANUAL (HUD)/ AUTOPILOT**
B-737-200	None—AFM guidance	Manual (HUD) or Autopilot
ERJ-170-100LR	AFMS dated 3/26/2003, 300m RVR not authorized	Autopilot

4) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes. Table 15.3.3.3, Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations, illustrates an example for listing authorized foreign aerodromes and runways.

Table 15.3.3.3. Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations

Airport Name/Identifier	Runways	Limitations and Provisions
Mirabel, Canada CYMX	06	NA
Taipei— Chiang Kai Shek, Taiwan RCTP	10, 28	NA
Tokyo Narita, Japan RJAA	16	NA
Athens, Greece Eleftherios Venizelos LGAV	03L 03R 21L 21R	RVR 350 m

NOTE: Refer to Table 3 in OpSpec C59.

5) *OTS CAT II.* In addition to the standard CAT II operations authorized by OpSpec C59, OTS CAT II operations can be authorized to qualifying runways that do not meet the performance or ground equipment requirements normally associated with a compliant CAT II operation (e.g., TDZ lighting, CL lighting, or Approach Lighting System with Sequenced Flashing Lights (ALSF) 1 and 2).

a) Approval criteria for OTS CAT II approaches are given in Volume 5, Chapter 2, Section 6, Category II. The instrument landing system (ILS) facilities used are CAT I ILS installations that meet the glideslope and localizer signal quality requirements of CAT II facilities. The required increase in aircraft capabilities of HUD or autoland to touchdown mitigates the reduced-lighting requirements.

b) RVR requirements and available minimums are the same as standard CAT II 500m RVR (TDZ RVR only) and 350m RVR (TDZ and one other RVR), but these minimums require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

c) Aircraft operation approval, HUD usage, and flight crew training requirements are the same as for standard CAT II to 300m RVR.

G. Notes. None.

C60 – CATEGORY III INSTRUMENT APPROACH AND LANDING OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to conduct Category III (CAT III) operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct Category III operations with airplanes.

C. Applicable GACAR Requirements.

- GACAR § 91.401, Low Visibility Operations: Standard Category III
- GACAR Part 91, Appendix D, Section II

• GACAR § 121.1201, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 7, Category III

• Other Guidance:

o ICAO Doc 9365, Manual Of All-Weather Operations

o ICAO Doc 9476, Manual on Surface Movement Guidance and Control Systems (SMGCS)

o FAA AC 120-28D (as amended), Criteria for Approval of Category III Weather Minima for Takeoff, Landing, and Rollout

F. Procedures.

1) *Airplanes Approved for CAT III Operations*. Airplanes with an approved Aircraft Flight Manual (AFM) entry authorizing CAT III may be approved for CAT III. In accordance with the AFM, CAT III operations may be conducted with either fail operational (FO) or fail passive (FP) systems. Table 15.3.3.4, Fail Operational Landing Systems, and Table 15.3.3.5, Fail Passive Landing Systems, classify all CAT III landing and rollout systems as either FP or FO and show the associated lowest Runway Visual Range (RVR) minimums. The type of landing and rollout system is specified (listed) in Table 1 (see Figure 15.3.3.1, Example OpSpec C60, Table 1) for each airplane M/M/S.

a) Each airplane type M/M/S and the equipment authorized to conduct CAT III operations must be listed in Table 1. Aircraft (including wide-body aircraft such as the DC-10, L-1011, and B-747, which are authorized for FO CAT III, but which have not been demonstrated to meet the FP provisions of FAA AC 120-28 (as amended), appendix 3) may be approved for FP operations with landing minimums of RVR 300m. (See FAA AC 120-28 (as amended), for further details.)

b) The equipment required to conduct CAT III operations is established in accordance with the approved AFM, and FAA AC 120-28 (as amended).

1. The only acceptable method of demonstrating that an airplane is Airworthy for CAT III operations is through a type certification obtained by a manufacturer.

2. The approved AFM (or Aircraft Flight Manual Supplement (AFMS)) for airplanes that have CAT III type certification contains a statement to the effect that the airborne systems have demonstrated the reliability and redundancy necessary for CAT III operations in accordance with FAA AC 120-28 (as amended).

3. The AFM also specifies that certain equipment is required for airworthiness approval of the various kinds of CAT III operations.

4. Some AFMs also indicate that acceptable CAT III performance was demonstrated both with and without ("w/wo") certain equipment (for example, "autothrottle w/wo"). FAA AC 120-28 (as amended), also specifies that certain types of equipment are required for operational approval of the various kinds of CAT III operations. Therefore, both the approved AFM and FAA AC 120-28 (as amended), must be considered in determining the additional equipment that must be listed in Table 1.

c) Equipment that is explicitly required by the airplane certification regulations (GACAR Part 25), the operating regulations and/or the approved AFM should not be listed in Table 1. Additional equipment that must be listed in Table 1 is determined by cross checking the types of equipment required by FAA AC 120-28 (as amended), for the kind(s) of CAT III operations proposed against the equipment required by the regulations and the approved AFM.

d) When the AFM indicates acceptable performance, both with and without certain items of equipment (that are not explicitly required by FAA AC 120-28 (as amended)), it must be determined how the operator intends to conduct CAT III operations and train flight crews with those items of equipment.

1. If the operator proposes to conduct operations both with and without certain equipment (such as autothrottle), the operator must train flight crews for both situations, and the item of equipment does not need to be listed in OpSpec C60.

2. If the operator proposes to conduct operations only when those items of equipment (with and without) are functional, then those items of equipment must be listed in OpSpec C60.

e) The authorizations for a decision height (DH)/alert height (AH), the lowest RVR, and the FP/FO landing systems must be specific for each airplane type. In general, Tables 15.3.3.4 and 15.3.3.5 summarize RVR and other requirements for different landing and rollout systems.

Table 15.3.3.4. Fail Operational Landing Systems

Fail Operational Landing Systems—General 1. Utilize an AH (typically 50 ft). 2. Must go-around if any system failure occurs above AH. 3. Could land safely if a failure occurs after AH.		
Fail Operational Without a Rollout System **(m)**	**Fail Operational with a Fail Passive Rollout System** **(m)**	**Fail Operational with a Fail Operational Rollout System** **(m)**
1. No visual necessary. 2. Lowest allowable RVR 175/175/75.	1. No visual necessary. 2. Lowest allowable RVR 125/125/75.	1. No visual necessary. 2. Lowest allowable RVR 75/75/75.

Table 15.3.3.5. Fail Passive Landing Systems

Fail Passive Landing Systems—General	
1. Utilize a DH (no less than 50 ft). 2. Must have visual references NLT DH to land, otherwise missed approach. 3. System not capable of autoland if a failure occurs after DH. 4. If visual references are lost after DH or a failure after DH (prior to touchdown), missed approach.	
Fail Passive Without a Rollout System **(m)**	**Fail Passive with a Fail Passive or Fail Operational Rollout System** **(m)**
Lowest allowable RVR 175/175/75	Lowest allowable RVR 175/125/75

f) For all CAT III operations, the required field length (determined prior to takeoff) is at least 1.15 times the field length required by:

- GACAR § 121.275(d), Airplane: Landing Limitations: Destination Aerodromes

g) The “Special Operational Equipment and Limitations” column in Table 1 is provided for equipment that is *in addition* to that required by the GACAR and not included in the AFM. For example, additional equipment may be required to meet the field length requirement where “procedural” means alone is not acceptable.

2. *Operators Authorized for CAT IIIa (RVR 200m) Operations can be Approved for RVR 175m.* Some aircraft were certified in the AFM for CAT IIIa operations. These operations are limited by regulation to no lower than RVR 200m (700 feet). If the AFM or AFMS also contains a statement that the CAT III systems are FP or have been demonstrated to meet the airworthiness criteria of FAA AC 120-28 (as amended) for FP systems, the aircraft may be approved for operations no lower than RVR 175m (600 feet). Most CAT III operations authorized for RVR 200m prior to issuance of FAA AC 120-28 (as amended) are now eligible for authorization to RVR 175m, upon request of the operator for issuance of a revision to that operator’s pertinent OpSpecs. Operators authorized RVR 200m may be

approved for RVR 175/175/75 or RVR 175/125/75 operations in accordance with Table 15.3.3.5 when:

a) The AFM or AFMS contains a statement that the aircraft systems are FP.

b) The operator has incorporated changes reflecting RVR 175m into the approved training program (when applicable), bulletins, aircraft placards, etc., as appropriate.

c) A check pilot has certified the flight crews to fly to these reduced minimums.

An operator currently using RVR 175m or lower in its approved training for FP operations may be approved for RVR 175m without further checking. Approval may be given when the operator has updated the approved training program (when applicable) and flight crew bulletins to reflect the RVR 175m authorization.

3. *CAT III Approach and Landing Minimums*. Figure 15.3.3.1 is an example of Table 1 with data inserted. If an operator is not authorized to conduct those kinds of CAT III operations with a particular airplane, or if the operator does not need special operational equipment, put “NA” under the appropriate column (do not delete or leave any cells blank).

NOTE: Include only the equipment that is not explicitly required by the regulations and/or the AFM.

Figure 15.3.3.1. Example OpSpec C60, Table 1

Airplane M/M/S	Landing System*	Rollout System*	DH/AH	TDZ/Mid/RO RVR (m)	Special Operational Equipment and Limitations
B-737-232	FP	NA	50 DH	175/175/75	NA
B-737-35B	FP	NA	50 DH	175/175/75	Either autoland or HGS must be operable
B-737-832	FP	NA	50 DH	175/175/75	Either autoland or HGS must be operable.
A-320-214	FO	FO	100 AH	75/75/75	NA

Airplane M/M/S	Landing System*	Rollout System*	DH/AH	TDZ/Mid/RO RVR (m)	Special Operational Equipment and Limitations
B-737-400	FP	FP	50 DH	175/125/75	1. Two EADI displays (EFI switch in NORMAL). 2. First Officer Flight Director Display. 3. Operational antiskid. 4. Cockpit LWMP status placard indicating CAT IIIa HGS capable.
B-747-47UF	FO	FO	100 AH	75/75/75	Antiskid and thrust reverser system must be fully operative for operations below RVR 175.
DASAULT FALCON-900EX	FP	FP	50	175/175/75	NA
B-757-225	FO	FO	50AH	75/75/75	1.30 Required if thrust reverser or antiskid inoperative below RVR 175.
B-727-277	FP	NA	50 DH0	175/175/75	NA
B-757-236	FO	FO	50 AH	75/75/75	NA
B-767-222	FO	FO	100 AH	75/75/75	Use 1.3 if autobrake is inoperative.

Airplane M/M/S	Landing System*	Rollout System*	DH/AH	TDZ/Mid/RO RVR (m)	Special Operational Equipment and Limitations
A319-112	FO	FO	100 AH	75/75/75	1.30 required if thrust reverser or antiskid inoperative below RVR 175.
B-777-236	FO	FO	50AH	75/75/75	NA
DC-10-10F	FO	FO	100 AH	75/75/75	Ground speed indicating system.
MD-11F	FO	FO	100 AH	75/75/75	Ground speed indicating system.

NOTE: Enter: “NA” for not applicable; “FP” for FP landing or rollout control system; “FO” for FO landing or rollout control system (i.e., “FP/FO” systems include autoland and head-up display (HUD) guidance systems (also referred to as Head-Up-Guidance Systems (HGS))).

4. *Additional Information.* Some European Aviation Safety Agency (EASA) Member States apply a DH (as opposed to an AH) to operations at or below RVR 175 because of instrument landing system (ILS) facility integrity concerns. As part of FAA/EASA harmonization, it was agreed that U.S. operators could continue to use AH when using an FO system in accordance with its OpSpec authorization. GACA will follow the same process as the FAA in this regard.

5. *Authorized CAT III Aerodromes and Runways*. With the issuance of OpSpec C60, the certificate holder is authorized to conduct CAT III operations at all domestic aerodromes and runways using an approved CAT III instrument approach procedure (IAP) or unless a restrictive Notice to Airmen (NOTAM) is issued for that approach. Domestic aerodromes and runways authorized for CAT III operations do not have to be individually listed in OpSpec C60. All foreign aerodromes and runways approved for CAT III operations and must be specifically identified and listed in Tables 3 of the OpSpec template along with any applicable Special Limitations.

6. *Engine-Inoperative Operations*. The certificate holder may be authorized for engine-

inoperative CAT III operations in accordance with the AFM and FAA AC 120-28 (as amended). Airplane M/M/S, operational requirements, and limitations must be listed in Table 4 of the OpSpec template (see Figure 15.3.3.2, Example OpSpec C60, Table 4).

a) With preplanned engine-inoperative CAT III capability, aerodromes and minimums that otherwise may not be considered acceptable for use could be selected by the pilot or operator without having to subsequently justify its use based on emergency authority. This capability also has the advantage of allowing for full pre-assessment of the aircraft capability and engine inoperative aircraft configurations (e.g., flap settings, electrical system capability, hydraulic system capability, etc.), approach procedure characteristics, missed approach performance, and other factors that may be difficult to assess in real time if not previously assessed.

b) This capability can also permit an operator some additional flexibility in selecting alternate aerodromes. Authorization to use CAT III alternate aerodrome weather minimums is given in OpSpec C55, and should be based on the authorization in Table 4.

c) Authorization to conduct engine-inoperative CAT III operations is based on the AFM and approved operator procedures and training. FAA AC 120-28 (as amended), describes in detail the requirements and considerations necessary for authorization. These include aircraft performance, configuration and systems requirements, crew training (if applicable), and dispatcher and crew preflight and en route planning and decision making.

d) Operational authorizations are in accordance with FAA AC 120-28 (as amended). With preflight planning authorization, the operator may consider engine-inoperative CAT III capability in planning flights for a takeoff alternate, en route (Extended range Operations (ETOPS) or Extended-Range Operations (ER-OPS)) alternate, redispatch alternate, destination, or destination alternate. With landing after engine failure en route authorization, the operator may initiate an engine inoperative CAT III approach under the conditions specified in FAA AC 120-28 (as amended). With landing after engine failure during approach authorization, the operator may continue a CAT III approach after passing the final approach fix (FAF) unless required by the AFM to discontinue the approach in order to reconfigure the aircraft.

Figure 15.3.3.2. Example OpSpec C060, Table 4

Engine Inoperative CAT III Operations		
Airplane M/M/S	**Operational Authorization**	**Limitations**
B-777	Preflight planning. Landing after engine failure en route. Landing after engine failure during approach.	Flaps 20 or 30. Minimum TCH: 40 feet.
B-747	Preflight planning. Landing after engine failure en route.	Flaps 25 or 30. Minimum TCH: 42 feet. Rudder trim or manual control required until below 1500 feet RA with LAND 3. 5-kt crosswind limit with rudder ratio system inop and engine inop.

G. Notes. None.

C61 – FLIGHT CONTROL GUIDANCE SYSTEM FOR AUTOMATIC LANDING OPERATIONS OTHER THAN CATEGORIES II AND III [Optional]

A. Purpose. The OpSpec is used to authorize a certificate holder to use a flight control and guidance system with automatic landing capabilities to touchdown (other than Categories II and III) at suitably equipped aerodromes.

B. Applicability. This OpSpec is only required for certificate holder who elect to use a flight control and guidance system with automatic landing capabilities to touchdown. This OpSpec is

not required when the autoland is disconnected before, or not used to, touchdown.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

• OPSPEC C52 - STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES (also provides credit for lower-than-standard (LTS) CAT I minimums using an autoland system to touchdown)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Guidance:

o FAA AC 120-67 (as amended), Criteria for Operational Approval of Auto Flight Guidance Systems

F. Procedures.

1) Before issuing this OpSpec, the principal operations inspector (POI) must determine the following:

a) The Aircraft Flight Manual (AFM) permits use of the flight control guidance system (autoland system) to touchdown.

b) Training on the use of the flight control guidance system and autoland procedures to touchdown is provided to flight crew members.

c) The certificate holder maintains flight control guidance and autoland systems in accordance with an approved maintenance program for autoland operations.

2) The airplane M/M/S authorized for this kind of operation along with the flight control guidance systems (manufacturer/model) authorized for this type of operation must be listed in Table 1 of the OpSpec template.

G. Notes. None.

C62 – MANUALLY FLOWN FLIGHT CONTROL GUIDANCE SYSTEM FOR LANDING OPERATIONS OTHER THAN CATEGORIES II AND III [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to use manually flown flight control guidance systems to conduct approach and landing operations to fly a Category (CAT) I instrument landing system (ILS) using a head-up guidance system (HGS). This OpSpec is issued to use an HGS just as OpSpec C61 is issued to use an autoland system for other than CAT II or CAT III operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct approach and landing operations (other than CAT II and CAT III) at suitably equipped aerodromes using manually flown flight control guidance systems approved for landing operations. This authorization is independent of CAT II/III authorizations. Typically this authorization is issued prior to CAT II/III authorizations and is kept after the issuance of CAT II/III authorizations. This OpSpec is not required to be issued to fly a CAT I ILS when the HGS CAT III guidance is not used to touchdown. This OpSpec is not required when the HGS is disconnected before, or not used to, touchdown.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

- OPSPEC C52 - STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES (also provides credit for lower-than-standard (LTS) CAT I minimums using HGS to touchdown)

E. Associated Guidance and References.

- Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Guidance: None.

F. Procedures.

1) The airplane M/M/S authorized for this kind of operation along with the flight control guidance systems (manufacturer/model) authorized for this type of operation must be listed in Table 1 of the OpSpec template. The aircraft listed must have a manual flight control guidance system installed and certified for manually flown landings (HGS).

G. Notes.

1) As a result of hazardous conditions identified as contributing causes to past accidents and incidents, principal operations inspectors (POI) must ensure that each certificate holder conducting operations in an MD-11 aircraft:

a) Has included in its Company Flight Manual (CFM) information regarding the potential for pitch attitude upsets caused by improper operation of the autopilot and disseminate that information to each flight crew member of the MD 11.

b) Has included simulator instruction in the proper operating procedure for autopilot disengagement and subsequent manual control of the airplane in its MD-11 initial, upgrade, recurrent, transition, and requalification training programs.

C64 - IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER [Optional]

A. Purpose. This OpSpec is used authorize a certificate holder to conduct en-route IFR and terminal operations in Class G airspace and at aerodromes without an operating control tower.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct IFR operations in Class G (uncontrolled) airspace and at aerodromes without an operating control tower.

C. Applicable GACAR Requirements.

• GACAR § 121.97, En Route Navigation Facilities

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Inspectors must populate the aerodromes where the certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Table 1 of the OpSpec. For each listed aerodrome, the approved weather source and traffic & aerodrome advisory service must also be listed.

2) Before issuing this OpSpec, the principal operations inspectors (POI) must ensure that the certificate holder has sufficient content in its Operations Manual(s) and training program to cover common traffic advisory frequency (CTAF) and pilot controlled lighting (PCL) information and procedures. The POI must also determine that the certificate holder has a method or procedure for obtaining and disseminating necessary operation information. This operation information must include the following:

a) The aerodrome is served by an authorized instrument approach procedure (IAP) (and departure procedure when applicable).

b) Applicable charts for crew member use.

c) Operational weather data from an approved source for control of flight movements and crew member use.

d) Status of aerodrome services and facilities at the time of the operation.

e) Suitable means for pilots to obtain traffic advisories (TA).

f) Sources of TA and aerodrome advisories.

3) Radio Sources of Air TA Information. Certificate holders may be authorized to use any

two-way radio source of air TA information listed in the Aeronautical Information Publications (AIP) published by the State of the aerodrome location. In those cases where two sources are listed at the same aerodrome, inspectors must ensure that the Operations Manual has procedures that require pilots to continuously monitor and use the TA frequency when operating within 10 nautical miles (NM) of the aerodrome. The procedures should require communication concerning airport services and facilities to be completed while more than 10 NM from the aerodrome. At some aerodromes, no public use frequencies may be available. In those cases, a certificate holder must arrange for radio communication of essential information including surveillance of local or transient aircraft operations by ground personnel. Ground personnel who operate a company radio for aerodrome status and TA must be able to view airspace around the aerodrome.

G. Notes. None.

C65 – POWERBACK OPERATIONS WITH AIRPLANES [Optional]

A. Purpose. This OpSpec is used to authorize the use of powerplant reversing systems for rearward taxi operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct powerback operations.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References: None.

F. Procedures.

1) *Paragraph b. Authorized Airplanes.*

a) The Inspector must populate this table with each M/M/S of aircraft that is authorized to conduct powerback operations.

2) *Paragraph c. Authorized Aerodromes - Restrictions and Limitations.*

a) The Inspector must populate this table with each aerodrome where the certificate holder is authorized to conduct powerback operations. Additionally, the Inspector must list any restrictions and limitations applicable for powerback operations at each aerodrome listed. Enter the word None if no restrictions or limitations exist at that aerodrome.

G. Notes.

1) Inspectors must ensure that the certificate holder has published powerback procedures in the certificate holder's Operations Manual (OM).

C67 – SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to operate airplanes into certain aerodromes that would otherwise be prohibited under the General Authority of Civil Aviation Regulations (GACARs) or for any other reason where special operational considerations and special flight crew member training may be required.

B. Applicability. This OpSpec is required for certificate holder who wishes to conduct the following kinds of operations into to the following aerodromes:

1) Passenger-carrying operations into an aerodrome that has not been certificated under GACAR Part 139 or equivalent foreign standards.

2) Any operations at aerodromes that require curfew limitations for flights into or out of the aerodrome.

3) Any operations into aerodromes that have operational considerations such as special aircraft performance charts and equipment, special lighting (flare pots, etc.), or unpaved runways.

C. Applicable GACAR Requirements.

• GACAR § 121.1117, Use of Certificated Land Aerodromes

D. Other Related OpSpecs.

• C70 - AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Guidance: None.

F. Procedures.

1) *Un-certificated Aerodromes*. In accordance with GACAR § 121.1117, a certificate holder may be authorized to conduct passenger carrying airplane operations into an aerodrome that is not certificated under GACAR Part 139 if those aerodromes meet:

a) The equivalent safety standards for aerodromes certificated under GACAR Part 139.

b) The equivalent aerodrome classification requirements under GACAR Part 139 to serve the type airplanes to be operated and the type of operations to be conducted.

c) Authorization to use such aerodromes may be granted by entering the location/identifier of each aerodrome, and the make and model (if applicable) of the airplanes to be operated in Table 1 of the OpSpec template (see Table 15.3.3.6, Sample of Airports and Special Provisions). Certificate holders must obtain permission from the aerodrome manager (or base commander) to operate at these aerodromes before starting operations.

2) *Other Special Authorizations*. Other special authorizations include those that may require special operational considerations and special flight crew member training. (See guidance in Volume 5, Chapter 3, Section 5). These authorizations may include but are not limited to:

a) Operations into aerodromes with special runway markings, such as flare pots.

b) High-altitude aerodromes with special airplane performance requirements.

c) Aerodromes with unpaved runways.

3) *Unpaved Runways for Turbojet Operations.* To use an aerodrome with unpaved runways, a certificate holder is required to have special operational procedures and flight crew member training. For approval of operations at an aerodrome with unpaved runways, the principal operations inspector (POI) must identify the aerodrome and reference the appropriate section of the operator's manuals in Table 1 of the OpSpec template.

4) You may list in OpSpec C67 scheduled or unscheduled destination aerodromes that do not have an available alternate aerodrome (in accordance with GACAR § 121.1393 for use by airplanes that are dispatched in accordance with the required fuel reserves set forth in GACAR § 121.1381.

5) Although the GACA does not encourage certificate holder to list aircraft limitations at certain aerodromes during curfew hours in their OpSpecs, if an aerodrome operator requires certificate holders to list these limitations in their OpSpecs, then certificate holders may list them in Table 1of the OpSpec template. A sample of Table 15.3.3.6 shows an example of limitations for operations into specific aerodromes during curfew hours.

Table 15.3.3.6. Sample of Aerodromes and Special Provisions

Aerodrome Location/Identifier	Aircraft M/M (enter N/A if not applicable)	Special Provisions and Limitations and Special Flight Crew Member Training
DCA, Ronald Reagan Washington National Airport	Boeing 737-800	Limitations during the curfew hours. Boeing 737-800 Max Takeoff - 72,121 kg. Max Landing - 62,414 kg.

Aerodrome Location/Identifier	Aircraft M/M (enter N/A if not applicable)	Special Provisions and Limitations and Special Flight Crew Member Training
Tahiti Island, Society IS; PPT/NTAA	N/A	Approved as destination airport without an available alternate.

G. Notes. None.

C68 – NOISE ABATEMENT DEPARTURE PROFILES [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to develop noise abatement departure procedures that deviate from the normal departure procedures in order to alleviate noise issues at noise sensitive aerodromes.

B. Applicability. This OpSpec is only required for certificate holder who wishes to develop and use alternative noise abatement departure procedures at certain specific aerodromes. This OpSpec C068 is only issued to certificate holders in order to conduct Noise Abatement Departure Profiles (NADP) using aircraft with a maximum certificated takeoff mass of more than 34,019 kg (75,000 pounds).

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications
- GACAR Part 25, Airworthiness Standards Transport Category Airplanes

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Guidance:
    - o FAA AC 91-53 (as amended), Noise Abatement Departure Profiles

o FAA AC 91-66 (as amended), Noise Abatement for Helicopters

F. Procedures.

1) Before issuing this OpSpec, the principal operations inspector (POI) must ensure that all airplane vertical departure profiles described in the certificate holder operations and/or training manuals comply with the minimums criteria established in FAA AC 91-53 (as amended) for NADPs (close-in and distant). The certificate holder must not use any other departure profile (except as stated in GACAR § 91.127(h)) that is not defined within the AC.

NOTE: Use of noise abatement procedures required by GACAR § 91.127(h) does not require this OpSpecs authorization.

G. Notes.

1) FAA AC 91-53 (as amended) establishes minimum acceptable criteria for speed, thrust settings, airplane configurations, and the criteria for both the close-in and distant NADPs. These NADPs can be combined with preferential runway selection and flightpath techniques to minimize noise impact. For helicopter information, see FAA AC 91-66 (as amended), Noise Abatement for Helicopters.

2) The distant departure profile requires an initiation of flaps/slats retraction prior to thrust cutback initiation with the thrust cutback initiation at an altitude of no less than 800 feet AFE. Configuration changes necessary to meet regulatory performance or operations requirements will not be affected by this procedure. For those airplanes that have a performance requirement to reduce takeoff flaps to an intermediate takeoff flap setting at 400 feet AFE or above, the next flap/slats retraction should be initiated at an altitude of no less than 800 feet AFE.

C70 – AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS [Mandatory for Scheduled Passenger Carrying Operations]

A. Purpose. This OpSpec is used to authorize all of the aerodromes where a certificate holder intends to operate in scheduled operations. The GACAR requires that all regular and alternate aerodromes be listed in this OpSpecs. This OpSpec exists in order to ensure that the certificate holder has fulfilled all the requirements in the GACARs for operations into scheduled

aerodromes.

B. Applicability. This OpSpec is required for every certificate holder who conducts scheduled passenger carrying operations.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References: None.

F. Procedures.

1) Table 1 of this OpSpec template is auto filled with data from the operator's aerodrome database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate Aerodromes data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

C71 – AUTOPILOT ENGAGEMENT AFTER TAKEOFF AND DURING INITIAL CLIMB FOR AFGS OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the engagement of the autopilot below 500 feet above ground level (AGL), during takeoff or approach operations.

B. Applicability. This OpSpec is only applicable to certificate holders who want to operate an autopilot below 500 feet above ground level (AGL), during takeoff or approach operations.

C. Applicable GACAR Requirements.

• GACAR § 91.69 Minimum Altitudes for Use of Autopilot

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References:

◦ FAA AC 120-67 (as amended), Criteria for Operational Approval of Auto Flight Guidance Systems, gives additional criteria applicable to operators using commercial turbojet and/or turboprop aircraft operating under Part 121, 125, and 135

F. Procedures.

1) Inspectors must populated Table 1 of the OpSpec template with each the airplane configuration and the associated MUHs approved for each individual phase of flight. Airplanes with same M/M/S, but equipped with a different autopilot model/version and MUHs must be listed separately.

NOTE: This OpSpec uses “altitude/height” when referencing MUHs. AFMs use “altitude” or “height” in referencing MUH.

G. Notes.

1) OpSpec C71 does not replace or override OpSpecs C59, C60 or C61.

2) Determining MUHs. Specified MUHs and/or specified altitude/height losses published in the AFM will be the basis for this OpSpec. The following criteria will be used by this OpSpec to authorize any alternatives to these altitudes:

a) If the FAA Flight Standardization Board (FSB) report recommends a higher altitude than the AFM, the higher FSB altitude must be the authorized altitude.

b) If an FAA FSB report is not available, or does not address autopilot use altitudes, the lowest authorized altitude in the AFM must be used.

c) If an FAA FSB report is not available and the AFM does not address autopilot use altitudes/heights, the lowest authorized altitude/height must be the basic MUH for a given phase of flight.

3) Takeoff/Initial Climb and Go-Around/Missed Approach Engagement Height. The basic minimum engagement height for an autopilot on takeoff/initial climb and go-around/missed approach is 500 ft. The following exceptions to the 500 ft. basic engagement height are:

a) A higher altitude/height if doubling the “altitude/height loss” specified in the AFM is greater than 500 ft.,

b) A minimum engagement altitude is specified in the AFM, or

c) An altitude/height recommended by FSB, that is no lower than the AFM or double the “altitude/height loss.”

4) Enroute MUHs. The lowest MUH during enroute operations is 500 ft. above the ground, except as follows:

a) If doubling the “altitude/height loss” specified in the AFM results in an altitude/height greater than 500 ft., or

b) A greater altitude recommended by the FAA FSB.

5) Approach MUHs. The MUH during approach operations is no lower than 50 ft. below the lowest DA/H or MDA/H for the instrument procedure being flown, except as follows:

a) For autopilots with an AFM specified altitude/height loss for approach operations:

1. An altitude no lower than twice the specified altitude/height loss if greater than 50 ft. below the DA/H or MDA.

2. An altitude no lower than 50 ft. higher than the altitude loss specified in the AFM when:

a. Reported weather conditions are less than the basic VFR weather conditions in GACAR § 91.165,

b. Suitable visual references specified in GACAR § 91.191 have been established on the instrument approach procedure (IAP), and

c. The autopilot is coupled and receiving both lateral and vertical path references.

3. An altitude no lower than the greater of the altitude loss specified in the AFM or 50 ft. when:

a. Reported weather conditions are equal to or better than the basic VFR weather conditions in GACAR § 91.165, and

b. The autopilot is coupled and receiving both lateral and vertical path references.

4. A greater altitude recommended by FAA FSB.

b) For autopilots with AFM specified approach altitude/height limitations, and the autopilot is coupled and receiving both lateral and vertical path references, the greater of:

1. The MUH specified for the coupled approach mode selected,

2. Fifty feet, or

3. An altitude recommended by FAA FSB.

c) For autopilots with an AFM specified negligible or zero altitude loss for an autopilot approach mode malfunction, and the autopilot is coupled and receiving both lateral and vertical path references, the greater of:

1. Fifty feet, or

2. An altitude specified by President.

6) Types of Certificates. Airplanes with specified MUHs, specified negligible or zero height loss, or specified height loss will meet the following criteria:

a) Will be published in the AFM and the autopilot approved in accordance with a type

certificate (TC).

b) Will be published in an AFM supplement and issued as a Supplemental Type Certificate (STC).

7) Operator Produced Manuals. An Airplane Operations Manual (AOM), Operations Manual OM), or Flight Crew Operating Manual (FCOM) is an operator published document. Although produced in accordance with GACAR Part 121, Inspectors must use information directly from the AFM to issue OpSpec C71. Do not solely use information from operator produced manuals to issue this OpSpec. The AFM establishes the basis for the limitations, operational procedures, and performance sections published in these documents.

8) Manuals with Takeoff Procedures. Some AOMs, OMs, or FCOMs contain procedures for systems not specifically designed with a takeoff or approach mode. Do not use these types of procedures as a basis for approving procedures and training programs that relate to achieving necessary takeoff or approach performance.

9) Training Program. Flight crews must be trained in accordance with the certificate holder's training program. Certificate holder training programs should specifically address the following topics:

a) Autopilot function, use, and limitations relative to approach and navigational source used.

b) Flight management system (FMS) function, use, and limitations relative to approach and navigational source used.

c) Procedures, modes, and configurations for flying an autopilot coupled approach.

d) Applicable monitoring and cross check requirements.

e) Suitable accuracy checks using control display unit (CDU) pages or flight instrument displays.

f) Display use, including deviation indications and display scaling.

g) Pilot Flying (PF) and pilot monitoring (PM) duties and callouts during: descent, approach, landing, and missed approach.

h) Understanding and interpretation of terminal procedures (e.g., departure procedures, Standard Terminal Arrival Routes (STAR), and IAPs).

i) Understanding, interpretation, and proper response to appropriate failure indications prior to initiation of an approach or during an approach.

j) Proper techniques to accomplish any special flight deck procedure specified by the certificate holder/operator for the approach type used or for the particular approach to be flown.

l) Any unique issues particular to a specific approach or family of approach procedures, airplane or FMS.

m) Proper techniques for executing a missed approach during any segment of the approach with the autopilot engaged or disengaged.

n) The flight crew must have successfully completed training for Auto Flight Guidance System (AFGS) operations at the MUHs.

o) Understanding the limitations of navigational systems used for approach operations (e.g., Instrument Landing System (ILS) facility performance classification codes and their expected performance).

10) Maintenance Program. The certificate holder must conduct operations in accordance with the airworthiness certification of the autopilot found in GACAR § 25.1329. The certificate holder must also review the established maintenance and reliability program. The design of the program must ensure the equipment functions to the prescribed levels as delivered by the manufacturer, and include maintenance and preventative maintenance.

C72 – ENGINE OUT DEPARTURE PROCEDURES WITH APPROVED 10 MINUTE TAKEOFF THRUST TIME LIMITS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to use engine-out departure procedures using airplanes that are equipped with powerplants that have approved 10-minute takeoff thrust time limits.

B. Applicability. This OpSpec is only required for certificate holders who elect to utilize

increased thrust provisions in the event of engine failure or other emergency operating performance consideration.

C. Applicable GACAR Requirements. None.

D. Other Related OpSpecs.

• C70 - AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Guidance: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) The manufacturer’s aircraft flight manual (AFM) must include takeoff obstacle climb data for use with a 10-minute, engine-out takeoff thrust time limit. This AFM data must be applied to the certificate holder’s airplane engine-out takeoff obstacle analysis to provide critical obstacle clearance in the event of an engine failure during takeoff.

2) The certificate holder’s approved Operations Manual and training program must include the engine-out DPs specifically designed to use the 10-minute takeoff thrust time limits. These DPs require that certificate holder’s training programs, manuals, and procedures address the following areas:

a) Air operator performance engineers’ evaluation of engine-out DPs specifically designed to use the 10 minute takeoff thrust time limit.

b) An AFM revision outlining operational procedures with specific airplane/engine lists that involve the 10-minute takeoff thrust time limit.

c) An approved dispatch or similar acceptable system that provides specific 10–minute, engine-out takeoff thrust departure procedure information to the pilot for the impending flight concerning the aerodrome, aircraft mass, and departure path.

d) Information readily available to the pilot that indicates airplanes authorized for 10-minute takeoff thrust operations in the event of an engine failure on takeoff.

e) Pilot knowledge of the designed engine-out departure procedure that uses the 10-minute takeoff thrust time limit.

f) Pilot training of the 10-minute takeoff thrust time limit departure flight procedure.

C75 – CATEGORY I IFR LANDING MINIMUMS CIRCLE TO LAND APPROACH MANEUVER [Optional]

A. Purpose. This OpSpec authorizes circling procedures and Category I (CAT I) IFR landing minimums for circle-to-land approach maneuvers in accordance with the conditions, limitations and provisions of this operations specification.

B. Applicability. This OpSpec is required for every GACAR Part 121 certificate holder, who wishes to conduct circling operations.

C. Applicable GACAR Requirements. None.

D. Other Related OpSpecs. None.

E. Associated Guidance and References. None.

F. Procedures. Certificate holders may conduct circle-to-land maneuvers under two separate provisions within OpSpec C75.

1) *Part 121 Operations with Flight Training and Flight Checking*. Part 121 certificate holders whose pilots have been trained and checked for the circling maneuver in accordance with GACAR Part 121 appendices B and C, may conduct a circle-to-land maneuver:

- At the published circling landing minimums for the instrument approach to be used

• At the minimums specified in Table 1 of the OpSpec template, whichever is higher. These values may be no lower than the values which are the basis used for the certificate holder's approved training and checking program.

Appendix B does not require a certificate holder to train a second in command (SIC) in the circling maneuver if the certificate holder prohibits the SIC from performing/conducting (acting as PF) a circling maneuver. However, an SIC must be trained and can be checked in those functions specific to the circle-to-land maneuver that the SIC is required to perform while acting as pilot-not-flying (PNF). Any pilot who possesses a pilot certificate restricting circling approaches to visual meteorological conditions (VMC) is not eligible to conduct circle-to-land maneuvers.

2) *Part 121 Operations Without Flight Training and Flight Checking.* Certificate holders conducting circle-to-land maneuvers without training and checking must use a minimum descent altitude (MDA) of 1,000 feet height above airport (HAA) or the MDA of the published circling landing minimums for the instrument approach to be used, whichever is higher. Certificate holders that conduct a circle-to-land maneuver under this provision remain under an IFR clearance and must comply with those procedures otherwise required for circle-to-land maneuvers. Certificate holders must ensure that pilots are familiar with those procedures. Part 121 pilots who have not been trained and checked for the circling maneuver in accordance with GACAR Part 121 appendices B and C may conduct a circle-to-land maneuver when:

• The reported ceiling is at least 1,000 feet and the visibility is at least 5 km

• The reported weather is at least equal to the published circling landing minimums for the instrument approach to be used, whichever is higher

Inspectors must select in Table 2 of the OpSpec template all aircraft (M/M/S) that are operated by the certificate holder and that fall under the provisions of circling without a flight training and flight checking program.

G. Notes.

1) For the purpose of this OpSpec authorization, any operator issued this paragraph is authorized to conduct circle-to-land maneuvers. In any weather condition, a certificate holder that permits its pilots to accept a "circle to land" or a "circle to runway (runway number)" clearance from air traffic control (ATC) conducts circle-to-land maneuvers. The

term “circle-to-land maneuver” includes the maneuver that is referenced in various regulations, publications, and documents as “circle to land maneuver,” “circling,” “circling maneuver,” “circle,” “circling approach,” and “circling approach maneuver.” With regard to pilots, “conducting” a circle-to-land maneuver means to act as the Pilot Flying (PF) when a circle-to-land maneuver is being conducted.

2) Aircraft operating under instrument flight rules (IFR) during all circle-to-land maneuvers are required to remain clear of clouds. If visual reference to the aerodrome is lost while conducting a circle-to-land maneuver, the missed approach procedure specified for the applicable instrument approach must be followed, unless an alternate missed approach procedure is specified by ATC.

C77 – TERMINAL VISUAL FLIGHT RULES LIMITATIONS AND PROVISIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct visual approaches while operating under Instrument Flight Rules (IFR) and to operate under Visual Flight Rules (VFR) within a narrow range of Special Limitations and Provisions while on an instrument flight plan.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct Visual Approaches while operating under Instrument Flight Rules (IFR) and to operate under Visual Flight Rules (VFR) within a narrow range of Special Limitations and Provisions while on an instrument flight plan.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications
- GACAR § 121.1205, VFR Takeoff and Landing Weather Minimums
- GACAR § 121.1209, Flight Altitude Rules

D. Other Related OpSpecs.

- B50 - AREAS OF EN ROUTE OPERATIONS LIMITATIONS AND PROVISIONS
- B51 - EN ROUTE VISUAL FLIGHT RULES LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C78 – LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to use lower than standard IFR takeoff minima.

B. Applicability. This OpSpec is only required for certificate holders who elect to obtain an authorization to use lower than standard IFR takeoff minima.

C. Applicable GACAR Requirements.

- GACAR § 91.393, LVO: LVTO
- GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs.

- C56 - STANDARD IFR TAKEOFF MINIMUMS – AIRPLANE OPERATIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 4, Low Visibility Takeoff

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template

G. Notes.

1) This OpSpec authorizes LVTO operations at all aerodromes utilized by the operator.

C84 – REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH) [Optional]

A. Purpose. This OpSpec is used to authorize RNP AR APCH operations.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct RNP AR APCH operations.

C. Applicable GACAR Requirements.

• GACAR § 91.405, Performance Based Navigation Operations

D. Other Related OpSpecs.

• B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 10, RNP AR APCH

• Other Guidance:

o ICAO DOC. 9683, Performance-Based Navigation (PBN) Manual, Volume 2, Chapter 6

o FAA AC 90-101 (as amended), Approval Guidance for RNP Procedures with AR

F. Procedures.

1) Inspectors must populate Table 1 with the authorized aircraft M/M/S, any operating limitations and the lowest RNP navigation specification authorized.

G. Notes.

1) Inspectors must ensure that the flight crew program requirements for this kind of operation has been incorporated into the certificate holder’s training programs prior to issuing this OpSpec.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 3. PART 121 - OPERATIONS SPECIFICATIONS

Section 4. Part D – Airworthiness and Part E – Mass & Balance

15.3.4.1. INTRODUCTION. This section discusses the Part D – Airworthiness and Part E – Mass & Balance OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.3.4.3. LISTING OF PART D AND E OPSPECS.

OpSpec Number	Title
D72	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM
D74	RELIABILITY PROGRAM FOR ENTIRE AIRCRAFT
D75	RELIABILITY PROGRAM FOR AIRFRAME, POWERPLANT, SYSTEMS OR SELECTED ITEMS
D76	SHORT TERM ESCALATION
D83	SHORT TERM ESCALATION FOR BORROWED PARTS SUBJECT TO OVERHAUL REQUIREMENTS
D84	SPECIAL FLIGHT PERMIT WITH CONTINUOUS AUTHORIZATION TO CONDUCT FERRY FLIGHTS
D85	AIRCRAFT LISTING
D86	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM FOR EXTENDED RANGE TWO-ENGINE AIRPLANES
D88	MAINTENANCE TIME LIMITATIONS
D91	ARRANGEMENTS WITH MAINTENANCE PROVIDERS
D95	MINIMUM EQUIPMENT LIST (MEL)
D97	CONTINUED AIRWORTHINESS SAFETY PROGRAMS
D98	AIRCRAFT NETWORK SECURITY PROGRAM
D106	AIRCRAFT IN LONG TERM MAINTENANCE OR STORAGE
E94	MASS AND BALANCE CONTROL FOR AIRCRAFT
E96	EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM

15.3.4.5. EXPLANATIONS OF THE PART D OPSPECS.

D72 – CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM. [Mandatory]

A. Purpose. This OpSpec is used to approve a certificate holder's Continuous Airworthiness Maintenance Program (CAMP).

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 121.667 Continuous Airworthiness Maintenance Program

D. Other Related OpSpecs.

- D85 - AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 3, Continuous Airworthiness Programs For Parts 121 and 125
- Other Relevant References:
  - o FAA AC 120-16 (as amended), Air Carrier Maintenance Programs

F. Procedures.

1) Each M/M/S of aircraft operated by the certificate holder (except wet leased aircraft) and identified in OpSpec D85 – Aircraft Listing must be identified in Table 1 of the OpSpec template.

2) For each M/M/S the Inspector must identify the document(s) that encompass all 10 elements of the CAMP applicable to the M/M/S. The PMI may elect to list all the manuals encompassing the CAMP or, if one manual (e.g. the Maintenance Manual) references all CAMP elements for all M/M/S then the PMI may list only that one manual.

3) Inspectors must ensure that the revision status of each manual is identified in Table 1 of the OpSpec template.

G. Notes.

1) Inspectors must ensure that the maintenance schedules for each M/M/S can be easily established when following the references identified in Table 1 of the template.

D74 – RELIABILITY PROGRAM FOR ENTIRE AIRCRAFT [Optional]

A. Purpose. This OpSpec is used to provide authorization to those GACAR Part 121 operators for use of an entire aircraft reliability program in the maintenance of their aircraft. The reliability program controls the inspection, check, overhaul, or restoration times for the entire aircraft and is the sole control for these times under the operator's CAMP.

B. Applicability. This OpSpec is optional for all certificate holders and is applicable to those who choose to utilize an entire aircraft reliability program in the maintenance of their aircraft.

C. Applicable GACAR Requirements.

- GACAR § 121.667, Continuous Airworthiness Maintenance Program

D. Other Related OpSpecs.

- D72 – CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 4, Chapter 5, Section 7, Approve Reliability Programs For Part 121
- Other Relevant References:
  - FAA AC 120-17 (as amended), Maintenance Control by Reliability Methods

F. Procedures.

1) Each M/M/S of aircraft operated by the certificate holder must be identified in Table 1 of the OpSpec template.

2) For each M/M/S the Inspector must identify the document(s) that identify the reliability program applicable to the M/M/S.

3) Inspectors must ensure that the revision status/date of each document is identified in Table 1 of the OpSpec template.

G. Notes.

1) Reliability programs associated with ETOPS operations are addressed under OpSpec D86 - Maintenance Program for Extended Range Aircraft.

2) Reliability programs associated with individually selected items (as opposed to the entire aircraft) are addressed under OpSpec D75 - Reliability Program for Airframe, Powerplant, Systems or Selected Items.

D75 – RELIABILITY PROGRAM FOR AIRFRAME, POWERPLANT, SYSTEMS, OR SELECTED ITEMS [Optional]

A. Purpose. This OpSpec is used to provide authorization to those GACAR Part 121 certificate holders for use of a parts-specific reliability program in the maintenance of their aircraft. When utilized by an operator, certain parts of the aircraft are identified, limited, and approved by this OpSpec.

B. Applicability. This OpSpec is required only for those certificate holders who desire to utilize a selected-item reliability program in the maintenance of their aircraft.

C. Applicable GACAR Requirements.

- GACAR § 121.667, Continuous Airworthiness Maintenance Program

D. Other Related OpSpecs:

- D72 – CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM

- D88 - MAINTENANCE TIME LIMITATIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 5, Section 7, Approve Reliability Programs For Part 121

• Other Relevant References:

o FAA AC 120-17 (as amended), Maintenance Control by Reliability Methods

F. Procedures.

1) Each item of equipment controlled under the approved reliability program must be identified in Table 1 of the OpSpec template.

2) For each M/M/S the Inspector must identify the document(s) that identify the reliability program applicable to the item of equipment.

3) Inspectors must ensure that the revision status/date of each document is identified in Table 1 of the OpSpec template.

4) Airframe, powerplant, systems or individually selected items controlled by the reliability program must be identified in the D75 – Maintenance Time Limitations by an asterisk (*) or other identifier.

G. Notes.

1) Operators authorized OpSpec D75 must be issued OpSpec D88 – Maintenance Time Limitations.

2) Reliability programs associated with the entire aircraft (as opposed to individual items) are addressed under OpSpec D74 - RELIABILITY PROGRAM FOR ENTIRE AIRCRAFT.

D76 – SHORT TERM ESCALATION [Optional]

A. Purpose. This OpSpec is used to authorize a Part 121 certificate holder to escalate scheduled maintenance intervals without PMI preapproval, on a short-term basis, only for check packages,

check package individual line items, or component time-change/task intervals. The basis for a short-term escalation should be the emergence of some unforeseen situation; however, the use of short-term escalations must be supported solely on a technical analysis.

B. Applicability. This OpSpec is required only for those certificate holders who desire to utilize the concept of short-term escalation of maintenance intervals in their maintenance program.

C. Applicable GACAR Requirements.

- GACAR §119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

- D72 – CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 5, Section 5, Evaluate Operator's Short-Term Escalation Procedures for Part 121
- Other Relevant References:
  - o FAA AC 120-16 (as amended), Air Carrier Maintenance Programs

F. Procedures.

1) Table 1 references the aircraft by make, model, and series (M/M/S) and the limitations (if applicable) placed on that particular M/M/S. The limitations in Table 1 are primarily for airframe check and inspection intervals. Engines and their components, as well as airframe components and appliances, are generally not limited, except for the 10 percent not to exceed 500 hours.

2) The limitations section of this table is used to restrict a particular M/M/S task below the maximum allowable 10 percent, not to exceed 500 hours. An example would be if an aircraft "A" check has an interval of 200 hours (200 x 10 percent = 20 hours) and the PI limited the "A" check short-term escalation to not exceed 20 hours.

3) It can also be used to eliminate certain tasks from being eligible for short-term escalation. An example would be if the operator was not permitted short-term escalations on a particular M/M/S aircraft “B” check.

4) If the limitations section of this table is left blank, then the operator is authorized to short-term escalate all items to the maximum interval described in its manual.

G. Notes.

1) If restrictions and eliminations are requested for engine, engine components, airframe components, and appliances, then they may be listed in the limitations for that particular M/M/S as well.

2) Certificate holders who have short-term escalation procedures incorporated into their reliability programs (OpSpec D74 or D75) do not need an OpSpec D76 authorization for items covered in those programs. Items not subject to a partial reliability program (OpSpec D75) must have OpSpec D76 authorization to use short-term escalations.

D83 – SHORT TERM ESCALATION FOR BORROWED PARTS SUBJECT TO OVERHAUL REQUIREMENTS [Optional]

A. Purpose. This OpSpec is used to authorize Part 121 certificate holders to borrow aircraft parts from another GACAR Part 121 operator (lender) when the time-in-service of the available part exceeds the certificate holder’s approved overhaul time limit, subject to certain limitations. The borrowed parts must be maintained under the lender’s approved continuous airworthiness maintenance program (CAMP).

B. Applicability. This OpSpec is required only for those certificate holders who desire to have the option to borrow aircraft parts which have exceeded time-in-service limitations from another GACAR Part 121 operator.

C. Applicable GACAR Requirements.

- GACAR §119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

• D72 – CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 5, Section 6, Approved Parts and Parts Borrowing

• Other Relevant References: None.

F. Procedures.

1) Inspectors must ensure that the certificate holder has procedures in their Maintenance Manual to ensure that all borrowed parts subject to this authorization meet the following criteria:

a) The borrowed part must be obtained from a lender who is authorized to conduct operations under GACAR Part 121 and maintaining its aircraft under an approved continuous airworthiness maintenance program.

b) The borrowed part cannot exceed the lender's approved overhaul time limits.

c) The borrowed part may not exceed its approved life limit.

d) In relation to the lender's approved overhaul time limits, the borrowed part must have a minimum of 200 hours' time-in-service remaining, or 100 landings or cycles remaining if the controlling parameter is landings or cycles.

e) If the borrowed part exceeds the certificate holder's approved overhaul time limit, the borrowed part may be used for a period not-to-exceed 100 hours' time-in-service, or 50 landings or cycles if the controlling parameter is landings or cycles.

G. Notes. None.

D84 – SPECIAL FLIGHT PERMIT WITH CONTINUOUS AUTHORIZATION TO CONDUCT FERRY FLIGHTS [Optional]

A. Purpose. This OpSpec is used to provide a continuous authorization to certificate holders to

conduct ferry flights using a special ferry permit, under certain limitations and provisions, when an aircraft may not meet applicable airworthiness requirements; but is capable of safe flight to a location where maintenance can be performed.

B. Applicability. This OpSpec is required only for those certificate holders who desire to have the continuous authorization to conduct ferry flights under the limitations and provisions authorized by this OpSpec.

C. Applicable GACAR Requirements.

- GACAR § 21.179(c), Special Flight Permits

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 8, Section 1, Evaluating a Special Flight Permit with Continuing Authorization to Conduct a Ferry Flight Program
- Other Relevant References: None.

F. Procedures.

1) Inspectors must ensure that the certificate holder develops and publishes appropriate procedures in order to ensure that all aircraft ferried under this authority meet the criteria prescribed in this OpSpec template.

2) Inspectors must ensure that the procedures noted above are identified in Table 1 of the OpSpec template.

G. Notes. None.

D85 – AIRCRAFT LISTING [Mandatory]

A. Purpose. This OpSpec is used to identify each individual aircraft that is authorized to be operated by the certificate holder. This listing must include all leased aircraft as well.

Additionally, this OpSpec identifies the kinds of special flight operations that each individual aircraft has been authorized to engage in. All aircraft must be listed in this OpSpec to be eligible for operation by a GACAR Part 121 certificate holder.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR §119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

- A28 – AIRCRAFT LEASE ARRANGEMENTS

E. Associated Guidance and References. None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at AOSS>Operators>Aircraft for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators>Aircraft for the specific operator.

G. Notes.

1) Aircraft that are in long term maintenance and storage must remain listed in Table 1 although liability insurance may be suspended if the aircraft are listed in OpSpec D106 - Aircraft in Long Term Maintenance or Storage.

2) The table below is used to determine the OpSpec requirements for GACAR Part 121 AOC holders that are entering into lease agreements with other GACAR Part 121 AOC holders or other entities under GACAR§ 119.53. The possible types of leases are listed under Lease Type column (1). Column (2) depicts whether the other party to the lease is a GACAR Part 121 AOC holder or an “other entity” as stated in Appendix A of GACAR Part 119. Column (3) is the State of Registry of the aircraft. Column (4) specifies whether the certificate holder has operational control or not. Column (5) specifies if the aircraft must be listed in the certificate holder’s OpSpec D85 and column (6) specifies if the aircraft must be

listed in the certificate holder's OpSpec A28. The remarks reference the sections of GACAR 119 that determine the requirements.

Possible GACAR 121 Leasing Combinations

1	2	3	4	5	6	
Lease Type	**GACA AOC or Other Entity**	**Registry HZ or Other ICAO State**	**Ops Ctrl? –Yes or No**	**Listed in OpSpec D85? Yes or No**	**Listed in OpSpec A28? Yes or No**	**Remarks**
Dry In	GACA AOC	HZ	YES	YES	YES	Part 119, APP A, I, (a)
Dry In	Other	HZ	YES	YES	YES	Part 119, APP A, II (a)
Dry In	GACA AOC	ICAO	YES	YES	YES	Part 119, APP A, I, (a)
Dry In	Other	ICAO	YES	YES	YES	Part 119, APP A, II, (b)
Dry Out	GACA AOC	HZ	NO	YES	YES	Part 119, APP A, I, (a)
Dry Out	Other	HZ	NO	NO	NO	Part 119, APP A, II, (e)
Dry Out	GACA AOC	ICAO	NO	YES	YES	Part 119, APP A, I, (a)
Dry Out	Other	ICAO	NO	NO	NO	Part 119, APP A, II, (e)
Wet In	GACA AOC	HZ	NO	NO	YES	Part 119, APP A, I, (b)
Wet In	Other	HZ	NO	NO	YES	Part 119, APP A, II, (c)
Wet In	GACA AOC	ICAO	NO	NO	YES	Part 119, APP A, I, (b)
Wet In	Other	ICAO	NO	NO	YES	Part 119, APP A, II, (c)

1	2	3	4	5	6	
Lease Type	**GACA AOC or Other Entity**	**Registry HZ or Other ICAO State**	**Ops Ctrl? –Yes or No**	**Listed in OpSpec D85? Yes or No**	**Listed in OpSpec A28? Yes or No**	**Remarks**
Wet Out	GACA AOC	HZ	YES	YES	YES	Part 119, APP A, I, (b)
Wet Out	Other	HZ	YES	YES	YES	Part 119, APP A, II, (e)
Wet Out	GACA AOC	Other	YES	YES	YES	Part 119, APP A, I, (b)
Wet Out	Other	Other	YES	YES	YES	Part 119, APP A, II, (e)

D86 – CONTINUOUS AIRWORETHINESS MAINTENANCE PROGRAM FOR EXTENDED RANGE TWO-ENGINE AIRPLANES [Optional]

A. Purpose. This OpSpec is used to approve an ETOPS CAMP for the certificate holder's two-engine airplanes engaged in ETOPS. Authorization is given for these operations by listing each aircraft, the type of reliability program under which it is maintained, and the authorized maximum diversion time.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct extended range operations with two-engine airplanes.

C. Applicable GACAR Requirements.

- GACAR §121.205, ETOPS Type Design Approval Basis
- GACAR §121.671, CAMP For Two Engine ETOPS

D. Other Related OpSpecs.

- B42 - ETOPS WITH TWO-ENGINE AIRPLANES

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 5, Section 1, Approval of Extended-Range Operations for Part 121

• Other Relevant References:

o FAA AC 120-42 (as amended), Extended Operations (ETOPS and Polar Operations)

F. Procedures. Complete the following tables as described below:

1) Table 1 must include the approved aircraft registration number, airplane make, model, and series (M/M/S), and the maximum diversion time in minutes.

2) Table 2 identifies the reliability program, which continually assess the propulsion and airframe systems with the extended-range fleet. The following must be included:

a) *Airplane M/M/S*. Self-explanatory.

b) *Powerplant M/M/S*. Self-explanatory.

c) *Program Name*. Enter the name of the reliability program.

d) *Program Number*. Assigned number of the program by the certificate holder.

e) *Program Date*. Enter date of approval.

3) Table 3 identifies the Configuration Maintenance Procedures (CMP) document for ER-OPS and must include the following:

a) Airplane M/M/S: Self-explanatory.

b) Powerplant M/M/S: Self-explanatory.

c) GACA or FAA-Approved CMP Document Name/Number: Enter document name and assigned number for which the CMP is contained.

d) Document Date: Enter the date that the above document was originally approved.

e) GACA or FAA-Approved Amendment No.: Enter the current amendment number and date, if applicable, for the above-approved document.

G. Notes. None.

D88 – MAINTENANCE TIME LIMITATIONS [Optional]

A. Purpose. This OpSpec is issued to approve the time limitations of each maintenance task not covered under a reliability program.

B. Applicability. This OpSpec is only required for certificate holders who choose not to implement a complete aircraft reliability program as authorized under OpSpec D74 - Reliability Program for Entire Aircraft or who choose to implement a partial reliability program authorized under OpSpec D75 - Reliability Program for Airframe, Powerplant, Systems or Selected Items.

C. Applicable GACAR Requirements.

- GACAR §119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

- D74 - RELIABILITY PROGRAM FOR ENTIRE AIRCRAFT
- D75 - RELIABILITY PROGRAM FOR AIRFRAME, POWERPLANT, SYSTEMS OR SELECTED ITEMS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 3, Section 1 - Evaluate a Continuous Airworthiness Maintenance Program (CAMP)
  - o Volume 4, Chapter 5, Section 7 - Approve Reliability Programs for Part 121
- Other Relevant References: None.

F. Procedures.

1) Table 1 must include the following:

a) Aircraft M/M/S. Self-explanatory.

b) Manual/Document Name and Number. Manual name and certificate holder assigned number for that manual that houses the approved time limitations for maintenance tasks not covered under a reliability program.

c) Manual/Document Date. List the date of the current revision of the manual

G. Notes.

1) Inspectors are reminder that the certificate holder must establish time limitations, or standards for determining time limitations, for overhauling, inspecting, and checking airframes, engines, propellers, rotors, appliances, and emergency equipment.

2) This OpSpec must always be issued in conjunction with OpSpec D75 - Reliability Program for Airframe, Powerplant, Systems or Selected Items.

3) This OpSpec must never be issued for M/M/S aircraft that are covered under an entire aircraft reliability program authorized under OpSpec D74.

D91 – ARRANGEMENTS WITH MAINTENANCE PROVIDERS [Optional]

A. Purpose. This OpSpec lists and is used to authorize a certificate holder to make arrangements with other persons (maintenance providers) to accomplish maintenance, preventive maintenance, or alterations for the certificate holder. Both essential and non-essential maintenance providers must be listed in this OpSpec and various limitations and conditions for use of these providers must be included.

B. Applicability. This OpSpec is required only for those certificate holders who desire to make arrangements with other maintenance providers to perform maintenance functions for their operation.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

• GACAR § 121.663, Authority To Perform and Approve Maintenance, Preventive Maintenance, and Alterations

• GACAR § 121.687, Required Inspection Personnel

D. Other Related OpSpecs. None.

E. Associated Guidance and References:

• Handbook Guidance:

o Volume 4, Chapter 5, Section 1, Evaluate Outsource Maintenance Arrangement for Part 121

• Other Relevant References:

o FAA AC 120-16F Air Carrier Maintenance Programs

F. Procedures.

1) Before issuing an initial OpSpec D91 or when the certificate holder adds an essential maintenance provider to the certificate holder's maintenance provider listing, ensure that the certificate holder has conducted an onsite audit of each essential maintenance provider or the added essential maintenance provider, as appropriate. The certificate holder's onsite audit should, at least, determine that the essential maintenance provider has:

a) An organization that is adequate to perform essential maintenance.

b) Competent personnel and adequate facilities and equipment for the proper performance of essential maintenance.

2) In addition, ensure that the certificate holder has provisions within its Continuing Analysis and Surveillance System (CASS) to determine that each essential maintenance provider listed in its maintenance provider listing performs essential maintenance in accordance with the certificate holder's maintenance program and manual.

3) The certificate holder shall list in its manual system (not in this OpSpec) the maintenance providers required by GACAR Part 121, Appendix G, Section II(a). Each maintenance provider shall be listed by corporate or company name, business address and location, and a general description of the contracted work, using the following categories:

a) Aircraft Maintenance.

1. Heavy Maintenance. An example of heavy maintenance is the inspection and repair of the aircraft airframe performed at specified time intervals. These intervals are based upon the guidelines of the aircraft manufacturer, National Aviation Authority (NAA), FAA, or European Aviation Safety Agency (EASA), as further refined by the airline/operator. Scheduled inspections are typically based on a fixed number of flight hours. There are four levels of inspection for commercial jet aircraft, usually termed “A,” “B,” “C,” and “D” checks. “A” and “B” checks are normally considered part of line maintenance. “C” and “D” checks are classified as “heavy maintenance.”

2. Line Maintenance. Line maintenance includes light regular checks that ensure the aircraft is fit for flight, troubleshooting, defect rectification, and component replacement. Aviation Maintenance Technicians (AMT) diagnoses and corrects issues on the aircraft and carry out these checks on an ad hoc basis or scheduled interval. Line maintenance consists of three primary activity categories: transit checks, daily/weekly checks, and “A” checks. Historically, line maintenance included “B” checks, which rarely exist these days.

a) Aircraft engine work includes off-airplane maintenance of aircraft engines.

b) Component work includes off-aircraft maintenance of individual components.

c) Specialized service includes services such as x ray, plating, eddy current, painting, shot peening, plasma spray, composite structures maintenance, weighing, welding, etc.

4) The Inspector must ensure that Table 1 of the OpSpec template lists the documents(s) which refer to the maintenance provider listing required by GACAR Part 121.

5) The Inspector must ensure that Table 2 of the OpSpec template lists the name(s) and contact information of the individual(s) responsible for the listing referenced in Table 1.

G. Notes. None.

D95 – MINIMUM EQUIPMENT LIST (MEL) [Mandatory]

A. Purpose. This OpSpec is used to authorize a certificate holder to use a Minimum Equipment List (MEL) subject to conditions and limitations specified within this OpSpec. Tolerances for maximum times between deferral and repair as well as requirements for management of the MEL program are also specified.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR §121.517, Inoperable Instruments and Equipment

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 5, Chapter 4, Section 2 - Approve/Revise a MEL for Part 121, 125, 133 and 135 Operators

  o Volume 5, Chapter 4, Section 5 - Nonessential Equipment and Furnishings (NEF) Program

- Other Relevant References: None.

F. Procedures.

1) In order to issue this OpSpec the PI must ensure that the certificate holder has an approved Minimum Equipment List (MEL) for each M/M/S of aircraft list in OpSpec D85 – Aircraft Listing and that the certificate holder has developed a comprehensive program for managing the repair of items listed in the approved MEL.

2) The PI must ensure that the certificate holder includes in a document or its manual a description of the MEL management program. The MEL management program must include

at least the following provisions:

a) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

b) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

c) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

d) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

G. Notes. None.

D97 – CONTINUED AIRWORTHINESS SAFETY PROGRAMS [Mandatory If Affected Aircraft Are Operated]

A. Purpose. This OpSpec is used to indicate GACA approval of the sections of the certificate holder's continuous airworthiness maintenance program (CAMP) listed in this OpSpec which provide compliance with the GACAR requirements listed in Section C below.

B. Applicability. This OpSpec is required if the operator uses any aircraft that is subject to any of the additional airworthiness requirements listed in Section C below that have been promulgated to enhance the operational safety for the certificate holder's aircraft.

C. Applicable GACAR Requirements.

- GACAR § 121.429, Applicability
- GACAR § 121.431, Continuing Airworthiness
- GACAR §121.465, Repairs Assessment for Pressurized Fuselages

• GACAR §121.469, Supplemental Inspections

• GACAR §121.473, Electrical Wiring Interconnection Systems Maintenance Program

• GACAR §121.477, Fuel Tank System Maintenance Program

• GACAR §121.481, Flammability Reduction Means

• GACAR §121.483, Limit of Validity

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 3, Section 3 - Evaluate/Inspect Fuel Tank System Maintenance/Inspection Program

o Volume 4, Chapter 3, Section 6 - Evaluate/Inspect Operators Actions to Include Supplemental Structural Inspections into the CAMP

o Volume 4, Chapter 3, Section 7 - Evaluate/Inspect Part 121 Operator’s Electrical Wiring Interconnection Systems Maintenance Program

• Other Relevant References:

o FAA AC 120-102 (as amended), Incorporation of Electrical Wiring Interconnection Systems Instructions for Continued Airworthiness into an Operator’s Maintenance Program

o FAA AC 120-97 (as amended), Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance or Inspection Programs

o FAA AC 120-98 (as amended), Operator Information for Incorporating Fuel Tank Flammability Reduction Requirements into a Maintenance or Inspection Program

o FAA AC 120-104 (as amended), Establishing and Implementing Limit of Validity to

Prevent Widespread Fatigue Damage

o FAA AC 120-16 (as amended), Air Carrier Maintenance Programs

F. Procedures.

1) The PMI must ensure that Table 1 is correctly populated with each applicable continuous airworthiness safety program requirement for each M/M/S that the certificate holder operates. The PMI should select the regulatory references applicable to the operator's aircraft and insert the approval dates of the relevant maintenance program amendments into the operator's CAMP.

2) The Manual Reference field is used to identify and record the document(s)—by documen number, revision number, and date that contain the relevant GACA or FAA Oversight Office-approved ICAs and airworthiness limitations. If this information is contained in the operator's manual system, a reference to that location in their manual system must be recorded in the free text area.

G. Notes.

1) The PMI must ensure that the operator has procedures in its manual that track any changes and approvals made to the GACA or FAA Oversight Office-approved ICA or airworthiness limitations associated with these additional airworthiness requirements.

D98 – AIRCRAFT NETWORK SECURITY PROGRAM [Mandatory If Affected Aircraft Are Operated]

A. Purpose. This OpSpec is used to indicate GACA approval of the certificate holder's aircraft network security program (ANSP).

B. Applicability. This OpSpec is required if the operator uses any aircraft that require an ANSP include any aircraft produced or modified that require the manufacturer or design approval holder to obtain GACA approval for the security guidance document provided to the operator. This includes aircraft type certificated with special conditions for electronic information security that requires operator action. Aircraft affected includes the Boeing B-787-8, B-747-8, Airbus A-350, A-380, Bombardier CS100 and CS300 aircraft (this example is not all inclusive and more aircraft are being added all the time)

.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 31, Section 1 - Evaluate Aircraft Network Security Program

• Other Relevant References:

o RTCA DO-326, Airworthiness Security Process Specification

F. Procedures.

1) The PMI must ensure that Table 1 is correctly populated with each aircraft authorized to be maintained in accordance with the ANSP by make, model, and series (M/M/S), the manufacturer's aircraft security document name, number, revision number, and date of revision.

NOTE: The certificate holder's ANSP requires revision within 30 days to incorporate changes when the manufacturer's aircraft security document changes. Reissuance of this OpSpec is required each time the manufacturer's aircraft security document is revised.

2) The document(s) that encompasses all elements of an ANSP. The certificate holder may have multiple manuals that encompass the ANSP. The PAI may elect to list all the manuals encompassing the ANSP or, if one manual references all the other manuals, preferably list only that particular manual.

G. Notes. None.

D106 – AIRCRAFT IN LONG TERM MAINTENANCE OR STORAGE [Optional]

A. Purpose. This OpSpec applies to all certificate holders who request to hold the liability insurance coverage (required by their economic authority) in suspension on aircraft for specific periods of non-use, such as long-term maintenance or long-term storage. This reduces the administrative burden on the operator by keeping the aircraft on the certificate while permitting suspension of the required liability insurance, thus relieving the operator of the necessity to remove the aircraft as an active aircraft on OpSpec D85 – Aircraft Listing.

B. Applicability. This OpSpec is required only for those certificate holders who desire to take advantage of this paragraph's provisions of reducing the administrative and economic burden of placing an aircraft into long-term maintenance or storage.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References:

- Handbook Guidance:

  o Volume 4, Chapter 5, Section 11, Evaluate an Operator Aircraft Storage Program for Part 121

- Other Relevant References: None.

F. Procedures.

1) Inspectors must ensure that Table 1 of the OpSpec template contains the following information for each aircraft that the operator wishes to suspend required liability insurance under the provisions of this authorization:

a) *End of Operation*. Enter the day on which the air carrier elects to cease operating the aircraft.

b) *Registration Number*. Enter the aircraft registration number.

c) *Serial Number*. Enter the aircraft serial number.

G. Notes. None.

15.3.4.7. EXPLANATION OF THE PART E OPSPECS.

E94 –MASS AND BALANCE CONTROL FOR AIRCRAFT [Mandatory]

A. Purpose. This OpSpec is used to authorize a certificate holder chosen method(s) for mass and balance control for its aircraft. It also specifies certain limitations and conditions for use of these programs.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 91.11, Empty Mass and Center of Gravity: Currency Requirement
- GACAR § 119.49, Contents of Operations Specifications
- GACAR § 121.197, Mass and Balance Control

D. Other Related OpSpecs.

- E96 - EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 13, Section 1, Evaluate an Operator’s Mass and Balance Control Program for Parts 121, 125 and 135
  - o Volume 4, Chapter 13, Section 2, Empty Aircraft Mass and Balance Control
- Other Relevant References:
  - o FAA AC 120-27 (as amended), Aircraft Weight and Balance Control

o FAA AC 20-161 (as amended), Aircraft Onboard Weight and Balance Systems

F. Procedures.

1) If the certificate holder is authorized to use average standard mass values for passengers, crew and baggage then the details of the authorized standard average mass values must be listed in Table 1 of the OpSpec template. For each cell for which no standard average mass value has been authorized enter “N/A” in that cell.

2) The certificate holder’s authorized loading schedules and envelopes must be listed in Table 2 of the OpSpec template.

3) If the certificate holder is authorized to use onboard mass and balance systems then the details of these systems must be listed in Table 3 of the OpSpec template. Otherwise enter “Not Authorized” or equivalent.

G. Notes. None.

E96 – EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to establish aircraft empty mass and balance using fleet averages rather than the periodic weighing of each individual aircraft.

B. Applicability. This OpSpec is only required for certificate holders who elect to establish the empty aircraft mass and balance control using an approved program of fleet averages and periodic weighing rather than the periodic weighing of each aircraft according to the prescriptive requirements of GACAR § 91.11.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications
- GACAR § 91.11, Empty Mass and Center of Gravity: Currency Requirement
- GACAR § 121.197, Mass and Balance Control

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 13, Section 2, Empty Aircraft Mass and Balance Control
- Other Relevant References:
  - o FAA AC 120-27 (as amended), Aircraft Weight and Balance Control

F. Procedures.

1) The PMI must ensure that the following are included in Table 2 of the OpSpec template:

a) Aircraft by M/M/S.

b) Fleet weighing sample interval.

c) Empty Aircraft Mass &Balance Control Program document reference.

G. Notes. None.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 3. PART 121 OPERATIONS SPECIFICATIONS

Section 5. Part R - Rotorcraft

15.3.5.1. INTRODUCTION. This section discusses the Part R – Rotorcraft OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS). The Part R OpSpecs are not usually issued to certificate holders who are restricted to VFR-only operations and do not engage in special flight operations (such as air ambulance, NVIS, etc.). In rare situations where the certificate holder conducts scheduled VFR operations, OpSpec R120 is issued.

15.3.5.3. LISTING OF PART R OPSPECS.

OpSpec Number	Title
R101	ROTORCRAFT TERMINAL INSTRUMENT PROCEDURES
R103	ROTORCRAFT STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES
R104	ROTORCRAFT EN ROUTE DESCENT AREAS (REDA).
R108	CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS
R110	FLIGHT CONTROL GUIDANCE SYSTEMS FOR AUTOMATIC LANDING OPERATIONS OTHER THAN CATEGORY II
R113	ROTORCRAFT IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER
R114	SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES
R116	LOWER THAN STANDARD IFR TAKEOFF MINIMA - ROTORCRAFT OPERATIONS
R120	AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS
R123	ROTORCRAFT NIGHT VISION IMAGING SYSTEMS
R124	ROTORCRAFT AIR AMBULANCE OPERATIONS
R125	ROTORCRAFT EMERGENCY MEDICAL SERVICES (REMS)

OpSpec Number	Title
R130	ROTORCRAFT HOIST OPERATIONS
R140	HELICOPTER PERFORMANCE CLASS-2 WITH EXPOSURE (PC2WE)

15.3.5.5. EXPLANATIONS OF THE PART R OPSPECS.

R101 – ROTORCRAFT TERMINAL INSTRUMENT PROCEDURES [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct terminal instrument flight operations using the procedures and minimums specified in this operations specification.

B. Applicability. This OpSpec is required for every certificate holder who operates rotorcraft under IFR.

C. Applicable GACAR Requirements.

- GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

R103 – ROTORCRAFT STRAIGHT IN NON-PRECISION, APV AND CATEGORY I

PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES. [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft operations using the types of instrument approach procedures (IAP) listed in Table 1 of the OpSpec. Operators are not authorized to conduct operations using any other types of IAPs. This OpSpec also is used to authorize operators to engage in Lower than Standard CAT I operations under GACAR § 91.395, LVO: LTS Category I. This OpSpec also authorizes certificate holders to use the constant descent final approach (CDFA) technique for all non-precision IAPs that include a published vertical descent angle (VDA) or barometric vertical guidance (GS) on the IAP chart subject to limitations listed in this OpSpec.

B. Applicability. This OpSpec is required for every certificate holder who operates rotorcraft under IFR.

C. Applicable GACAR Requirements.

- GACAR §§ 91.191 through 91.195
- GACAR § 91.395, LVO: LTS Category I
- GACAR Part 91, Appendix D, Sections I & II
- GACAR § 121.1201 Instrument Approach Procedures and IFR Landing Minimum

D. Other Related OpSpecs.

- B34 - IFR NAVIGATION USING PERFORMANCE BASED AREA NAVIGATION SYSTEMS (PBN)
- R101 - TERMINAL INSTRUMENT PROCEDURES

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 5, Chapter 2, All Weather Terminal Area Operations, Sections 2, 5, 6, 12, et.al.

• Other Guidance:

o ICAO Doc 8168 Procedures For Air Navigation Services – Aircraft Operations

o ICAO Doc 9365 Manual Of All-Weather Operations

o ICAO Doc 9613 Performance Based Navigation (PBN) Manual

F. Procedures.

1) Table 1 specifies the types of instrument approaches a certificate holder is authorized to conduct under IFR and prohibits the use of other types of instrument approaches. The principal operations inspector (POI) will select the approaches that apply to the operator. Each authorized non-precision approach procedures without vertical guidance, approaches with vertical guidance (APV) and precision approach procedures must be selected in Table 1 of the OpSpec template.

2) Before authorizing a type of instrument approach procedure (IAP), the POI and principal maintenance inspector (PMI) must ensure that the operator has revised the training and operations manuals, established that flight crew training and checking requirements have been met, and that the equipment and systems are appropriate for the types of approaches to be authorized.

3) Refer to eBook Volume 5, Chapter 2 for information on required training for various types of approaches.

G. Notes.

1) The International Civil Aviation Organization (ICAO) term for an aerodrome surveillance radar (ASR) approach is surveillance radar approach (SRA). Belgium labels these approaches as “SRE.” Select “ASR/SRA/SRE” in column one to authorize these approaches.

R104 – ROTORCRAFT EN-ROUTE DESCENT AREASA (REDA) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct IFR rotorcraft operations using rotorcraft en-route descent procedures within specified areas of operation.

B. Applicability. This OpSpec is only required for certificate holders who elect conduct IFR rotorcraft operations using rotorcraft en-route descent procedures within specified areas of operation.

C. Applicable GACAR Requirements.

- GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 6, Section 1, Rotorcraft En-Route Descent Area (REDA)
- Other Guidance:
  - o FAA AC 90-80 (as amended), Approval of Helicopter En Route Descent Areas (HEDA)

F. Procedures.

1) Table 1 of this OpSpec template must be populated with each authorized REDA along with the lowest authorized altitude and any relevant Limitations, Conditions and Remarks.

2) Inspectors have some latitude in the means used to identify each authorized REDA but whatever method is used must be unambiguous.

G. Notes. None.

R108 – CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holder to conduct Category II approach and landing operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct

Category II operations with rotorcraft.

C. Applicable GACAR Requirements.

- GACAR § 91.397, LVO: Standard Category II
- GACAR § 91.399, LVO: Other Than Standard (OTS) Category II
- GACAR Part 91, Appendix D, II
- GACAR § 121.1201, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance:
  - o FAA AC 120-29 (as amended), Criteria for Approval of Category I and Category II Weather Minima for Approach
  - o ICAO Doc 9365, Manual Of All-Weather Operations
  - o ICAO Doc 9476, Manual on Surface Movement Guidance and Control Systems (SMGCS)

F. Procedures.

1) Each rotorcraft type (M/M/S) used in CAT II operations must be listed in Table 1 and each must have an acceptable Category (CAT) II maintenance program. The maintenance program should detail a specific maintenance interval, periodic tests, and inspections required on systems and equipment used for CAT II operations. The lowest decision height (DH) and lowest Runway Visual Range (RVR) authorized for each rotorcraft type must also be specified. The example in Table 15.3.5.1, Example of Category II Approach and Landing

Minimums, illustrates the method for authorizing each rotorcraft in OpSpec R108.

Table 15.3.5.1. Example of Category II Approach and Landing Minimums

CAT II APPROACH AND LANDING MINIMUMS		
Airplane (Make/Model /Series)	**DH Not less Than**	**Lowest Authorized RVR (m)**
Sikorsky S-92A	100 ft	500

The operator may be authorized for up to three different minimums for use with published CAT II approaches: 500m RVR, 350m RVR, and 300m RVR. Allowable minimums depend on the availability of RVR sensors and availability and use of required airplane equipment.

a) Minimums of 500m RVR (touchdown zone (TDZ) RVR only) and 350m RVR (TDZ and one other RVR) require the flight crew to use an approach coupler or to fly at least to DH under manual control using a HUD for flight guidance. A manually flown landing is assumed and need not be specified.

b) Minimums of 300m RVR (TDZ RVR and one other RVR) require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

1. For operations to touchdown, the airplane and its automatic flight control guidance system (AFCGS), autoland system, or manually flown guidance system (HUD), are approved for approach and landing operations as specified by FAA AC 120-29 (as amended).

2. For manual control using a HUD to touchdown, the HUD must be flown in the AIII Approach mode.

3. The flight crew has been trained at the lower visibilities before they can be authorized.

c) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes.

d) Operators authorized OTS CAT II, as described in 5) below, may also be authorized to conduct approaches to standard CAT II facilities when the TDZ and/or centerline (CL) lights are inoperative.

2) The equipment required to conduct either manually or automatically flown CAT II operations is specified in Table 2 of the OpSpec template (see Table 15.3.5.2, Example of Category II Items of Equipment) for each rotorcraft M/M/S. The equipment required is established in accordance with the applicable regulations, the approved Aircraft Flight Manual (AFM) (if applicable), and FAA AC 120-29 (as amended). Equipment that is explicitly required by the rotorcraft certification regulations (GACAR Part 29), the operating regulations (GACAR Part 91 or 121) and/or the approved AFM or AFMS should not be listed in Table 2. The standard text of R108 requires that this equipment be installed and operational. The additional equipment or operational requirement that must be listed (specified) in R108 is determined by cross-checking the equipment required by regulations and the approved AFM or AFMS against the equipment required by FAA AC 120-29 (as amended) for the kinds of proposed CAT II operations. Enter into Table 2 all additional equipment for the M/M/S and kind(s) of CAT II operations authorized. Include additional equipment required by any of the following:

- FAA AC 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach

- TC or STC

- AFM or AFMS (If the AFM or AFMS describes acceptable performance both with and without certain items of equipment (that are not explicitly required by FAA AC 120-29 (as amended)), it must be determined how the certificate holder intends to conduct CAT II operations and train flight crews with those items of equipment. If the certificate holder proposes to conduct operations both with and without certain equipment (such as autothrottle, autopilot), flight crews must be trained for both situations and the equipment does not need to be listed in Table 2.

3) The kind of CAT II operation (manual control using a head-up display (HUD) or autopilot) must be specified for each equipment item listed in Table 2 of the OpSpec template. Follow the guidelines below for filling out Table 2:

a) The required airborne equipment table combines the manual (HUD) and autopilot

columns into one column for programming purposes. The principal operations inspector (POI) will select the appropriate phrase: manual (HUD), or autopilot.

b) If an item of equipment is applicable to a specific airplane's M/M/S for both manual (HUD) and autopilot CAT II operations, both "Manual (HUD)" and "Autopilot" can be highlighted and selected for insertion into the column.

c) List the equipment required for 300m RVR CAT II authorization in the "Additional Equipment and Special Provisions" column.

d) See Table 15.3.5.2 for examples of how the items of equipment should be specified for the kind of CAT II operation.

Table 15.3.5.2. Example of Category II Items of Equipment

KIND OF CATEGORY II OPERATION		
ROTORCRAFT (MAKE/ MODEL/SERIES)	**ADDITIONAL EQUIPMENT AND SPECIAL PROVISIONS**	**MANUAL (HUD)/ AUTOPILOT**
Sikorsky S-92A	Autoland required for 300m RVR	Autopilot

4) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes. Table 15.3.5.3, Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations, illustrates an example for listing authorized foreign aerodromes and runways.

Table 15.3.5.3. Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations

Airport Name/Identifier	Runways	Limitations and Provisions

Airport Name/Identifier	Runways	Limitations and Provisions
Athens, Greece Eleftherios Venizelos LGAV	03L 03R 21L 21R	RVR 350m

NOTE: Refer to Table 3 in OpSpec R108.

5) *OTS CAT II.* In addition to the standard CAT II operations authorized by OpSpec R108, OTS CAT II operations can be authorized to qualifying runways that do not meet the performance or ground equipment requirements normally associated with a compliant CAT II operation (e.g., TDZ lighting, CL lighting, or Approach Lighting System with Sequenced Flashing Lights (ALSF) 1 and 2).

a) Approval criteria for OTS CAT II approaches are given in Volume 5, Chapter 2, Section 6, Category II. The instrument landing system (ILS) facilities used are CAT I ILS installations that meet the glideslope and localizer signal quality requirements of CAT II facilities. The required increase in aircraft capabilities of HUD or autoland to touchdown mitigates the reduced-lighting requirements.

b) RVR requirements and available minimums are the same as standard CAT II 500m RVR (TDZ RVR only) and 350m RVR (TDZ and one other RVR), but these minimums require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

c) Aircraft operation approval, HUD usage, and flight crew training requirements are the same as for standard CAT II to 300m RVR.

G. Notes. None.

R110 – FLIGHT CONTROL GUIDANCE SYSTEM FOR AUTOMATIC LANDING OPERATIONS OTHER THAN CATEGORY II [Optional]

A. Purpose. The OpSpec is used to authorize a certificate holder to use a flight control and guidance system with automatic landing capabilities to touchdown (other than Categories II and III) at suitably equipped aerodromes.

B. Applicability. This OpSpec is only required for certificate holder who elect to use a flight control and guidance system with automatic landing capabilities to touchdown. This OpSpec is not required when the autoland is disconnected before, or not used to, touchdown.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

- OPSPEC R103 - STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES (also provides credit for lower-than-standard (LTS) CAT I minimums using an autoland system to touchdown)

E. Associated Guidance and References.

- Handbook Guidance:

- Volume 5, Chapter 2, All-Weather Terminal Area Operations

- Other Guidance:

  - FAA AC 120-67 (as amended), Criteria for Operational Approval of Auto Flight Guidance Systems

F. Procedures.

1) Before issuing this OpSpec, the principal operations inspector (POI) must determine the following:

a) The Aircraft Flight Manual (AFM) permits use of the flight control guidance system (autoland system) to touchdown.

b) Training on the use of the flight control guidance system and autoland procedures to touchdown is provided to flight crew members.

c) The certificate holder maintains flight control guidance and autoland systems in accordance with an approved maintenance program for autoland operations.

2) The aircraft M/M/S authorized for this kind of operation along with the flight control guidance systems (manufacturer/model) authorized for this type of operation must be listed in Table 1 of the OpSpec template.

G. Notes. None.

R113 – ROTORCRAFT IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER [Optional]

A. Purpose. This OpSpec is used authorize a certificate holder to conduct en-route IFR and terminal operations in Class G airspace and at aerodromes without an operating control tower.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct IFR operations in Class G (uncontrolled) airspace and at aerodromes without an operating control tower.

C. Applicable GACAR Requirements.

- GACAR § 121.97, En Route Navigation Facilities

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

2) Before issuing this OpSpec, the principal operations inspectors (POI) must ensure that the certificate holder has sufficient content in its Operations Manual(s) and training program to cover common traffic advisory frequency (CTAF) and pilot controlled lighting (PCL) information and procedures. The POI must also determine that the certificate holder has a method or procedure for obtaining and disseminating necessary operation information. This operation information must include the following:

a) The aerodrome is served by an authorized instrument approach procedure (IAP) (and departure procedure when applicable).

b) Applicable charts for crew member use.

c) Operational weather data from an approved source for control of flight movements and crew member use.

d) Status of aerodrome services and facilities at the time of the operation.

e) Suitable means for pilots to obtain traffic advisories (TA).

f) Sources of TA and aerodrome advisories.

3) *Radio Sources of Air TA Information*. Certificate holders may be authorized to use any two-way radio source of air TA information listed in the Aeronautical Information Publications (AIP) published by the State of the aerodrome location. In those cases where two sources are listed at the same aerodrome, inspectors must ensure that the Operations Manual has procedures that require pilots to continuously monitor and use the TA frequency when operating within 10 nautical miles (NM) of the aerodrome. The procedures should require communication concerning airport services and facilities to be completed while more than 10 NM from the aerodrome. At some aerodromes, no public use frequencies may be available. In those cases, a certificate holder must arrange for radio communication of essential information including surveillance of local or transient aircraft operations by ground personnel. Ground personnel who operate a company radio for aerodrome status and TA must be able to view airspace around the aerodrome.

G. Notes. None.

R114 – SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN

AERODROMES [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to operate rotorcraft into certain aerodromes (including heliports) where special operational considerations and special flight crew member training may be required. This OpSpec is also used to authorize the certificate holder's PIC to continue an approach in a rotorcraft past the final approach fix, or where a final approach fix is not used, begin the final approach segment of an instrument approach procedure at the aerodromes listed in Table 2 below when the Presidency of Meteorology and Environment (PME), or a source approved by the President, has not issued a weather reports for that aerodrome, as provided for under GACAR § 91.191(c).

B. Applicability. This OpSpec is required for certificate holder who wishes to conduct the following kinds of operations into to the following aerodromes:

1) Any operations into aerodromes that have operational considerations such as special lighting (flare pots, etc.);

2) Aerodromes located in extremely challenging environments (e.g. obstacle rich);

3) High altitude aerodromes with special performance requirements;

4) Aerodromes near precipitous terrain; and

5) Aerodromes without approved weather reporting as required under GACAR § 91.191(c).

C. Applicable GACAR Requirements.

- GACAR § 91.191(c), Takeoff and Landing Under IFR
- GACAR § 121.93, Weather Reporting Facilities
- GACAR § 121.1117, Use of Certificated Land Aerodromes

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

• Other Guidance: None.

F. Procedures.

1) For approval of operations at an aerodrome with special operational considerations, the principal operations inspector (POI) must identify the aerodrome and aircraft (M/M) in Table 1 of the OpSpec template along with the prescribed special limitations, provisions and flight crew member training requirements.

2) For approval of instrument approach and landing operations at an aerodrome without approved weather reporting, the principal operations inspector (POI) must identify the aerodrome in Table 2 of the OpSpec template along with the prescribed Limitations and Provisions necessary to achieve an acceptable level of safety.

G. Notes.

1) *Operations into aerodromes with special runway markings, such as flare pots.* To use an aerodrome with special runway markings, such as flare pots, a certificate holder is required to have special operational procedures and flight crew member training.

2) Prior to authorizing instrument approach and landing operations at an aerodrome without approved weather reporting, the principal operations inspector (POI) must consult with the Director, Flight Operations Division to ensure that the prescribed Limitations and Provisions are adequate to achieve an acceptable level of safety.

R116 – LOWER THAN STANDARD IFR TAKEOFF MINIMA - ROTORCRAFT OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder o use lower than standard IFR takeoff minima.

B. Applicability. This OpSpec is only required for certificate holders who elect to obtain an authorization to use lower than standard IFR takeoff minima.

C. Applicable GACAR Requirements.

• GACAR § 91.393, LVO: LVTO

• GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 4, Low Visibility Takeoff

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template

G. Notes.

1) This OpSpec authorizes LVTO operations at all aerodromes utilized by the operator.

R120 – AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS [Mandatory for Scheduled Passenger Carrying Operations]

A. Purpose. This OpSpec is used to authorize all of the aerodromes where a certificate holder intends to operate in scheduled operations. The GACAR requires that all regular and alternate aerodromes be listed in this OpSpecs. This OpSpec exists in order to ensure that the certificate holder has fulfilled all the requirements in the GACARs for operations into scheduled aerodromes.

B. Applicability. This OpSpec is required for every certificate holder who conducts scheduled passenger carrying operations with rotorcraft.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References: None.

F. Procedures.

1) Table 1 of this OpSpec template is auto filled with data from the operator's aerodrome database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate Aerodromes data entry screen in AOSS>Operators for the specific operator.

G. Notes.

1) For the purposes of this OpSpec, a "Regular" aerodrome means an aerodrome used in scheduled passenger carrying service that serves as the normal stop in that community. An "Alternate" aerodrome means an aerodrome which may be used if a landing at the "Regular" aerodrome becomes inadvisable.

R123 – ROTORCRAFT NIGHT VISION IMAGING SYSTEMS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct flight operations with night vision imaging systems (NVIS).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct flight operations with night vision imaging systems (NVIS).

C. Applicable GACAR Requirements.

- GACAR § 91.415, Rotorcraft Use of Night Vision Imaging Systems

- GACAR Part 91, Appendix D, Section VIII

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 6, Section 2, Night Vision Imaging Systems (NVIS)

• Other Relevant References: None.

F. Procedures.

1) Table 1 of this OpSpec template is used to identify any required checks of NVIS devices prior to each flight intending to use a NVIS. These prescribed checks must be derived from the approved operating limitations for the applicable device (usually prescribed in the Aircraft Flight Manual supplement associated with the NVIS installation). Table 1 must identify the device, the required check and the reference documents where the require check is described. Enter N/A in Table 1 if there are no required checks.

2) Table 2 of this OpSpec template is used to identify all applicable maintenance requirements associated with the NVIS (and NVG). The Table 2 must be populated with each authorized rotorcraft (M/M/S), the registration marks, the STC number for the NVIS installation (enter “TC” if the NVIS was approved as part of the rotorcraft type certification process carried out by the rotorcraft manufacturer), and the applicable maintenance document references (e.g. Maintenance Manual, Instructions for Continued Airworthiness, etc.).

G. Notes. None.

R124 – ROTORCRAFT AIR AMBULANCE OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the certificate holder to conduct air ambulance operations using rotorcraft.

B. Applicability. This OpSpec is only required for certificate holders who apply to conduct air ambulance operations with rotorcraft.

C. Applicable GACAR Requirements.

• GACAR § 91.416, Air Ambulance Operations

D. Other Related OpSpecs.

• R125 - ROTORCRAFT EMERGENCY MEDICAL SERVICES (REMS)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 28, Air Ambulance and REMS Operations

• Other Relevant References:

o FAA Advisory Circular 135-14 (as amended), Emergency Medical Services/Helicopter

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) Air ambulance operations using rotorcraft differs from REMS operations in that all takeoffs and landings must be carried out at aerodromes. REMS operations address operations into and out of unprepared landing sites usually adjacent or near accident scenes. REMS operations are authorized with R125 -ROTORCRAFT EMERGENCY MEDICAL SERVICES.

2) Inspectors must ensure that the Operations Manual and flight crew training programs adequately address rotorcraft air ambulance operations prior to issuing this OpSpec.

R125 – ROTORCRAFT EMERGENCY MEDICAL SERVICES [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft emergency medical services (REMS).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct rotorcraft emergency medical services.

C. Applicable GACAR Requirements.

- GACAR § 91.411, Rotorcraft Emergency Medical Service Operations
- GACAR Part 91, Appendix D, Section VI

D. Other Related OpSpecs.

- R124 – AIR AMBULANCE - ROTORCRAFT

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 28, Air Ambulance and REMS Operations
- Other Relevant References:
  - o FAA Advisory Circular 135-14 (as amended), Emergency Medical Services/Helicopter

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) If night vision imaging systems are used during REMS operations then OpSpec R123 must also be issued.

R130 – ROTORCRAFT HOIST OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft hoist operations (RHO).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct rotorcraft hoist operations (see Note 1).

C. Applicable GACAR Requirements.

- GACAR § 91.413 Rotorcraft Hoist Operations
- GACAR Part 91, Appendix D, Section VII
- GACAR Part 133, Appendix B, Rotorcraft External Load Combination Operations

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 6, Section 3, Rotorcraft Hoist Operation (RHO)
- Other Relevant References:
  - o FAA Advisory Circular 29-2 (as amended), Certification of Transport Category Rotorcraft (See guidance related to Class D rotorcraft-load combination involving human cargo)

F. Procedures.

1) Table 1 of this OpSpec template is used to identify each rotorcraft authorized for RHO (M/M/S and Registration Marks) along with the Hoist Load Limitations.

G. Notes.

1) Rotorcraft hoist operations (RHO) differ from other Class D rotorcraft external load operations conducted under GACAR Part 133 in two distinct ways:

a) RHO involves persons on the hoist who are not required crew members - in other words they are akin to passengers. The best example to illustrate this point is if the person(s) being hoisted is a person being rescued or a person being raised or lower from a ship (for instance) then these are considered RHO.

b) RHO involves the raising and lowering of persons into or out of the rotorcraft on a

hoist. Other rotorcraft Class D external load operations under GACAR Part 133 usually involve a fixed line of fixed length.

R140 – HELECOPTER PERFORMANCE CLASS-2 WITH EXPOSURE (PC2WE) [Optional]

A. Purpose. This OpSpec is used to authorize Helicopter operators for Helicopter Performance Class-2 with Exposure (PC2WE).

B. Applicability. This OpSpec is applicable for air operators certificated under GACAR Part-119.

C. Applicable GACAR Requirements.

• GACAR § 121.353 Operations in Performance Class 2.

• GACAR Part 121, Appendix F, Section II - Helicopter Performance Class-2 with Exposure (PC2WE).

D. Associated Guidance and Reference.

• GACA eBook Volume-5, Chapter 6, Section 4 Authorization of Helicopter Performance Class-2 with Exposure.

E. Procedures.

1) Table-1 in the OpSpec template will be populated with reference to the PC2WE Approved Manual. If the PC2WE Manual is a part of the Operations Manual, exact reference to PC2WE section will be made.

2) This OpSpec will be amended upon any PC2WE manual revision indicating the revision status and the GACA Approval date.

3) Table-2 in the OpSpec template will be populated with each authorized aircraft for PC2WE operations.

4) Reference to the PC2WE authorized KSA location for each aircraft will be made pointing to the relevant section in the operator’s PC2WE manual.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 4. PART 125 - OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.4.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.4.1.3. LISTING OF OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A2	AIRCRAFT AUTHORIZATION
A5	EXEMPTIONS
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	OPERATIONS MANUALS
A10	FATIGUE RISK MANAGEMENT SYSTEM
A13	EXTENDED OVER-WATER OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT
A23	OPERATIONS DURING GROUND ICING CONDITIONS
A24	AIR AMBULANCE OPERATIONS -AIRPLANE
A25	ELECTRONIC RECORDKEEPING SYSTEM
A28	AIRCRAFT LEASE ARRANGEMENTS
A31	CONTRACT TRAINING
A55	TRANSPORTATION OF DANGEROUS GOODS BY AIR
A56	USE OF DATA LINK COMMUNICATIONS
A61	USE OF ELECTRONIC FLIGHT BAG
A153	AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B) OUT OPERATIONS
A510	FLIGHT OPERATIONS WITH AUTHORIZED TEMPORARY REGULATORY RELIEF

15.4.1.5. EXPLANATIONS OF THE PART A OPSPECS.

A1 – ISSUANCE AND APPLICABILITY [Mandatory].

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the location of the principal base of operations, and the applicable regulatory basis under which the operations are to be conducted.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 119.3(d) and (e), Certifications, Authorizations, and Prohibitions
- GACAR § 119.5, Operations Specifications
- GACAR § 119.85, Contents of Operations Specifications

D. Other Related OpSpecs. None

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process
- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in the OpSpec template is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A2 – AIRCRAFT AUTHORIZATION [Mandatory]

A. Purpose. This OpSpec is used to identify the Make/Model/Series (M/M/S) of the aircraft authorized for operation under GACAR Part 125. For each M/M/S the OpSpec also identifies the type of operation(s) authorized, the maximum number of passenger seats authorized and the minimum number of required cabin crew members. In contrast to OpSpec A1, OpSpec A3 does not identify the certificate holder's overall authority to conduct a particular kind of operation. Instead, it represents the GACA approval of the certificate holder's use of a particular aircraft M/M/S in carrying out the kinds of operations that are authorized.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 119.85, Contents of Operations Specifications
- GACAR § 125.339, Cabin Crew Members

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators>Aircraft** for the specific operator.

2) The following provides additional guidance on the various fields in Table 1 that are entered from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator:

a) Select the authorized M/M/S using the aircraft listing provided in the AOSS. If the appropriate M/M/S cannot be found in the AOSS, Inspectors should immediately notify the AOSS help desk so that the aircraft listing can be updated.

b) Passenger seating terminology is derived from and associated with the emergency evacuation demonstrations requirements of GACAR §§ 25.803; 29.803 and 125.90.

c) Enter the appropriate en route flight rule for each aircraft. If the aircraft is approved for instrument flight rules (IFR) operations, select “IFR/VFR”. Part 125 operations are normally conducting operations in IFR. If the aircraft is restricted to visual flight rules (VFR) operations only, select “VFR Only.”

d) Select the day/night condition for each aircraft. If the aircraft is approved for both day and night conditions, select the phrase “Day/Night” in the column labeled “Condition.” If the aircraft is approved for daylight conditions only, select “Day Only.”

G. Notes. None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes a certificate holder to conduct operations under the provisions of an exemption issued to the certificate holder under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures
- GACAR § 119.3, Certifications, Authorizations, and Prohibitions

• GACAR § 119.85, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 2, Section 2, Waivers and Authorizations

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

• Director of Operations

• SMS Accountable Executive

• SMS Management Representative

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

• GACAR § 5.25, Designation and Responsibilities of Required Safety Management Personnel

• GACAR § 125.31, Management Personnel Required

• GACAR § 125.33, Management Personnel: Qualifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 2, Safety Management Systems - General

o Volume 3, Chapter 4, Section 1, Specific Part 125 Certification Guidance

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 125. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

b) GACAR § 125.31 requires the following management and technical personnel positions - Director of Operations (DO). Chief Pilot and operation manager. Operator's appointment of number positions for operation management is depending upon the size of the organization – small, medium size or large organization. Operators are required to nominate additional management personnel for managing continuing airworthiness activities and safety/quality functions. The large operator can nominate any number of posts holders to effectively manage various functions including stores and logistics, production planning and control and ground operation. Any operators having in house aircraft maintenance facility must also nominate maintenance post holder. The regulations are intended to ensure that a person holding this position has the measure of experience as well as the demonstrated capability needed to effectively manage these types of programs.

c) A certificate holder's management personnel may have titles different from titles of the management positions prescribed in the GACARs. The Company Equivalent Position Title field is used to indicate the Company Equivalent Position Title if it is different than the position titles prescribed under GACAR § 125.31.

2) *Paragraph (b): Agent for Service.*

a) An agent for service is a person or company designated by the certificate holder upon whom all legal notices, processes and orders, decisions, and requirements of the GACA and AIB shall be served. Once any of these documents has been served upon the certificate holder's agent for service, the certificate holder cannot claim (legally) that it did not receive the documents. Under the GACAR, an Agent for Service is an optional position. If the certificate holder chooses not to designate an Agent for Service the certificate holder's Accountable Executive will assume this role by default. The name, title, and address of the agent for service must be obtained from the certificate holder and correctly entered. The OpSpec template is automatically populated with data derived from the Personnel AOSS data entry screen at AOSS>Operators for the specific operator. Inspectors must ensure that the data presented is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A, Part B, etc.) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

4) *Paragraph (d): SMS Management Positions.*

a) Table 3 of the OpSpec template is used is to clearly identify the certificate holder's Safety Management System (SMS) management personnel who are fulfilling positions required under GACAR Part 5. Inspectors must ensure that all required management positions are listed along with the name of the individual who is assuming the position.

b) GACAR § 5.25 requires the following SMS management positions: *Accountable Executive* and *SMS Management Representative.*

G. Notes.

1) *Combined Positions*. Any certificate holder who requests approval to combine two or more required management positions into one position must ensure that the person who will serve in that position meets the qualifications for, or receives relief for, each management position to be combined (e.g., SMS Management Representative and DO), in addition to receiving an approval to combine the management positions. The size, scope, complexity, and work load of the operations that the applicant has been involved with, and will be involved with in the combined management position, must be considered when evaluating this request. Requests for one individual to fill this position for more than one certificate holder concurrently will not be considered.

A7 – OPERATIONS MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's Operations Manual which is accepted by the President and required under GACAR Part 125. This OpSpec also prescribed conditions and limitations for situations where the certificate holder is permitted to make emergency revisions to the Operations Manual without prior involvement of the GACA.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 125.79, Manual Contents

- GACAR Part 125, Appendix A, B AND C to GACAR Part 125 – Manual Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 1, Chapter 1, Section 1, General Handbook Information

o Volume 4, Chapter 12, Manuals, Procedures and Checklists

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Operations Manual.*

a) Table 1 of the OpSpec template is used to identify the Operations Manual required under GACAR § 125.77 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A10 – FATIGUE RISK MANAGEMENT SYSTEM [Optional]

A. Purpose. This OpSpec is to for the approval of a Fatigue Risk Management System that certificate holders may implement as a means of meeting all, or part, of the fatigue management requirements of GACAR Part 125, Subpart N. GACAR Part 125, Subpart N prescribes requirement's for the management of fatigue for pilots, flight engineers, maintenance and preventive maintenance personnel, aircraft dispatchers and cabin crew members.

B. Applicability. This OpSpec is optional for all certificate holders and is only applicable to those who choose to implement a Fatigue Risk Management System (FRMS) as part of their Safety Management System (SMS) as permitted under GACAR § 125.421.

C. Applicable GACAR Requirements.

• GACAR Part 5, Appendix B, Section II - Fatigue Risk Management Systems (FRMS)

• GACAR Part 125, Subpart N – Fatigue Management Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None

• Other Relevant References:

o ICAO Doc. 9966 - Fatigue Risk Management Systems Manual for Regulators

F. Procedures.

1) *Paragraph (a): Identification of the Approved FRMS.*

a) Table 1 of the OpSpec template is used to identify the FRMS that has been approved for use under GACAR § 125.421(b).

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A13 - EXTENDED OVER-WATER OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT [Optional]

A. Purpose. This OpSpec is used to authorize extended over-water operations without certain required emergency equipment onboard, provided the operator can satisfy GACA that an alternate method of compliance is satisfactory for certain routes and conditions.

B. Applicability. This OpSpec is only required for operators who apply for and receive authorization for extended over-water operations without certain required emergency equipment onboard.

C. Applicable GACAR Requirements.

• GACAR § 91.303(k)(4) Instruments and Equipment Requirements, Powered Saudi Arabian Registered Aircraft With Standard Airworthiness Certificates

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Operators wishing to apply for the relief authorized by this OpSpec must apply to the President and provide a technical justification that shows that for the airplanes and routes/areas for which they are seeking relief that the water conditions and search and rescue services available for the routes flown are such that the survival of the aircraft's occupants in the event the flight terminates in that water is extremely probable.

2) The certificate holder must submit at least the following information about the conditions that must be met for the approval:

a. Aircraft operational capabilities for diversion due to an engine failure. This information must include drift down profiles, engine out cruise performance for two- and three-engine aircraft, and two-engine cruise performance for four-engine aircraft.

b. A graphical presentation of the areas and routes of en route operation and/or routes over which provisions of the deviation will apply, including proposed minimum en route altitudes and aerodromes which could be used if diversion is necessary.

c. Navigation and communication equipment requirements and capabilities for normal flight conditions and for engine inoperative flight conditions in the proposed areas of en route operation.

d. Existing and/or proposed procedures for diversion contingency planning and training curricula for flight and cabin crew members concerning ditching without life rafts.

e. A description of search and rescue facilities and capabilities for the proposed areas of en route operations.

3) It is necessary to define in Table 1 on the OpSpec template the specific M/M/S of aircraft and routes/areas where relief from the requirement to carry the equipment required by

GACAR § 91.303(k)(4) is being granted.

4) It is also necessary to identify on the OpSpec all conditions and limitations associated with the relief that is being granted in order ensure that the survival of the aircraft's occupants in the event the flight terminates in that water is extremely probable.

G. Notes. None.

A23 –OPERATIONS DURING GROUND ICING CONDITIONS [Mandatory]

A. Purpose. This OpSpec is required to document when an operator is authorized, or not authorized, to conduct operations in ground icing condition (freezing precipitation falling during ground operations). If the operator is authorized, the deicing program is approved by issuance of this paragraph. If the operator is not authorized to operate in ground icing conditions, the paragraph will state that the operator not authorized to operate during ground icing conditions.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 125.465, Icing Conditions: Operating Limitations.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 4, Chapter 15, Ground Deicing/Anti-Icing Programs for Parts 121, 125 and 135

- Other Relevant References:

  o FAA AC 20-117 (as amended), Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft Icing

  o FAA AC 120-58 (as amended), Pilot Guide Large Aircraft Ground Deicing

o FAA AC 120-60 (as amended), Ground Deicing and Anti-icing Program

o Hold-Over Tables (HOT)

o ICAO Doc 9640, Manual of Aircraft Ground Deicing/Anti-icing Operations

F. Procedures.

1) This OpSpec must describe or reference the ground icing program as required by GACAR § 125.465. Reference to the approved program in the template must be controlled by revision number and/or date, as appropriate.

2) For cases where the certificate holder is not authorized to operate in ground icing conditions, the Inspector must select the text that states that the operator not authorized to operate during ground icing conditions.

G. Notes. None.

A24 – AIR AMBULANCE OPERATIONS – AIRPLANE [Optional]

A. Purpose. This OpSpec is used to authorize the certificate holder to conduct air ambulance operations using airplanes.

B. Applicability. This OpSpec is only required for certificate holders who apply to conduct air ambulance operations with airplanes.

C. Applicable GACAR Requirements.

• GACAR § 91.416, Air Ambulance Operations

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 28, Air Ambulance and REMS Operations

• Other Relevant References: None.

F. Procedures.

1) This OpSpec must describe or reference the approved air ambulance procedures as required by GACAR § 91.416. Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes.

1) Air ambulance operations using rotorcraft are authorized with OpSpec R124 - ROTORCRAFT AIR AMBULANCE.

2) REMS operations are authorized with R125 - ROTORCRAFT EMERGENCY MEDICAL SERVICES.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a "signature/sign-off" is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

• GACAR § 125.543, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping

• Other Relevant References:

o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 125.543. Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A28 – AIRCRAFT LEASE ARRANGEMENTS [Optional]

A. Purpose. This paragraph is used to authorize aircraft lease arrangements as required by GACAR § 119.89.

B. Applicability. This OpSpec is only required for certificate holders who elect to enter into lease arrangements under GACAR § 119.89.

C. Applicable GACAR Requirements.

• GACAR § 119.89, Leasing of Aircraft

• GACAR § 119, Appendix A TO GACAR Part119 – Leasing of Aircraft

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all authorized lease arrangements where the certificate holder has operational control. Inspectors must ensure all fields are correctly populated for each aircraft subject to this type of lease agreement.

2) Table 2 of the OpSpec template is used to record details of all authorized lease arrangements where the certificate holder does not have operational control. Inspectors must ensure all fields are correctly populated for each aircraft subject to this type of lease agreement.

G. Notes.

1) Consult GACAR Part 1 for pertinent definitions for lessee, lessor, wet lease, dry lease, and operational control.

A31 – CONTRACT TRAINING [Optional]

A. Purpose. This OpSpec is optional since it is only issued to an operator who is authorized to make arrangements with a training center (including satellites) and/or a certificate holder operating under the same GACAR Part (collectively referred to as training organizations). The training center and/or operator must be listed in this operations specification for the specific purpose of conducting instruction and/or evaluations for the certificate holder. The operator or training center will also be subject to additional limitations and provisions that will be included in the authorization.

B. Applicability. This OpSpec is only required for certificate holders who elect to contract with other certificate holders to perform certain training and checking functions required under GACAR Part 125.

C. Applicable GACAR Requirements.

- GACAR § 125.379, Training Program: Special Rules.

- GACAR § 119.85(d), Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all Part 142 Training Centers and/or Air Operator Certificate (AOC) holders certificated under GACAR Part 119 who are authorized to conduct training and/or checking on behalf of the certificate holder. Inspectors must ensure all fields are correctly populated for each organization which has been contracted to provide training and/or checking.

G. Notes. None.

A55 – TRANSPORTATION OF DANGEROUS GOODS BY AIR [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to transport dangerous goods by air under the provisions of GACAR Part 109.

B. Applicability. This OpSpec is only required for certificate holders who are authorized under GACAR Part 109 to transport dangerous goods by air.

C. Applicable GACAR Requirements.

• GACAR § 119.85, Contents of Operations Specifications

• GACAR Part 109, Transportation of Dangerous Goods by Air

• GACAR Part 125, Subpart R – Transportation of Dangerous Goods by Air

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 31, Transportation of Dangerous Goods by Air

• Other Relevant References:

o ICAO Technical Instructions

F. Procedures.

1) It is necessary to identify in Table 1 of the OpSpec template the certificate holder's Dangerous Goods Transportation Manual as required by GACAR § 109.113.

G. Notes.

1) Any exemptions from the requirements of the ICAO Technical Instructions must be processed under GACAR Part 11 and listed in OpSpec A5.

A56 – USE OF DATA LINK COMMUNICATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to use data link communication capabilities as a supplement to voice communications with air traffic service (ATS) providers.

B. Applicability. This OpSpec is only required for certificate holders who elect to use, or are required to use (as part of Required Communication Performance (RCP) operations), data link communication capabilities as a supplement to voice communications with air traffic service (ATS) providers.

C. Applicable GACAR Requirements.

• GACAR § 91.404, Required Communication Performance Operations.

• GACAR § 119.85(d), Contents of Operations Specifications

D. Other Related OpSpecs.

• B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 6, Communications: General Concepts and Guidance

• Other Relevant References:

o ICAO Annex 10, Volume III, Part I

o ICAO Doc. 9869, Manual on Required Communication Performance (RCP)

o FAA AC 120-70B (as amended), Operational Authorization Process for Use of Data Link Communication System

F. Procedures.

1) In Table 1 of the OpSpec template it is necessary to identify the type of data link system that has been installed in each M/M/S of aircraft and the type of airspace for which use of data link communications is authorized. Any additional limitations or remarks must also be added.

2) If the equipment installation and operator training has been shown to support a Required Communication Performance specification (e.g. RCP 240, RCP 400, etc.), then this should be noted in the Remarks column.

3) If limitations have been prescribed in certain airspace for datalink communications (e.g. ACAS II required and always on) then this should also be noted in the Remarks column.

G. Notes. None.

A61 – USE OF ELECTRONIC FIGHT BAG [Optional]

A. Purpose. The OpSpec is used to authorize the operator's Electronic Flight Bags (EFB) program, and describes the conditions and limitations for EFB use.

B. Applicability. This OpSpec is only required for certificate holders who apply to use EFBs in their operations.

C. Applicable GACAR Requirements.

1) GACAR § 119.49, Contents of Operations Specifications.

2) GACAR § 91.37 Use of Electronic Flight Bag.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

1) Handbook Guidance:

o Volume 5, Chapter 11, Authorize Electronic Flight Bags (EFB)

2) Other Relevant References: FAA AC 120-76 (as amended), Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag Computing Devices

F. Procedures.

1) General. GACA Flight Operations Standards Principal Inspectors (PI) may authorize an operator's EFB program once the authorization process described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2 are satisfied. The operator will maintain a program catalog, as described in the current edition of Advisory Circular (AC) 120-76, Authorization for Use of Electronic Flight Bags, that references EFB hardware (make and model) and EFB software applications used by crewmembers on each aircraft make, model, and series (M/M/S). An EFB program must have a process defined to ensure the catalog is current and readily available for PIs.

2) Instructions for Table 1, Aircraft Authorized Under an EFB Program. Table 1within OpSpecs A061 must be completed to document aircraft M/M/S limited evaluations or temporary authorizations, as described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2, and be annotated in the "Remarks/Limitations" column.

Figure 15.3.1.1 Sample A061 Table 1 – Aircraft Authorized Under an EFB Program

Aircraft M/M/S	Remarks/Limitations**

B737-300 EMB-120-QC A-300	Limited evaluation of XXX EFB hardware. See ABC Flight Crew Bulletin XX-2017 for details. Temporary authorizations to conduct limited evaluation of XYZ EFB Application, Version 6.7 (see Flight Crew Bulletin ## -XX-XX-XXXX).

NOTE: **Enter “None” in the “Remarks/Limitations” column if there are currently no imposed restrictions, limitations, limited evaluations, or temporary authorizations.

G. PI Action.

1)PIs will provide technical and operational guidance to their certificate Holders/program managers, when requested, to assist them in validating their selected EFB hardware devices and EFB software applications. Technical and operational guidance is located in the current edition of AC 120-76 as amended and GACA eBook Volume 5 Chapter 11 Sections 1, and 2.

2) If the certificate holder/program manager has OpSpecs A025 issued for electronic recordkeeping, signatures, or electronic manual systems without the use of an EFB, it is not necessary to reissue that operator’s OpSpecs A025. Electronic recordkeeping, signatures, or electronic manual system functions may co-reside on an EFB authorized for use in A061, and if so, OpSpecs A025 as well as OpSpecs A061 should be issued or amended, as applicable (e.g., the certificate holder must update OpSpecs A025 when the operator utilizes recordkeeping, signatures, or electronic manual system functions to comply with part 125, §§ 125.543.

A153 – AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B) - OUT OPERATIONS [Optional]

A. Purpose. The OpSpec is used to authorize the use of ADS-B (Out) operations to allow flight operations in airspace requiring such equipment.

B. Applicability. This OpSpec is only required for certificate holders who apply to use ADS-B (Out) in their operations.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 7, Surveillance: General Concepts and Guidance

• Other Relevant References:

• FAA AC 20-165 (as amended), Airworthiness Approval of Automatic Dependent Surveillance-Broadcast (ADS-B) Out Systems

F. Procedures.

1) Inspectors must ensure that Table 1 of the OpSpec template is completely and correctly populated with the applicable data for each aircraft used in the certificate holder's ADS-B (Out) operations.

G. Notes. None.

A510 –FLIGHT OPERATIONS WITH AUTHORIZED TEMPORARY REGULATORY RELIEF [Optional]

A. Purpose. The OpSpec is issued to certificate holders who require temporary regulatory relief in regard to training/ ferrying and other similar operations as provided under GACAR § 125.1(d).

B. Applicability. This OpSpec is a nonstandard, time-limited OpSpec that requires coordination with, and approval from the Director, Flight Operations Division prior to issuance. This OpSpec is only required for certificate holders who wish to seek temporary relief under GACAR § 125.1(d).

C. Applicable GACAR Requirements.

• GACAR § 125.1(d), Applicability

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must identify each aircraft (M/M/S, Serial Number and Registration Marks) for each aircraft authorized temporary relief. For each identified aircraft, the type of flight operation must also be identified along with a full listing of the GACAR requirements which have been granted temporary regulatory relief and the expiry date of the authorization.

2) If “Special Purpose” is selected as the type of flight operation then additional text must be added fully explaining what this flight operation involves.

G. Notes.

1) Prior approval of the Director, Flight Operations division is required prior to the issuance of this OpSpec.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 4. PART 125 - OPERATIONS SPECIFICATIONS

Section 2. Part B - En-Route Authorizations and Limitations

15.4.2.1. INTRODUCTION. This section discusses the Part B – Enroute Authorizations and Limitations OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.4.2.3. LISTING OF OPSPECS.

OpSpec Number	Title
B31	IFR ENROUTE LIMITATIONS AND PROVISIONS
B34	IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)
B37	OPERATIONS IN THE PACIFIC TRACK SYSTEMS (NOPAC, CEP, AND PACOTS)
B39	NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATION (MNPS)
B46	OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE

15.4.2.5. EXPLANATIONS OF THE PART B OPSPECS.

B31 – IFR EN-ROUTE LIMITATIONS AND PROVISIONS [Mandatory]

A. Purpose. This OpSpec is used to prescribe certain limitations and conditions associated with instrument flight rule (IFR) en-route operations within and outside of controlled airspace.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 119.85, Contents of Operations Specifications

D. Other Related OpSpecs.

• B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

• C52 - STRAIGHT-IN NON-PRECISION, APV, AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA – ALL AERODROMES

• C64 - IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct performance-based navigation (PBN) operations. This OpSpec is used to specify all approved PBN aircraft and the types of PBN operations they are certified to perform.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct PBN navigation operations.

C. Applicable GACAR Requirements.

• GACAR § 91.405, Performance-Based Navigation Operations

D. Other Related OpSpecs.

• B31 - IFR ENROUTE LIMITATIONS AND PROVISIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Air Navigation and Communications

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Relevant References:

o ICAO Doc 9613 (as amended), Performance-Based Navigation Manual

F. Procedures.

1) Each Make/Model/Series (M/M/S) of aircraft operated by the certificate holder in PBN operations must be identified in Table 1 of the OpSpec template.

2) For each M/M/S the aviation safety inspector (Inspector) must select the PBN navigation specifications that have been authorized for each M/M/S for each phase of flight.

G. Notes.

1) Other Part B and Part C OpSpecs may be required to fully approve some types of PBN navigation specifications (e.g. C84 - REQUIRED NAVIGATION PERFORMANCE PROCEDURES, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)).

B37 - OPERATIONS IN THE PACIFIC TRACK SYSTEMS (NOPAC, CEP AND PACOTS) [Optional]

A. Purpose: This OpSpec is used to authorize operations in the Pacific Track Systems.

B. Applicability: This OpSpec is only required for certificate holders who apply to operate within any of the Pacific Track Systems.

C. Applicable GACAR Requirements:

- GACAR § 91.404, Required Communication Performance Operations
- GACAR § 91.405, Performance Based Navigation Operations
- GACAR § 119.85(d), Contents of Operations Specifications

D. Other Related OpSpecs:

- A56 – USE OF DATA LINK COMMUNICATIONS
- B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)
- B46 - OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE

E. Associated Guidance and References:

- Handbook Guidance:
  - o Volume 5, Chapter 1, Air Navigation and Communications
- Other Relevant References: None.

F. Procedures:

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B39 – NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATION [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications

(NAT/MNPS) airspace in accordance with the limitations provided in this paragraph.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations in the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace.

C. Applicable GACAR Requirements.

• GACAR § 91.407, Minimum Navigation Performance Specifications Operations

D. Other Related OpSpecs.

• B46 - OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM AIRSPACE (RVSM)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation

• Other Relevant References:

o ICAO NAT Regional Supplementary Procedures (SUPPS) (ICAO Doc 7030)

o ICAO Guidance Concerning Air Navigation In and Above the North Atlantic MNPS Airspace Document, (NAT Doc 007)

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B46 – OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations within airspace designated as reduced vertical separation minimum (RVSM) airspace.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations within airspace designated as RVSM airspace.

C. Applicable GACAR Requirements.

- GACAR § 91.409, RVSM Operations
- GACAR Part 91, Appendix D, Section V, Operations in Airspace With RVSM

D. Other Related OpSpecs.

- D85 - AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation
  - o Volume 5, Chapter 5, Section 2, Evaluate Reduced Vertical Separation Minimums (RVSM)
- Other Relevant References:
  - o FAA AC 91-85 (as amended), Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace
  - o ICAO Doc 9574, Manual on Implementation of a 300m (1000ft) Vertical Separation Minimum Between FL290 and FL 410 Inclusive

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) Inspectors must ensure that OpSpec D85 – AIRCRAFT LISTING properly identifies each specific aircraft that has been authorized for RVSM. Inspectors need to confirm an aircraft's eligibility to conduct RVSM operations. For RVSM eligibility of in-production or new-production aircraft, Inspectors should request that the certificate holder provide them with a copy of one of the following documents:

a) The Aircraft Flight Manual (AFM) should contain a statement that the aircraft is eligible for operation in RVSM airspace, or

b) The type certificate data sheet (TCDS) can specifically describe the avionics configurations and continued airworthiness criteria, or provide reference to GACA/FAA-approved documentation in the form of a written report.

2) Inspectors must ensure that the Approved Aircraft Inspection Program has been amended to address RVSM related maintenance tasks for the affected aircraft. The certificate holder should submit the RVSM maintenance program and the RVSM operations program for approval simultaneously.

3) Two items have shown to need specific emphasis in RVSM authorizations:

a) *Training on the Effect of RVSM on Airborne Collision Avoidance System (ACAS) Operations*. Operators whose aircraft are equipped with ACAS must ensure that pilots are knowledgeable on the effect of RVSM on ACAS operation.

b) *Wake Turbulence Procedures*. Operators must ensure that pilots are knowledgeable on lateral offset procedures to mitigate the effect of wake turbulence. ATS providers have published procedures to enable pilots to mitigate the effect of wake turbulence in oceanic airspace where RVSM is applied.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 4. PART 125 - OPERATIONS SPECIFICATIONS

Section 3. Part C - Airplane Terminal Area Authorizations and Limitations

15.4.3.1. INTRODUCTION. This section discusses the Part C – Airplane Terminal Area Authorizations and Limitations OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.4.3.3. LISTING OF PART C OPSPECS.

OpSpec Number	Title
C48	ENHANCED VISION SYSTEMS, SYNTHETIC VISION SYSTEM, COMBINED VISION SYSTEM, AUTO LAND SYSTEM AND HUD
C51	TERMINAL INSTRUMENT PROCEDURES
C52	STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES
C55	ALTERNATE AERODROME IFR WEATHER MINIMUMS
C56	STANDARD IFR TAKEOFF MINIMUMS-AIRPLANE OPERATIONS
C59	CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS
C60	CATEGORY III INSTRUMENT APPROACH AND LANDING OPERATIONS
C64	IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER
C71	AUTOPILOT ENGAGEMENT AFTER TAKEOFF AND DURING INITIAL CLIMB FOR AFGS OPERATIONS
C78	LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS
C84	REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)

15.4.3.5. EXPLANATIONS OF THE PART C OPSPECS.

C48 - ENHANCED VISION SYSTEMS, SYNTHETIC VISION SYSTEM, COMBINED VISION SYSTEM, AUTO LAND SYSTEM AND HUD [Optional]

A. Purpose. This OpSpec is used to authorize the use of Enhanced Vision Systems (EVS) in IFR straight-in approach and landing operations, other than CAT II or CAT III, below Decision Altitude (DA) or Minimum Decision Altitude (MDA).

B. Applicability. This OpSpec is required for those operators wishing to use EVS in flight operations.

C. Applicable GACAR Requirements.

- GACAR § 91.191(f), Takeoff and Landing Under IFR
- GACAR § 91.403, LVO: Use of Enhanced Vision System, SVS, CVS, Auto Land System and HUD
- GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 9, Use of Enhanced Vision Systems
- Other Guidance:
  - o FAA AC 20-167 (as amended), Airworthiness Approval of Enhanced Vision System, Synthetic Vision System, Combined Vision System, and Enhanced Flight Vision System Equipment
  - o FAA AC 90-106 (as amended), Enhanced Flight Vision Systems

F. Procedures.

1) *Paragraph b.* Authorized Aircraft and EVS/SVS/CVS/HUD/Auto land Equipment.

a) Table 1 of the OpSpec template must be populated the M/M/S for each aircraft authorized for EVS operations including identification of the EVS (Model/Version), any Special Limitations and or Remarks.

2) Use of Advance aircraft or aircraft fitted with HUD/Autopilot/EVS/SVS/CVS.

a) GACA may authorize operational credit(s) for operations with advanced aircraft. Where the operational credit relates to low visibility operations, a specific OpSpec may be issued with condition that it will affect the classification of the instrument approach procedure.

Operational credit includes:

A) For the purposes of continuing approach if the approach ban condition prevails or dispatch considerations, a minimum below the aerodrome operating minima;

B) reducing or satisfying the visibility requirements; or

C) requiring fewer ground facilities as compensated for by airborne capabilities.

Note 1— Approach ban point is the point from which an instrument approach shall not be continued below 300 m (1 000 ft) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is above the aerodrome operating minima.

Note 2— Guidance on operational credit and how to express the operational credit in the specific approvals template is contained in the Manual of All-Weather Operations (Doc 9365).

Note 3 — Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the Manual of All-Weather Operations (Doc 9365).

For the purposes of landing, when the known aerodrome operating minima is

below approach ban, or dispatch consideration, minimum below the aerodrome operating minima;

(D) When issuing a specific approval for the operational credit, the operator must ensure that:

(1) the aircraft meets the appropriate airworthiness certification requirements.

(2) the information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual is more than one.

(3) the operator has carried out a safety risk assessment of the operations supported by the equipment.

(4) the operator has established and documented normal and abnormal procedures and MEL;

(5) the operator has established a training program for the flight crew members and relevant personnel involved in the flight preparation.

(6) the operator has established a system for data collection, evaluation, and trend monitoring for low visibility operations for which there is an operational credit; and

(7) the operator has instituted appropriate procedures in respect of continuing airworthiness (maintenance and repair) practices and programs for HUD/ Autopilot /EVS/SVS/CVS (Models/Versions) with special limitations if any.

G. Notes.

1) For the purposes of this operations specification an enhanced vision system (EVS) means an installed airborne system comprised of the following features and characteristics:

a) An electronic means to provide a display of the forward external scene topography (the natural or manmade features of a place or region especially in a

way to show their relative positions and elevation) through the use of imaging sensors, such as a forward-looking infrared, millimeter wave radiometry, millimeter wave radar, and low-light level image intensifying.

b) The EVS sensor imagery and aircraft flight symbology (i.e., at least airspeed, vertical speed, aircraft attitude, heading, altitude, command guidance as appropriate for the approach to be flown, path deviation indications, and flight path vector, and flight path angle reference cue) are presented on a heads-up display, or an equivalent display, so that they are clearly visible to the pilot flying in his normal position and line of vision and looking forward along the flight path, to include:

- The displayed EVS imagery, attitude symbology, flight path vector, and flight path angle reference cue, and other cues, which are referenced to this imagery and external scene topography, must be presented so that they are aligned with and scaled to the external view

- The flight path angle reference cue must be displayed with the pitch scale, selectable by the pilot to the desired descent angle for the approach, and suitable for monitoring the vertical flight path of the aircraft on approaches without vertical guidance

- The displayed imagery and aircraft flight symbology do not adversely obscure the pilot's outside view or field of view through the cockpit window

c) The EVS includes the display element, sensors, computers and power supplies, indications, and controls. It may receive inputs from an airborne navigation system or flight guidance system.

d) The display characteristics and dynamics are suitable for manual control of the aircraft.

NOTE: EVS systems that do not have the above features and characteristics or that have not been approved under GACAR Part 21 ARE NOT ELEGIBLE for this OpSpec.

2) The authorization associated with this OpSpec does not authorize EVS to be used to satisfy the GACAR § 91.191(j)(2) requirement that an identifiable part of the aerodrome be distinctly visible to the pilot during a circling maneuver at or above minimum descent

altitude (MDA), or while descending below MDA. EVS is permitted to be used to identify the required visual references in order to descend below decision altitude (DA) or MDA on straight-in instrument approach procedures (IAPs) only. An instrument approach with a circle-to-land maneuver is not a straight-in IAP and does not have straight-in minima. While the regulations do not prohibit EVS from being used during any phase of flight, they do prohibit it from being used for operational credit on anything but a straight-in IAP. EVS may be used during a circle-to-land maneuver provided the visual references required at or above MDA and throughout the circling maneuver are distinctly visible using natural vision. Use of EVS during a circling maneuver may enable a pilot to see much more of the external scene at night and in low visibility conditions than would be possible using natural vision, thereby enhancing situational awareness (SA).

3) The use of EVS as prescribed in this OpSpec is authorized for only those PICs and SICs who have completed the certificate holder's approved EVS training program and who have been qualified for EVS operations by one of the certificate holder's check pilots or a GACA aviation safety inspector (Inspector).

4) Inspectors must ensure that the certificate holder's Approved Aircraft Inspection Program (AAIP) has been amended to include any additional maintenance tasks associated with the EVS equipment.

C51 – TERMINAL INSTRUMENT PROCEDURES [Mandatory]

A. Purpose. This OpSpec is used to authorize an operator to conduct terminal instrument flight operations using the procedures and minimums specified in this operations specification.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes. For rotorcraft operations, see OpSpec R101.

C. Applicable GACAR Requirements.

- GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs.

- C54 - LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C52 - STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES. [Mandatory]

A. Purpose. This OpSpec authorizes certificate holders to conduct airplane operations using the types of instrument approach procedures (IAP) listed in Table 1 of the OpSpec. Operators are not authorized to conduct operations using any other types of IAPs. This OpSpec also is used to authorize operators to engage in Lower than Standard CAT I operations under GACAR § 91.395, LVO: LTS Category I. This OpSpec also authorizes certificate holders to use the constant descent final approach (CDFA) technique for all non-precision IAPs that include a published vertical descent angle (VDA) or barometric vertical guidance (GS) on the IAP chart subject to limitations listed in this OpSpec.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes. For rotorcraft operations, see OpSpec R103.

C. Applicable GACAR Requirements.

- GACAR §§ 91.191 through 91.195
- GACAR § 91.395, LVO: LTS Category I
- GACAR Part 91, Appendix D, Sections I & II

• GACAR § 125.459, Instruction Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs.

• B34 - IFR NAVIGATION USING PERFORMANCE BASED AREA NAVIGATION SYSTEMS (PBN)

• C51 - TERMINAL INSTRUMENT PROCEDURES

• C84 - REQUIRED NAVIGATION PERFORMANCE PROCEDURES, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All Weather Terminal Area Operations, Sections 2, 5, 6, 12, et.al.

• Other Guidance:

o ICAO Doc 8168 Procedures For Air Navigation Services – Aircraft Operations

o ICAO Doc 9365 Manual Of All-Weather Operations

o ICAO Doc 9613 Performance Based Navigation (PBN) Manual

F. Procedures.

1) Table 1 specifies the types of instrument approaches a certificate holder is authorized to conduct under IFR and prohibits the use of other types of instrument approaches. The principal operations inspector (POI) will select the approaches that apply to the operator. Each authorized non-precision approach procedures without vertical guidance, approaches with vertical guidance (APV) and precision approach procedures must be selected in Table 1 of the OpSpec template.

2) Before authorizing a type of instrument approach procedure (IAP), the POI and principal maintenance inspector (PMI) must ensure that the operator has revised the training and

operations manuals, established that flight crew training and checking requirements have been met, and that the equipment and systems are appropriate for the types of approaches to be authorized.

3) Refer to eBook Volume 5, Chapter 2 for information on required training for various types of approaches.

G. Notes.

1) The International Civil Aviation Organization (ICAO) term for an aerodrome surveillance radar (ASR) approach is surveillance radar approach (SRA). Belgium labels these approaches as “SRE.” Select “ASR/SRA/SRE” in column one to authorize these approaches.

C55 – ALTERNATE AERODROME IFR WEATHER MINIMUMS [Optional]

A. Purpose. This OpSpec is used to prescribe lower weather minimums for alternate aerodromes than those prescribed by GACAR § 91.185(c). This OpSpec provides a table from which the certificate holder, during the initial dispatch or flight release planning segment of a flight, derives alternate aerodrome instrument flight rules (IFR) weather minimums in those cases that require an alternate aerodrome.

B. Applicability. This OpSpec is only required for certificate holders who seek relief from the alternate aerodrome weather minima prescribed in GACAR § 91.185(c), IFR alternate aerodrome weather minimums.

C. Applicable GACAR Requirements.

- GACAR § 91.185, IFR Flight Plan: Information Required

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance
    - o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Guidance: None.

F. Procedures.

1) If the certificate holder is authorized CAT II operations under OpSpec C59 and/or CAT III operations under OpSpec C60 then the Inspectors must select (using the lower radio button) the option to include paragraph 7 and paragraph 8 in the OpSpec template. Otherwise the Inspector must select (using the upper radio button) the option to include only paragraph 7.

2) The rest of this OpSpec template contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) *Definition of "Two Operational Facilities."* The words "two operational facilities" mean that in the event there is a single failure of one facility, the other would be operational. In the situation where both instrument landing system (ILS) facilities share a single transmitter, they are "one operational navigational facility" because both ILSs would become inoperative in the event of a single transmitter failure. The two ILS identifiers would have to be different even though the ILS transmitter frequency is the same for both. The instrument approach charts indicate to the pilot whether there is one frequency or two; thus, one or two navigational facilities.

C56 – STANDARD IFR TAKEOFF MINIMUMS – AIRPLANE OPERATIONS [Mandatory]

A. Purpose. This OpSpec is used to prescribe the standard IFR takeoff minimums at all aerodromes used by the certificate holder.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes.

C. Applicable GACAR Requirements.

• GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs.

• C78 - LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE

OPERATIONS. If an operator is not authorized to use lower than standard takeoff minimums, C78 will not be issued.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C59 – CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holder to conduct Category II approach and landing operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct Category II operations with airplanes. Rotorcraft CAT II operations are authorized with OpSpec R108.

C. Applicable GACAR Requirements.

• GACAR § 91.397, LVO: Standard Category II

• GACAR § 91.399, LVO: Other Than Standard (OTS) Category II

• GACAR Part 91, Appendix D, II

• GACAR § 125.459, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Guidance:

o FAA AC 120-29 (as amended), Criteria for Approval of Category I and Category II Weather Minima for Approach

o ICAO Doc 9365, Manual Of All-Weather Operations

o ICAO Doc 9476, Manual on Surface Movement Guidance and Control Systems (SMGCS)

F. Procedures.

1) Each airplane type (M/M/S) used in CAT II operations must be listed in Table 1 and each must have an acceptable Category (CAT) II maintenance program. The maintenance program should detail a specific maintenance interval, periodic tests, and inspections required on systems and equipment used for CAT II operations. The lowest decision height (DH) and lowest Runway Visual Range (RVR) authorized for each airplane type must also be specified. The example in Table 15.4.3.1, Example of Category II Approach and Landing Minimums, illustrates the method for authorizing each airplane in OpSpec C59.

Table 15.4.3.1. Example of Category II Approach and Landing Minimums

CAT II APPROACH AND LANDING MINIMUMS		
Airplane (Make/Model /Series)	**DH Not less Than**	**Lowest Authorized RVR (m)**
B-737-200	100 ft	300
B-777-200ER	100 ft	300

The operator may be authorized for up to three different minimums for use with published CAT II approaches: 500m RVR, 350m RVR, and 300m RVR. Allowable minimums depend on the availability of RVR sensors and availability and use of required airplane equipment.

a) Minimums of 500m RVR (touchdown zone (TDZ) RVR only) and 350m RVR (TDZ and one other RVR) require the flight crew to use an approach coupler or to fly at least to DH under manual control using a HUD for flight guidance. A manually flown landing is assumed and need not be specified.

b) Minimums of 300m RVR (TDZ RVR and one other RVR) require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

1. For operations to touchdown, the airplane and its automatic flight control guidance system (AFCGS), autoland system, or manually flown guidance system (HUD), are approved for approach and landing operations as specified by FAA AC 120-29 (as amended).

2. For manual control using a HUD to touchdown, the HUD must be flown in the AIII Approach mode.

3. The flight crew has been trained at the lower visibilities before they can be authorized. If the flight crew is currently authorized CAT III operations, no further training is required for this authorization in OpSpec C59.

c) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes.

d) Operators authorized OTS CAT II, as described in 5) below, may also be authorized to conduct approaches to standard CAT II facilities when the TDZ and/or centerline (CL) lights are inoperative.

2) The equipment required to conduct either manually or automatically flown CAT II operations is specified in Table 2 of the OpSpec template (see Table 15.4.3.2, Example of Category II Items of Equipment) for each airplane M/M/S. The equipment required is established in accordance with the applicable regulations, the approved Aircraft Flight Manual (AFM) (if applicable), and FAA AC 120-29 (as amended). Equipment that is explicitly required by the airplane certification regulations (GACAR Part 25), the

operating regulations (GACAR Part 91 or 125) and/or the approved AFM or AFMS should not be listed in Table 2. The standard text of C59 requires that this equipment be installed and operational. The additional equipment or operational requirement that must be listed (specified) in C59 is determined by cross-checking the equipment required by regulations and the approved AFM or AFMS against the equipment required by FAA AC 120-29 (as amended) for the kinds of proposed CAT II operations. Enter into Table 2 all additional equipment for the M/M/S and kind(s) of CAT II operations authorized. Include additional equipment required by any of the following:

- FAA AC 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach

- TC or STC

- AFM or AFMS (If the AFM or AFMS describes acceptable performance both with and without certain items of equipment (that are not explicitly required by FAA AC 120-29 (as amended)), it must be determined how the certificate holder intends to conduct CAT II operations and train flight crews with those items of equipment. If the certificate holder proposes to conduct operations both with and without certain equipment (such as autothrottle, autopilot), flight crews must be trained for both situations and the equipment does not need to be listed in Table 2.

3) The kind of CAT II operation (manual control using a head-up display (HUD) or autopilot) must be specified for each equipment item listed in Table 2 of the OpSpec template. Follow the guidelines below for filling out Table 2:

a) The required airborne equipment table combines the manual (HUD) and autopilot columns into one column for programming purposes. The principal operations inspector (POI) will select the appropriate phrase: manual (HUD), or autopilot.

b) If an item of equipment is applicable to a specific airplane’s M/M/S for both manual (HUD) and autopilot CAT II operations, both “Manual (HUD)” and “Autopilot” can be highlighted and selected for insertion into the column.

c) List the equipment required for 300m RVR CAT II authorization in the “Additional Equipment and Special Provisions” column.

d) See Table 15.4.3.2 for examples of how the items of equipment should be specified for the kind of CAT II operation.

Table 15.4.3.2. Example of Category II Items of Equipment

KIND OF CATEGORY II OPERATION		
AIRPLANE (MAKE/ MODEL/SERIES)	**ADDITIONAL EQUIPMENT AND SPECIAL PROVISIONS**	**MANUAL (HUD)/ AUTOPILOT**
B-737-200	None—AFM guidance	Manual (HUD) or Autopilot
ERJ-170-100LR	AFMS dated 3/26/2003, 300m RVR not authorized	Autopilot

4) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes. Table 15.4.3.3, Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations, illustrates an example for listing authorized foreign aerodromes and runways.

Table 15.4.3.3. Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations

Airport Name/Identifier	Runways	Limitations and Provisions
Mirabel, Canada CYMX	06	NA

Airport Name/Identifier	Runways	Limitations and Provisions
Taipei— Chiang Kai Shek, Taiwan RCTP	10, 28	NA
Tokyo Narita, Japan RJAA	16	NA
Athens, Greece Eleftherios Venizelos LGAV	03L 03R 21L 21R	RVR 350 m

NOTE: Refer to Table 3 in OpSpec C59.

5) *OTS CAT II.* In addition to the standard CAT II operations authorized by OpSpec C59, OTS CAT II operations can be authorized to qualifying runways that do not meet the performance or ground equipment requirements normally associated with a compliant CAT II operation (e.g., TDZ lighting, CL lighting, or Approach Lighting System with Sequenced Flashing Lights (ALSF) 1 and 2).

a) Approval criteria for OTS CAT II approaches are given in Volume 5, Chapter 2, Section 6, Category II. The instrument landing system (ILS) facilities used are CAT I ILS installations that meet the glideslope and localizer signal quality requirements of CAT II facilities. The required increase in aircraft capabilities of HUD or autoland to touchdown mitigates the reduced-lighting requirements.

b) RVR requirements and available minimums are the same as standard CAT II 500m RVR (TDZ RVR only) and 350m RVR (TDZ and one other RVR), but these minimums require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

c) Aircraft operation approval, HUD usage, and flight crew training requirements are the same as for standard CAT II to 300m RVR.

G. Notes. None.

C60 – CATEGORY III INSTRUMENT APPROACH AND LANDING OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to conduct Category III (CAT III) operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct Category III operations with airplanes.

C. Applicable GACAR Requirements.

- GACAR § 91.401, Low Visibility Operations: Standard Category III
- GACAR Part 91, Appendix D, Section II
- GACAR § 125.459, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 7, Category III
- Other Guidance:
  - o ICAO Doc 9365, Manual Of All-Weather Operations
  - o ICAO Doc 9476, Manual on Surface Movement Guidance and Control Systems (SMGCS)
  - o FAA AC 120-28D (as amended), Criteria for Approval of Category III Weather Minima for Takeoff, Landing, and Rollout

F. Procedures.

1) *Airplanes Approved for CAT III Operations.* Airplanes with an approved Aircraft Flight Manual (AFM) entry authorizing CAT III may be approved for CAT III. In accordance with the AFM, CAT III operations may be conducted with either fail operational (FO) or fail passive (FP) systems. Table 15.3.3.4, Fail Operational Landing Systems, and Table 15.3.3.5, Fail Passive Landing Systems, classify all CAT III landing and rollout systems as either FP or FO and show the associated lowest Runway Visual Range (RVR) minimums. The type of landing and rollout system is specified (listed) in Table 1 (see Figure 15.3.3.1, Example OpSpec C60, Table 1) for each airplane M/M/S.

a) Each airplane type M/M/S and the equipment authorized to conduct CAT III operations must be listed in Table 1. Aircraft (including wide-body aircraft such as the DC-10, L-1011, and B-747, which are authorized for FO CAT III, but which have not been demonstrated to meet the FP provisions of FAA AC 120-28 (as amended), appendix 3) may be approved for FP operations with landing minimums of RVR 300m. (See FAA AC 120-28 (as amended), for further details.)

b) The equipment required to conduct CAT III operations is established in accordance with the approved AFM, and FAA AC 120-28 (as amended).

1. The only acceptable method of demonstrating that an airplane is Airworthy for CAT III operations is through a type certification obtained by a manufacturer.

2. The approved AFM (or Aircraft Flight Manual Supplement (AFMS)) for airplanes that have CAT III type certification contains a statement to the effect that the airborne systems have demonstrated the reliability and redundancy necessary for CAT III operations in accordance with FAA AC 120-28 (as amended).

3. The AFM also specifies that certain equipment is required for airworthiness approval of the various kinds of CAT III operations.

4. Some AFMs also indicate that acceptable CAT III performance was demonstrated both with and without (“w/wo”) certain equipment (for example, “autothrottle w/wo”). FAA AC 120-28 (as amended), also specifies that certain types of equipment are required for operational approval of the various kinds of CAT III operations. Therefore, both the approved AFM and FAA AC 120-28 (as amended), must be considered in determining the additional equipment that must be listed in Table 1.

c) Equipment that is explicitly required by the airplane certification regulations (GACAR Part 25), the operating regulations and/or the approved AFM should not be listed in Table 1. Additional equipment that must be listed in Table 1 is determined by cross checking the types of equipment required by FAA AC 120-28 (as amended), for the kind(s) of CAT III operations proposed against the equipment required by the regulations and the approved AFM.

d) When the AFM indicates acceptable performance, both with and without certain items of equipment (that are not explicitly required by FAA AC 120-28 (as amended)), it must be determined how the operator intends to conduct CAT III operations and train flight crews with those items of equipment.

1. If the operator proposes to conduct operations both with and without certain equipment (such as autothrottle), the operator must train flight crews for both situations, and the item of equipment does not need to be listed in OpSpec C60.

2. If the operator proposes to conduct operations only when those items of equipment (with and without) are functional, then those items of equipment must be listed in OpSpec C60.

e) The authorizations for a decision height (DH)/alert height (AH), the lowest RVR, and the FP/FO landing systems must be specific for each airplane type. In general, Tables 15.3.3.4 and 15.3.3.5 summarize RVR and other requirements for different landing and rollout systems.

Table 15.4.3.4. Fail Operational Landing Systems

Fail Operational Landing Systems—General
1. Utilize an AH (typically 50 ft).
2. Must go-around if any system failure occurs above AH.
3. Could land safely if a failure occurs after AH.

Fail Operational Without a Rollout System (m)	Fail Operational with a Fail Passive Rollout System (m)	Fail Operational with a Fail Operational Rollout System (m)
1. No visual necessary. 2. Lowest allowable RVR 175/175/75.	1. No visual necessary. 2. Lowest allowable RVR 125/125/75.	1. No visual necessary. 2. Lowest allowable RVR 75/75/75.

Table 15.4.3.5. Fail Passive Landing Systems

Fail Passive Landing Systems—General 1. Utilize a DH (no less than 50 ft). 2. Must have visual references NLT DH to land, otherwise missed approach. 3. System not capable of autoland if a failure occurs after DH. 4. If visual references are lost after DH or a failure after DH (prior to touchdown), missed approach.	
Fail Passive Without a Rollout System **(m)**	**Fail Passive with a Fail Passive or Fail Operational Rollout System** **(m)**
Lowest allowable RVR 175/175/75	Lowest allowable RVR 175/125/75

f) For all CAT III operations, the required field length (determined prior to takeoff) is at least 1.15 times the field length required by:

• GACAR § 125.137, Airplane: Landing Limitations: Destination Aerodromes

g) The “Special Operational Equipment and Limitations” column in Table 1 is provided for equipment that is *in addition* to that required by the GACAR and not included in the AFM. For example, additional equipment may be required to meet the field length requirement where “procedural” means alone is not acceptable.

2) *Operators Authorized for CAT IIIa (RVR 200m) Operations can be Approved for RVR 175m*. Some aircraft were certified in the AFM for CAT IIIa operations. These operations are limited by regulation to no lower than RVR 200m (700 feet). If the AFM or AFMS also contains a statement that the CAT III systems are FP or have been demonstrated to meet the airworthiness criteria of FAA AC 120-28 (as amended) for FP systems, the aircraft may be approved for operations no lower than RVR 175m (600 feet). Most CAT III operations authorized for RVR 200m prior to issuance of FAA AC 120-28 (as amended) are now eligible for authorization to RVR 175m, upon request of the operator for issuance of a revision to that operator’s pertinent OpSpecs. Operators authorized RVR 200m may be approved for RVR 175/175/75 or RVR 175/125/75 operations in accordance with Table 15.3.3.5 when:

a) The AFM or AFMS contains a statement that the aircraft systems are FP.

b) The operator has incorporated changes reflecting RVR 175m into the approved training program (when applicable), bulletins, aircraft placards, etc., as appropriate.

c) A check pilot has certified the flight crews to fly to these reduced minimums.

An operator currently using RVR 175m or lower in its approved training for FP operations may be approved for RVR 175m without further checking. Approval may be given when the operator has updated the approved training program (when applicable) and flight crew bulletins to reflect the RVR 175m authorization.

3) *CAT III Approach and Landing Minimums*. Figure 15.3.3.1 is an example of Table 1 with data inserted. If an operator is not authorized to conduct those kinds of CAT III operations with a particular airplane, or if the operator does not need special operational equipment, put “NA” under the appropriate column (do not delete or leave any cells blank).

NOTE: Include only the equipment that is not explicitly required by the regulations and/or the AFM.

Figure 15.4.3.1. Example OpSpec C60, Table 1

Airplane M/M/S	Landing System*	Rollout System*	DH/AH	TDZ/Mid/RO RVR (m)	Special Operational Equipment and Limitations
B-737-232	FP	NA	50 DH	175/175/75	NA
B-737-35B	FP	NA	50 DH	175/175/75	Either autoland or HGS must be operable
B-737-832	FP	NA	50 DH	175/175/75	Either autoland or HGS must be operable.
A-320-214	FO	FO	100 AH	75/75/75	NA
B-737-400	FP	FP	50 DH	175/125/75	1. Two EADI displays (EFI switch in NORMAL). 2. First Officer Flight Director Display. 3. Operational antiskid. 4. Cockpit LWMP status placard indicating CAT IIIa HGS capable.

Airplane M/M/S	Landing System*	Rollout System*	DH/AH	TDZ/Mid/RO RVR (m)	Special Operational Equipment and Limitations
B-747-47UF	FO	FO	100 AH	75/75/75	Antiskid and thrust reverser system must be fully operative for operations below RVR 175.
DASAULT FALCON-900EX	FP	FP	50	175/175/75	NA
B-757-225	FO	FO	50AH	75/75/75	1.30 Required if thrust reverser or antiskid inoperative below RVR 175.
B-727-277	FP	NA	DH 50	175/175/75	NA
B-757-236	FO	FO	50 AH	75/75/75	NA
B-767-222	FO	FO	100 AH	75/75/75	Use 1.3 if autobrake is inoperative.
A319-112	FO	FO	100 AH	75/75/75	1.30 required if thrust reverser or antiskid inoperative below RVR 175.
B-777-236	FO	FO	50AH	75/75/75	NA
DC-10-10F	FO	FO	100 AH	75/75/75	Ground speed indicating system.
MD-11F	FO	FO	100 AH	75/75/75	Ground speed indicating system.

NOTE: Enter: “NA” for not applicable; “FP” for FP landing or rollout control system;

"FO" for FO landing or rollout control system (i.e., "FP/FO" systems include autoland and head-up display (HUD) guidance systems (also referred to as Head-Up-Guidance Systems (HGS))).

4) *Additional Information.* Some European Aviation Safety Agency (EASA) Member States apply a DH (as opposed to an AH) to operations at or below RVR 175 because of instrument landing system (ILS) facility integrity concerns. As part of FAA/EASA harmonization, it was agreed that U.S. operators could continue to use AH when using an FO system in accordance with its OpSpec authorization. GACA will follow the same process as the FAA in this regard.

5) *Authorized CAT III Aerodromes and Runways.* With the issuance of OpSpec C60, the certificate holder is authorized to conduct CAT III operations at all domestic aerodromes and runways using an approved CAT III instrument approach procedure (IAP) or unless a restrictive Notice to Airmen (NOTAM) is issued for that approach. Domestic aerodromes and runways authorized for CAT III operations do not have to be individually listed in OpSpec C60. All foreign aerodromes and runways approved for CAT III operations and must be specifically identified and listed in Tables 3 of the OpSpec template along with any applicable Special Limitations.

6) *Engine-Inoperative Operations.* The certificate holder may be authorized for engine-inoperative CAT III operations in accordance with the AFM and FAA AC 120-28 (as amended). Airplane M/M/S, operational requirements, and limitations must be listed in Table 4 of the OpSpec template (see Figure 15.3.3.2, Example OpSpec C60, Table 4).

a) With preplanned engine-inoperative CAT III capability, aerodromes and minimums that otherwise may not be considered acceptable for use could be selected by the pilot or operator without having to subsequently justify its use based on emergency authority. This capability also has the advantage of allowing for full pre-assessment of the aircraft capability and engine inoperative aircraft configurations (e.g., flap settings, electrical system capability, hydraulic system capability, etc.), approach procedure characteristics, missed approach performance, and other factors that may be difficult to assess in real time if not previously assessed.

b) This capability can also permit an operator some additional flexibility in selecting alternate aerodromes. Authorization to use CAT III alternate aerodrome weather minimums is given in OpSpec C55, and should be based on the authorization in Table

4.

c) Authorization to conduct engine-inoperative CAT III operations is based on the AFM and approved operator procedures and training. FAA AC 120-28 (as amended), describes in detail the requirements and considerations necessary for authorization. These include aircraft performance, configuration and systems requirements, crew training (if applicable), and dispatcher and crew preflight and en route planning and decision making.

d) Operational authorizations are in accordance with FAA AC 120-28 (as amended). With preflight planning authorization, the operator may consider engine-inoperative CAT III capability in planning flights for a takeoff alternate, en route (Extended range Operations (ETOPS) or Extended-Range Operations (ER-OPS)) alternate, redispatch alternate, destination, or destination alternate. With landing after engine failure en route authorization, the operator may initiate an engine inoperative CAT III approach under the conditions specified in FAA AC 120-28 (as amended). With landing after engine failure during approach authorization, the operator may continue a CAT III approach after passing the final approach fix (FAF) unless required by the AFM to discontinue the approach in order to reconfigure the aircraft.

Figure 15.4.3.2. Example OpSpec C060, Table 4

Engine Inoperative CAT III Operations		
Airplane M/M/S	**Operational Authorization**	**Limitations**
B-777	Preflight planning. Landing after engine failure en route. Landing after engine failure during approach.	Flaps 20 or 30. Minimum TCH: 40 feet.

Engine Inoperative CAT III Operations		
Airplane M/M/S	**Operational Authorization**	**Limitations**
B-747	Preflight planning. Landing after engine failure en route.	Flaps 25 or 30. Minimum TCH: 42 feet. Rudder trim or manual control required until below 1500 feet RA with LAND 3. 5-kt crosswind limit with rudder ratio system inop and engine inop.

G. Notes. None.

C64 - IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER [Optional]

A. Purpose. This OpSpec is used authorize a certificate holder to conduct en-route IFR and terminal operations in Class G airspace and at aerodromes without an operating control tower.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct IFR operations in Class G (uncontrolled) airspace and at aerodromes without an operating control tower.

C. Applicable GACAR Requirements.

- GACAR § 125.55, En Route Navigation Facilities/Aerodrome facilities

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Inspectors must populate the aerodromes where the certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Table 1 of the OpSpec. For each listed aerodrome, the approved weather source and traffic & aerodrome advisory service must also be listed.

2) Before issuing this OpSpec, the principal operations inspectors (POI) must ensure that the certificate holder has sufficient content in its Operations Manual(s) and training program to cover common traffic advisory frequency (CTAF) and pilot controlled lighting (PCL) information and procedures. The POI must also determine that the certificate holder has a method or procedure for obtaining and disseminating necessary operation information. This operation information must include the following:

a) The aerodrome is served by an authorized instrument approach procedure (IAP) (and departure procedure when applicable).

b) Applicable charts for crew member use.

c) Operational weather data from an approved source for control of flight movements and crew member use.

d) Status of aerodrome services and facilities at the time of the operation.

e) Suitable means for pilots to obtain traffic advisories (TA).

f) Sources of TA and aerodrome advisories.

3) *Radio Sources of Air TA Information*. Certificate holders may be authorized to use any two-way radio source of air TA information listed in the Aeronautical Information Publications (AIP) published by the State of the aerodrome location. In those cases where two sources are listed at the same aerodrome, inspectors must ensure that the Operations Manual has procedures that require pilots to continuously monitor and use the TA frequency when operating within 10 nautical miles (NM) of the aerodrome. The procedures should require communication concerning airport services and facilities to be completed

while more than 10 NM from the aerodrome. At some aerodromes, no public use frequencies may be available. In those cases, a certificate holder must arrange for radio communication of essential information including surveillance of local or transient aircraft operations by ground personnel. Ground personnel who operate a company radio for aerodrome status and TA must be able to view airspace around the aerodrome.

G. Notes. None.

C71 – AUTOPILOT ENGAGEMENT AFTER TAKEOFF AND DURING INITIAL CLIMB FOR AFGS OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the engagement of the Auto Flight Guidance System (AFGS) at an altitude lower than 500 feet after takeoff and the during initial climb segment.

B. Applicability. This OpSpec is only applicable to certificate holders who elect to engage the Auto Flight Guidance System (AFGS) at an altitude lower than 500 feet after takeoff and the during initial climb segment.

C. Applicable GACAR Requirements.

- GACAR § 91.69 Minimum Altitudes for Use of Autopilot

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References:
  - o FAA AC 120-67 (as amended), Criteria for Operational Approval of Auto Flight Guidance Systems, gives additional criteria applicable to operators using commercial turbojet and/or turboprop aircraft operating under Part 121, 125, and 135

F. Procedures.

1) Inspectors must populated Table 1 of the OpSpec template with each aircraft M/M/S

authorized for autopilot engagement lower than 500 feet, the AFGS Manufacturer/Model and the Minimum AFGS Engagement Altitude.

2) For certain aircraft, the Aircraft Flight Manual (AFM) may specify a minimum altitude that has been satisfactorily demonstrated for AFGS engagement after takeoff and the initial climb phase of flight that is lower than 500 feet:

a) If the FAA Flight Standardization Board (FSB) report sets a higher altitude than the AFM, the higher FSB altitude would be the authorized altitude.

b) If an FSB report is not available, or does not address autopilot engagement heights, the lowest authorized altitude shall be the altitude specified in the AFM.

c) If the FSB report sets a lower altitude than the AFM, the AFM value will be used.

d) Operator training material and pilot training program(s) have been reviewed, incorporating appropriate changes, as necessary. The flight crew must have successfully completed the certificate holder's approved training program curriculum segment(s) for AFGS operations at the minimum engagement altitude(s).

e) The established maintenance and reliability program must be checked. This program should be designed to ensure that the equipment functions to the prescribed levels as delivered by the manufacturer, and include maintenance and preventative maintenance. Appropriate manuals should be referenced for compliance with manufacturers' recommendations.

2) If the AFM does not specify an altitude for engaging the AFGS for the initial climb, the lowest minimum altitude authorized is 500 feet, in accordance GACAR § 91.69(a). Any use of the autopilot and/or flight director (FD) modes should be consistent with both the AFM and the applicable operating rule. Some Operational Manuals, AOMs, or FCOMs contain takeoff procedures such as using one-half bank mode, go-around mode, or capturing indicated airspeed (IAS) for systems not specifically designed with a takeoff mode. Those manuals should not, by procedures themselves, be used as the basis for approving procedures and training programs that relate to achieving necessary takeoff performance.

G. Notes. None.

C78 – LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder o use lower than standard IFR takeoff minima.

B. Applicability. This OpSpec is only required for certificate holders who elect to obtain an authorization to use lower than standard IFR takeoff minima.

C. Applicable GACAR Requirements.

- GACAR § 91.393, LVO: LVTO
- GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs.

- C56 - STANDARD IFR TAKEOFF MINIMUMS – AIRPLANE OPERATIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 4, Low Visibility Takeoff
- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template

G. Notes.

1) This OpSpec authorizes LVTO operations at all aerodromes utilized by the operator.

C84 – REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH) [Optional]

A. Purpose. This OpSpec is used to authorize RNP AR APCH operations.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct RNP AR APCH operations.

C. Applicable GACAR Requirements.

- GACAR § 91.405, Performance Based Navigation Operations

D. Other Related OpSpecs.

- B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 5, Chapter 2, Section 10, RNP AR APCH
- Other Guidance:
  - ICAO DOC. 9683, Performance-Based Navigation (PBN) Manual, Volume 2, Chapter 6
  - FAA AC 90-101 (as amended), Approval Guidance for RNP Procedures with AR

F. Procedures.

1) Inspectors must populate Table 1 with the authorized aircraft M/M/S, any operating limitations and the lowest RNP navigation specification authorized. In all cases the operating limitations must include “Kingdom of Saudi Arabia (KSA) Airspace Only”.

G. Notes.

1) Inspectors must ensure that the flight crew program requirements for this kind of operation has been incorporated into the certificate holder’s training programs prior to issuing this OpSpec.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 4. PART 125 - OPERATIONS SPECIFICATIONS

Section 4. Part D – Airworthiness and Part E – Mass & Balance

15.4.4.1. INTRODUCTION. This section discusses the Part D – Maintenance and Part E – Mass & Balance OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.4.4.3. LISTING OF OPSPECS.

OpSpec Number	Title
D73	AIRCRAFT MAINTENANCE PROGRAM
D77	CONTRACTUAL ARRANGEMENTS FOR AIRCRAFT INSPECTIONS/ MAINTENANCE
D85	AIRCRAFT LISTING
D95	MINIMUM EQUIPMENT LIST (MEL)
D97	CONTINUED AIRWORTHINESS SAFETY PROGRAMS
E94	MASS AND BALANCE CONTROL FOR AIRCRAFT
E96	EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM

15.4.4.5. EXPLANATIONS OF THE PART D OPSPECS.

D73 – AIRCRAFT MAINTENANCE PROGRAM [Mandatory]

A. Purpose. This OpSpec is used to authorize the operation of the authorization holder's aircraft under an approved aircraft inspection program as prescribed under GACAR § 125.309.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 125.309, Aircraft Maintenance Program

D. Other Related OpSpecs.

• D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 18, Airworthiness Programs for Part 125

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must the inspection document name and revision number for each aircraft listed. The listed aircraft are auto-generated from the aircraft listed in aircraft database listing in **AOSS>Operator**.

G. Notes.

1) The most current revision of the approved inspection document may be identified by “( )” in which case subsequent amendments should not require reissuance of this OpSpec unless the manual title or document number changes.

D77 - CONTRACTUAL ARRANGEMENTS FOR AIRCRAFT INSPECTIONS [Mandatory if the operator doesn't have authorization for aircraft maintenance]

A. Purpose. This OpSpec is used to authorize the certificate holder’s contractual arrangements for aircraft inspections.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

• GACAR § 125.305, Organization Required To Perform Maintenance, Preventive Maintenance, and Alteration/Maintenance Control System

D. Other Related OpSpecs: None.

E. Associated Guidance and References:

• Handbook Guidance:

o Volume 4, Chapter 18, Airworthiness Programs for Part 125

• Other Relevant References: None.

F. Procedures:

1) Table 1 of the OpSpec template must contain the following information:

• *Contractor*. This field must list the contractor with whom the certificate holder has entered into an agreement for the specific maintenance function listed including their address

• *Aircraft M/M/S*. Self-explanatory

• *Powerplant M/M/S*. Self-explanatory

• *Inspection Function*. Self-explanatory

G. Notes. None.

D85 – AIRCRAFT LISTING [Mandatory]

A. Purpose. This OpSpec is used to identify each individual aircraft that is authorized to be operated by the authorization holder. This listing must include all leased aircraft as well. Additionally, this OpSpec identifies the kinds of special flight operations that each individual aircraft has been authorized to engage in. All aircraft must be listed in this OpSpec to be eligible for operation by a GACAR Part 125 certificate holder.

B. Applicability. This OpSpec is required for every GACAR Part 125 certificate holder.

C. Applicable GACAR Requirements.

• GACAR §119.85, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References. None.

F. Procedures:

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at AOSS>Operators>Aircraft for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators>Aircraft for the specific operator.

G. Notes.

1) Aircraft that are wet leased-in from other operators must not be listed in Table 1. All other leased aircraft should be listed in Table 1.

D95 – MINIMUM EQUIPMENT LIST (MEL) [Mandatory]

A. Purpose. This OpSpec is used to authorize the use of a Minimum Equipment List (MEL) subject to conditions and limitations specified within this OpSpec. Tolerances for maximum times between deferral and repair as well as requirements for management of the MEL program are also specified.

B. Applicability. This OpSpec is required for every authorization holder.

C. Applicable GACAR Requirements.

- GACAR §125.223, Inoperable Instruments and Equipment

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 5, Chapter 4, Section 2, Approve/Revise a MEL for Part 121, 125, 133 and 135 Operators

  o Volume 5, Chapter 4, Section 5, Nonessential Equipment and Furnishings (NEF)

Program

• Other Relevant References: None.

F. Procedures:

1) In order to issue this OpSpec the PI must ensure that the authorization holder has an approved Minimum Equipment List (MEL) for each M/M/S of aircraft list in OpSpec D85 – AIRCRAFT LISTING and that the authorization holder has developed a comprehensive program for managing the repair of items listed in the approved MEL.

2) The PI must ensure that the authorization holder includes in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

a) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

b) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

c) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

d) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

G. Notes. None.

D97 – CONTINUED AIRWORTHINESS SAFETY PROGRAMS [Mandatory If Affected Aircraft Are Operated]

A. Purpose. This OpSpec is used to provide GACA approval of the sections of the authorization holder's Approved Aircraft Inspection Program (AAIP) listed in this OpSpec which provide compliance with the GACAR requirements listed in Section C below.

B. Applicability. This OpSpec is required if the operator uses any aircraft that is subject to any of the additional airworthiness requirements listed in Section C below that have been promulgated to enhance the operational safety for the authorization holder's aircraft.

C. Applicable GACAR Requirements.

- GACAR §125.187(1), Repairs Assessment for Pressurized Fuselages
- GACAR §125.187(2), Fuel Tank System Inspection Program
- GACAR §125.187(3), Flammability Reduction Means

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
- Volume 4, Chapter 3, Section 3 - Evaluate/Inspect Fuel Tank System Maintenance/Inspection Program
- Other Relevant References:
  - o FAA AC 120-97 (as amended), Incorporation of Fuel Tank System Instructions for Continued Airworthiness into Operator Maintenance or Inspection Programs
  - o FAA AC 120-98 (as amended), Operator Information for Incorporating Fuel Tank Flammability Reduction Requirements into a Maintenance or Inspection Program

F. Procedures:

1) The PMI must ensure that Table 1 is correctly populated with each applicable continuous airworthiness safety program requirement for each M/M/S that the authorization holder operates. The PMI should select the regulatory references applicable to the operator's aircraft and insert the approval dates of the relevant maintenance program amendments into the operator's AAIP.

2) The Manual Reference field is used to identify and record the document(s)—by documen number, revision number, and date that contain the relevant GACA or FAA Oversight Office-approved ICAs and airworthiness limitations. If this information is contained in the operator's manual system, a reference to that location in their manual system must be recorded in the free text area.

G. Notes.

1) The PMI must ensure that the operator has procedures in its manual that track any changes and approvals made to the GACA or FAA Oversight Office-approved ICA or airworthiness limitations associated with these additional airworthiness requirements.

15.4.4.7. EXPLANATIONS OF THE PART E OPSPECS.

E94 – MASS AND BALANCE CONTROL FOR AIRCRAFT [Mandatory]

A. Purpose. This OpSpec is used to authorize a authorization holder chosen method(s) for mass and balance control for its aircraft. It also specifies certain limitations and conditions for use of these programs.

B. Applicability. This OpSpec is required for every authorization holder.

C. Applicable GACAR Requirements.

• GACAR §119.85(d), Contents of Operations Specifications

D. Other Related OpSpecs:

• E96 - EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM

E. Associated Guidance and References:

• Handbook Guidance:

o Volume 4, Chapter 13, Section 1, Evaluate an Operator's Mass and Balance Control Program for Parts 121, 125 and 135

o Volume 4, Chapter 13, Section 2, Empty Aircraft Mass and Balance Control

• Other Relevant References:

o FAA AC 120-27 (as amended), Aircraft Weight and Balance Control

o FAA AC 20-161 (as amended), Aircraft Onboard Weight and Balance Systems

F. Procedures:

1) If the authorization holder is authorized to use average mass for passengers and baggage then the details of how this mass is established under the mass and balance control program(s) must be listed in Table 1 of the OpSpec template. Otherwise leave this table blank.

2) If the authorization holder is authorized to use loading schedules and envelopes then the details of these programs must be listed in Table 2 of the OpSpec template. Otherwise leave this table blank.

3) If the authorization holder is authorized to use onboard mass and balance systems then the details of these systems must be listed in Table 3 of the OpSpec template. Otherwise leave this table blank.

G. Notes. None.

E96 – EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM [Optional]

A. Purpose. This OpSpec is used to authorize a authorization holder to establish aircraft empty mass and balance using fleet averages rather than the periodic weighing of each individual aircraft.

B. Applicability. This OpSpec is only required for authorization holders who elect to establish the empty aircraft mass and balance control using an approved program of fleet averages and periodic weighing rather than the periodic weighing of each aircraft according to the prescriptive requirements of GACAR §91.11.

C. Applicable GACAR Requirements:

• GACAR § 119.85, Contents of Operations Specifications

• GACAR § 91.11, Empty Mass and Center of Gravity: Currency Requirement

D. Other Related OpSpecs: None.

E. Associated Guidance and References:

• Handbook Guidance:

o Volume 4, Chapter 13, Section 2, Empty Aircraft Mass and Balance Control

• Other Relevant References:

o FAA AC 120-27 (as amended), Aircraft Weight and Balance Control

F. Procedures:

1) The PMI must ensure that the following are included in Table 2 of the OpSpec template:

a) Aircraft by M/M/S.

b) Fleet weighing sample interval.

c) Empty Aircraft Mass & Balance Control Program document reference.

G. Notes. None.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 4. PART 125 OPERATIONS SPECIFICATIONS

Section 5. Part R - Rotorcraft

15.4.5.1. INTRODUCTION. This section discusses the Part R – Rotorcraft OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS). The Part R OpSpecs are not usually issued to authorization holders who are restricted to VFR-only operations and do not engage in special flight operations (such as air ambulance, NVIS, etc.).

15.4.5.3. LISTING OF PART R OPSPECS.

OpSpec Number	Title
R101	ROTORCRAFT TERMINAL INSTRUMENT PROCEDURES
R103	ROTORCRAFT STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES
R104	ROTORCRAFT EN ROUTE DESCENT AREAS (REDA).
R108	CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS
R113	ROTORCRAFT IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER
R114	SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES
R116	LOWER THAN STANDARD IFR TAKEOFF MINIMA - ROTORCRAFT OPERATIONS
R123	ROTORCRAFT NIGHT VISION IMAGING SYSTEMS
R124	ROTORCRAFT AIR AMBULANCE OPERATIONS
R130	ROTORCRAFT HOIST OPERATIONS
R140	HELECOPTER PERFORMANCE CLASS-2 WITH EXPOSURE (PC2WE)

15.4.5.5. EXPLANATIONS OF THE PART R OPSPECS.

R101 – ROTORCRAFT TERMINAL INSTRUMENT PROCEDURES [Mandatory for authorization holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct terminal instrument flight operations using the procedures and minimums specified in this operations specification.

B. Applicability. This OpSpec is required for every authorization holder who operates rotorcraft under IFR.

C. Applicable GACAR Requirements.

- GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

R103 – ROTORCRAFT STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES. [Mandatory for authorization holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft operations using the types of instrument approach procedures (IAP) listed in Table 1 of the OpSpec. Operators are not authorized to conduct operations using any other types of IAPs. This OpSpec also is used to authorize operators to engage in Lower than Standard CAT I operations

under GACAR § 91.395, LVO: LTS Category I. This OpSpec also authorizes authorization holders to use the constant descent final approach (CDFA) technique for all non-precision IAPs that include a published vertical descent angle (VDA) or barometric vertical guidance (GS) on the IAP chart subject to limitations listed in this OpSpec.

B. Applicability. This OpSpec is required for every certificate holder who operates rotorcraft under IFR.

C. Applicable GACAR Requirements.

- GACAR §§ 91.191 through 91.195
- GACAR § 91.395, LVO: LTS Category I
- GACAR Part 91, Appendix D, Sections I & II
- GACAR § 125.459, Instrument Approach Procedures and IFR Landing Minimum

D. Other Related OpSpecs.

- B34 - IFR NAVIGATION USING PERFORMANCE BASED AREA NAVIGATION SYSTEMS (PBN)
- R101 - TERMINAL INSTRUMENT PROCEDURES

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 5, Chapter 2, All Weather Terminal Area Operations, Sections 2, 5, 6, 12, et.al.
- Other Guidance:
    - o ICAO Doc 8168 Procedures For Air Navigation Services – Aircraft Operations
    - o ICAO Doc 9365 Manual Of All-Weather Operations

o ICAO Doc 9613 Performance Based Navigation (PBN) Manual

F. Procedures.

1) Table 1 specifies the types of instrument approaches an authorization holder is authorized to conduct under IFR and prohibits the use of other types of instrument approaches. The principal operations inspector (POI) will select the approaches that apply to the operator. Each authorized non-precision approach procedures without vertical guidance, approaches with vertical guidance (APV) and precision approach procedures must be selected in Table 1 of the OpSpec template.

2) Before authorizing a type of instrument approach procedure (IAP), the POI and principal maintenance inspector (PMI) must ensure that the operator has revised the training and operations manuals, established that flight crew training and checking requirements have been met, and that the equipment and systems are appropriate for the types of approaches to be authorized.

3) Refer to eBook Volume 5, Chapter 2 for information on required training for various types of approaches.

G. Notes.

1) The International Civil Aviation Organization (ICAO) term for an aerodrome surveillance radar (ASR) approach is surveillance radar approach (SRA). Belgium labels these approaches as “SRE.” Select “ASR/SRA/SRE” in column one to authorize these approaches.

R104 – ROTORCRAFT EN-ROUTE DESCENT AREAS (REDA) [Optional]

A. Purpose. This OpSpec is used to authorize a authorization holder to conduct IFR rotorcraft operations using rotorcraft en-route descent procedures within specified areas of operation.

B. Applicability. This OpSpec is only required for authorization holders who elect conduct IFR rotorcraft operations using rotorcraft en-route descent procedures within specified areas of operation.

C. Applicable GACAR Requirements.

• GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 6, Section 1, Rotorcraft En-Route Descent Area (REDA)

• Other Guidance:

o FAA AC 90-80 (as amended), Approval of Helicopter En Route Descent Areas (HEDA)

F. Procedures.

1) Table 1 of this OpSpec template must be populated with each authorized REDA along with the lowest authorized altitude and any relevant Limitations, Conditions and Remarks.

2) Inspectors have some latitude in the means used to identify each authorized REDA but whatever method is used must be unambiguous.

G. Notes. None.

R108 – CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize authorization holder to conduct Category II approach and landing operations.

B. Applicability. This OpSpec is only required for authorization holder who elect to conduct Category II operations with rotorcraft.

C. Applicable GACAR Requirements.

• GACAR § 91.397, LVO: Standard Category II

• GACAR § 91.399, LVO: Other Than Standard (OTS) Category II

• GACAR Part 91, Appendix D, II

• GACAR § 125.459, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Guidance:

o FAA AC 120-29 (as amended), Criteria for Approval of Category I and Category II Weather Minima for Approach

o ICAO Doc 9365, Manual Of All-Weather Operations

o ICAO Doc 9476, Manual on Surface Movement Guidance and Control Systems (SMGCS)

F. Procedures.

1) Each rotorcraft type (M/M/S) used in CAT II operations must be listed in Table 1 and each must have an acceptable Category (CAT) II maintenance program. The maintenance program should detail a specific maintenance interval, periodic tests, and inspections required on systems and equipment used for CAT II operations. The lowest decision height (DH) and lowest Runway Visual Range (RVR) authorized for each rotorcraft type must also be specified. The example in Table 15.4.5.1, Example of Category II Approach and Landing Minimums, illustrates the method for authorizing each rotorcraft in OpSpec R108.

Table 15.4.5.1. Example of Category II Approach and Landing Minimums

CAT II APPROACH AND LANDING MINIMUMS

Airplane (Make/Model /Series)	DH Not less Than	Lowest Authorized RVR (m)
Sikorsky S-92A	100 ft	500

The operator may be authorized for up to three different minimums for use with published CAT II approaches: 500m RVR, 350m RVR, and 300m RVR. Allowable minimums depend on the availability of RVR sensors and availability and use of required airplane equipment.

a) Minimums of 500m RVR (touchdown zone (TDZ) RVR only) and 350m RVR (TDZ and one other RVR) require the flight crew to use an approach coupler or to fly at least to DH under manual control using a HUD for flight guidance. A manually flown landing is assumed and need not be specified.

b) Minimums of 300m RVR (TDZ RVR and one other RVR) require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

1. For operations to touchdown, the airplane and its automatic flight control guidance system (AFCGS), autoland system, or manually flown guidance system (HUD), are approved for approach and landing operations as specified by FAA AC 120-29 (as amended).

2. For manual control using a HUD to touchdown, the HUD must be flown in the AIII Approach mode.

3. The flight crew has been trained at the lower visibilities before they can be authorized.

c) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes.

d) Operators authorized OTS CAT II, as described in 5) below, may also be authorized to conduct approaches to standard CAT II facilities when the TDZ and/or centerline (CL) lights are inoperative.

2) The equipment required to conduct either manually or automatically flown CAT II

operations is specified in Table 2 of the OpSpec template (see Table 15.4.5.2, Example of Category II Items of Equipment) for each rotorcraft M/M/S. The equipment required is established in accordance with the applicable regulations, the approved Aircraft Flight Manual (AFM) (if applicable), and FAA AC 120-29 (as amended). Equipment that is explicitly required by the rotorcraft authorization regulations (GACAR Part 29), the operating regulations (GACAR Part 91 or 125) and/or the approved AFM or AFMS should not be listed in Table 2. The standard text of R108 requires that this equipment be installed and operational. The additional equipment or operational requirement that must be listed (specified) in R108 is determined by cross-checking the equipment required by regulations and the approved AFM or AFMS against the equipment required by FAA AC 120-29 (as amended) for the kinds of proposed CAT II operations. Enter into Table 2 all additional equipment for the M/M/S and kind(s) of CAT II operations authorized. Include additional equipment required by any of the following:

- FAA AC 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach

- TC or STC

- AFM or AFMS (If the AFM or AFMS describes acceptable performance both with and without certain items of equipment (that are not explicitly required by FAA AC 120-29 (as amended)), it must be determined how the authorization holder intends to conduct CAT II operations and train flight crews with those items of equipment. If the authorization holder proposes to conduct operations both with and without certain equipment (such as autothrottle, autopilot), flight crews must be trained for both situations and the equipment does not need to be listed in Table 2.

3) The kind of CAT II operation (manual control using a head-up display (HUD) or autopilot) must be specified for each equipment item listed in Table 2 of the OpSpec template. Follow the guidelines below for filling out Table 2:

a) The required airborne equipment table combines the manual (HUD) and autopilot columns into one column for programming purposes. The principal operations inspector (POI) will select the appropriate phrase: manual (HUD), or autopilot.

b) If an item of equipment is applicable to a specific airplane’s M/M/S for both manual (HUD) and autopilot CAT II operations, both “Manual (HUD)” and “Autopilot” can

be highlighted and selected for insertion into the column.

c) List the equipment required for 300m RVR CAT II authorization in the “Additional Equipment and Special Provisions” column.

d) See Table 15.4.5.2 for examples of how the items of equipment should be specified for the kind of CAT II operation.

Table 15.4.5.2. Example of Category II Items of Equipment

KIND OF CATEGORY II OPERATION		
ROTORCRAFT (MAKE/ MODEL/SERIES)	**ADDITIONAL EQUIPMENT AND SPECIAL PROVISIONS**	**MANUAL (HUD)/ AUTOPILOT**
Sikorsky S-92A	Autoland required for 300m0 RVR	Autopilot

4) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes. Table 15.4.5.3, Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations, illustrates an example for listing authorized foreign aerodromes and runways.

Table 15.4.5.3. Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations

Airport Name/Identifier	Runways	Limitations and Provisions

Airport Name/Identifier	Runways	Limitations and Provisions
Athens, Greece Eleftherios Venizelos LGAV	03L 03R 21L 21R	RVR 350 m

NOTE: Refer to Table 3 in OpSpec R108.

5) *OTS CAT II.* In addition to the standard CAT II operations authorized by OpSpec R108, OTS CAT II operations can be authorized to qualifying runways that do not meet the performance or ground equipment requirements normally associated with a compliant CAT II operation (e.g., TDZ lighting, CL lighting, or Approach Lighting System with Sequenced Flashing Lights (ALSF) 1 and 2).

a) Approval criteria for OTS CAT II approaches are given in Volume 5, Chapter 2, Section 6, Category II. The instrument landing system (ILS) facilities used are CAT I ILS installations that meet the glideslope and localizer signal quality requirements of CAT II facilities. The required increase in aircraft capabilities of HUD or autoland to touchdown mitigates the reduced-lighting requirements.

b) RVR requirements and available minimums are the same as standard CAT II 500m RVR (TDZ RVR only) and 350m RVR (TDZ and one other RVR), but these minimums require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

c) Aircraft operation approval, HUD usage, and flight crew training requirements are the same as for standard CAT II to 300m RVR.

G. Notes. None.

R113 – ROTORCRAFT IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER [Optional]

A. Purpose. This OpSpec is used authorize an authorization holder to conduct en-route IFR and terminal operations in Class G airspace and at aerodromes without an operating control tower.

B. Applicability. This OpSpec is only required for authorization holder who elect to conduct IFR operations in Class G (uncontrolled) airspace and at aerodromes without an operating control tower.

C. Applicable GACAR Requirements.

- GACAR § 125.55, En Route Navigation Facilities

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

2) Before issuing this OpSpec, the principal operations inspectors (POI) must ensure that the authorization holder has sufficient content in its Operations Manual(s) and training program to cover common traffic advisory frequency (CTAF) and pilot controlled lighting (PCL) information and procedures. The POI must also determine that the authorization holder has a method or procedure for obtaining and disseminating necessary operation information. This operation information must include the following:

a) The aerodrome is served by an authorized instrument approach procedure (IAP) (and departure procedure when applicable).

b) Applicable charts for crew member use.

c) Operational weather data from an approved source for control of flight movements and crew member use.

d) Status of aerodrome services and facilities at the time of the operation.

e) Suitable means for pilots to obtain traffic advisories (TA).

f) Sources of TA and aerodrome advisories.

3) *Radio Sources of Air TA Information*. Authorization holders may be authorized to use any two-way radio source of air TA information listed in the Aeronautical Information Publications (AIP) published by the State of the aerodrome location. In those cases where two sources are listed at the same aerodrome, inspectors must ensure that the Operations Manual has procedures that require pilots to continuously monitor and use the TA frequency when operating within 10 nautical miles (NM) of the aerodrome. The procedures should require communication concerning airport services and facilities to be completed while more than 10 NM from the aerodrome. At some aerodromes, no public use frequencies may be available. In those cases, an authorization holder must arrange for radio communication of essential information including surveillance of local or transient aircraft operations by ground personnel. Ground personnel who operate a company radio for aerodrome status and TA must be able to view airspace around the aerodrome.

G. Notes. None.

R114 – SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES [Optional]

A. Purpose. This OpSpec is used to authorize authorization holders to operate rotorcraft into certain aerodromes (including heliports) where special operational considerations and special flight crew member training may be required. This OpSpec is also used to authorize the authorization holder's PIC to continue an approach in a rotorcraft past the final approach fix, or where a final approach fix is not used, begin the final approach segment of an instrument approach procedure at the aerodromes listed in Table 2 below when the Presidency of Meteorology and Environment (PME), or a source approved by the President, has not issued a weather reports for that aerodrome, as provided for under GACAR § 91.191(c).

B. Applicability. This OpSpec is required for authorization holder who wishes to conduct the following kinds of operations into to the following aerodromes:

1) Any operations into aerodromes that have operational considerations such as special

lighting (flare pots, etc.);

2) Aerodromes located in extremely challenging environments (e.g. obstacle rich);

3) High altitude aerodromes with special performance requirements;

4) Aerodromes near precipitous terrain; and

5) Aerodromes without approved weather reporting as required under GACAR § 91.191(c).

C. Applicable GACAR Requirements.

• GACAR § 91.191(c), Takeoff and Landing Under IFR

• GACAR § 119.85, Contents of Operations Specifications

• GACAR § 125.53, Aerodrome Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Guidance: None.

F. Procedures.

1) For approval of operations at an aerodrome with special operational considerations, the principal operations inspector (POI) must identify the aerodrome and aircraft (M/M) in Table 1 of the OpSpec template along with the prescribed special limitations, provisions and flight crew member training requirements.

2) For approval of instrument approach and landing operations at an aerodrome without approved weather reporting, the principal operations inspector (POI) must identify the aerodrome in Table 2 of the OpSpec template along with the prescribed Limitations and Provisions necessary to achieve an acceptable level of safety.

G. Notes.

1) *Operations into aerodromes with special runway markings, such as flare pots.* To use an aerodrome with special runway markings, such as flare pots, an authorization holder is required to have special operational procedures and flight crew member training.

2) Prior to authorizing instrument approach and landing operations at an aerodrome without approved weather reporting, the principal operations inspector (POI) must consult with the Director, Flight Operations Division to ensure that the prescribed Limitations and Provisions are adequate to achieve an acceptable level of safety.

R116 – LOWER THAN STANDARD IFR TAKEOFF MINIMA - ROTORCRAFT OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize an authorization holder o use lower than standard IFR takeoff minima.

B. Applicability. This OpSpec is only required for authorization holders who elect to obtain an authorization to use lower than standard IFR takeoff minima.

C. Applicable GACAR Requirements.

- GACAR § 91.393, LVO: LVTO
- GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 4, Low Visibility Takeoff
- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template

G. Notes.

1) This OpSpec authorizes LVTO operations at all aerodromes utilized by the operator.

R123 – ROTORCRAFT NIGHT VISION IMAGING SYSTEMS [Optional]

A. Purpose. This OpSpec is used to authorize an authorization holder to conduct flight operations with night vision imaging systems (NVIS).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct flight operations with night vision imaging systems (NVIS).

C. Applicable GACAR Requirements.

- GACAR § 91.415, Rotorcraft Use of Night Vision Imaging Systems
- GACAR Part 91, Appendix D, Section VIII

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 6, Section 2, Night Vision Imaging Systems (NVIS)
- Other Relevant References: None.

F. Procedures.

1) Table 1 of this OpSpec template is used to identify any required checks of NVIS devices prior to each flight intending to use a NVIS. These prescribed checks must be derived from the approved operating limitations for the applicable device (usually prescribed in the Aircraft Flight Manual supplement associated with the NVIS installation). Table 1 must identify the device, the required check and the reference documents where the require check

is described. Enter N/A in Table 1 if there are no required checks.

2) Table 2 of this OpSpec template is used to identify all applicable maintenance requirements associated with the NVIS (and NVG). The Table 2 must be populated with each authorized rotorcraft (M/M/S), the registration marks, the STC number for the NVIS installation (enter "TC" if the NVIS was approved as part of the rotorcraft type certification process carried out by the rotorcraft manufacturer), and the applicable maintenance document references (e.g. Maintenance Manual, Instructions for Continued Airworthiness, etc.).

G. Notes. None.

R124 – ROTORCRAFT AIR AMBULANCE OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the authorization holder to conduct air ambulance operations using rotorcraft.

B. Applicability. This OpSpec is only required for authorization holders who apply to conduct air ambulance operations with rotorcraft.

C. Applicable GACAR Requirements.

- GACAR § 91.416, Air Ambulance Operations

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 28, Air Ambulance and REMS Operations
- Other Relevant References:
  - o FAA Advisory Circular 135-14 (as amended), Emergency Medical Services/Helicopter

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) Air ambulance operations using rotorcraft differs from REMS operations in that all takeoffs and landings must be carried out at aerodromes. REMS operations address operations into and out of unprepared landing sites usually adjacent or near accident scenes. REMS operations are authorized with R125 -ROTORCRAFT EMERGENCY MEDICAL SERVICES.

2) Inspectors must ensure that the Operations Manual and flight crew training programs adequately address rotorcraft air ambulance operations prior to issuing this OpSpec.

R130 – ROTORCRAFT HOIST OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize an authorization holder to conduct rotorcraft hoist operations (RHO).

B. Applicability. This OpSpec is only required for authorization holders who elect to conduct rotorcraft hoist operations (see Note 1).

C. Applicable GACAR Requirements.

- GACAR § 91.413 Rotorcraft Hoist Operations
- GACAR Part 91, Appendix D, Section VII
- GACAR Part 133, Appendix B, Rotorcraft External Load Combination Operations

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 5, Chapter 6, Section 3, Rotorcraft Hoist Operation (RHO)

• Other Relevant References:

o FAA Advisory Circular 29-2 (as amended), Certification of Transport Category Rotorcraft (See guidance related to Class D rotorcraft-load combination involving human cargo)

F. Procedures.

1) Table 1 of this OpSpec template is used to identify each rotorcraft authorized for RHO (M/M/S and Registration Marks) along with the Hoist Load Limitations.

G. Notes.

1) Rotorcraft hoist operations (RHO) differ from other Class D rotorcraft external load operations conducted under GACAR Part 133 in two distinct ways:

a) RHO involves persons on the hoist who are not required crew members - in other words they are akin to passengers. The best example to illustrate this point is if the person(s) being hoisted is a person being rescued or a person being raised or lower from a ship (for instance) then these are considered RHO.

b) RHO involves the raising and lowering of persons into or out of the rotorcraft on a hoist. Other rotorcraft Class D external load operations under GACAR Part 133 usually involve a fixed line of fixed length.

R140 – HELECOPTER PERFORMANCE CLASS-2 WITH EXPOSURE (PC2WE) [Optional]

A. Purpose. This OpSpec is used to authorize Helicopter operators for Helicopter Performance Class-2 with Exposure (PC2WE).

B. Applicability. This OpSpec is applicable for air operators certificated under GACAR Part-119.

C. Applicable GACAR Requirements.

• GACAR § 121.353 Operations in Performance Class 2.

• GACAR Part 121, Appendix F, Section II - Helicopter Performance Class-2 with Exposure

(PC2WE).

D. Associated Guidance and Reference.

• GACA eBook Volume-5, Chapter 6, Section 4 Authorization of Helicopter Performance Class-2 with Exposure.

E. Procedures.

1) Table-1 in the OpSpec template will be populated with reference to the PC2WE Approved Manual. If the PC2WE Manual is a part of the Operations Manual, exact reference to PC2WE section will be made.

2) This OpSpec will be amended upon any PC2WE manual revision indicating the revision status and the GACA Approval date.

3) Table-2 in the OpSpec template will be populated with each authorized aircraft for PC2WE operations.

4) Reference to the PC2WE authorized KSA location for each aircraft will be made pointing to the relevant section in the operator’s PC2WE manual.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 5. PART 133 - OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.5.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.5.1.3. LISTING OF PART A OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A5	EXEMPTIONS AND WAIVERS
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	OPERATIONS MANUAL
A10	FATIGUE RISK MANAGEMENT SYSTEM
A14	PLAN FOR LOW ALTITUDE OPERATIONS OVER CONGESTED AREA
A16	BANNER TOWING OPERATIONS
A17	AERIAL APPLICATION OPERATIONS
A18	PHOTOGRAPHY AND SURVEY OPERATIONS
A19	MOTION PICTURE AND TELEVISION FILMING
A25	ELECTRONIC RECORDKEEPING SYSTEM
A55	TRANSPORTATION OF DANGEROUS GOODS BY AIR
A61	USE OF ELECTRONIC FIGHT BAG

15.5.1.5. EXPLANATIONS OF THE PART A OPSPECS.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the location of its principle base of operations, the types of aerial work that have been authorized along with the associate OpSpecs, and any alternate locations for the storage of records required under

GACAR Part 133.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 133.13, Certifications, Authorizations, and Prohibitions
- GACAR § 133.25, Contents of Operations Specifications
- GACAR § 133.171(b), Applicability (Alternate Location for Storage of Records)

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process
  - o Volume 3, Chapter 5, The Certification Process for Part 133
- Other Relevant References: None.

F. Procedures.

1) *Paragraph a.* This paragraph of the OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

2) *Paragraph b.* This paragraph of the OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

3) *Paragraph d.* This paragraph of the OpSpec must be populated with any alternate location for record storage approved under GACAR§ 133.171(b).

G. Notes. None.

A5 – EXEMPTIONS AND WAIVERS [Optional]

A. Purpose. This OpSpec authorizes a certificate holder to conduct operations under the provisions of an exemption issued to the certificate holder under the provisions of GACAR Part 11 and to list all Certificates of Waivers issued to the operator under GACAR Part 91, Subpart H.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11 and or issued under Certificates of Waivers issued to the operator under GACAR Part 91, Subpart H.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures
- GACAR Part 91, Subpart H.
- GACAR § 133.25(g), Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 2, Section 2, Waivers and Authorizations
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption

expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

2) Table 2 of the OpSpec template must be populated with Certificate of Waiver number, issuance date, expiry date, and the specific rule waived from § 91.611.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Chief Pilot
- Operations Manager

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 133.41, Chief Pilot.
- GACAR § 133.43, Operations Manager

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 3, Chapter 5, The Certification Process for Part 133
- Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's personnel who are fulfilling positions required under GACAR Part 133. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

b) A certificate holder's management personnel may have titles different from titles of the management positions prescribed in the GACARs. The Company Equivalent Position Title field is used to indicate the Company Equivalent Position Title if it is different than the position titles prescribed under GACAR Part 133.

c) Table 1 of the OpSpec template is also used to approve relief from required management positions. Direction and guidance for approving relief from management requirements is located in the Handbook references noted above:

1. For relief that permit less than the required management positions, leave the positions that are not filled blank.

2. For relief that permit the same person to fill two or more positions, enter the name and title of that person in the appropriate positions.

3. For relief that permit a person to hold a management position when that person does not meet the regulatory qualification requirements, enter the name and title of that person in the appropriate position.

2) *Paragraph (b): Agent for Service.*

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A, Part D, etc.) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

G. Notes.

1) *Chief Pilot Position.* Experience in any position where the normal duties and responsibilities included management/supervisory oversight and/or control of the development upkeep and the performance of one or more elements of an operator's operational control system may be considered as comparable experience. Management positions, wherein the applicant exercised management decision making processes, may be considered as comparable experience (e.g., assistant OM, assistant chief pilot). Experience involving operational control may also be acceptable (e.g., supervisory aircraft dispatcher, supervisory flight follower).

A7 – OPERATIONS MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's Operations Manual which is accepted by the President and required under GACAR Part 133. Additionally, this OpSpec is used to explicitly approve certain content of the Operations Manual that is not otherwise approved via other OpSpecs. This OpSpec also prescribed conditions and limitations for situations where the certificate holder is permitted to make emergency revisions to the Operations Manual without prior involvement of the GACA.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 133.61, Requirements Relating to Operations Manual.
- GACAR § 133.63, Manual Contents.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 1, Chapter 1, Section 1, General Handbook Information
  - Volume 4, Chapter 12, Manuals, Procedures and Checklists
- Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Operations Manual.*

a) Table 1 of the OpSpec template is used to identify the Operations Manual required under GACAR § 133.61 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

2) *Paragraph (b): Approved Content.*

a) Paragraph (b) of this OpSpec is used to indicate approval of specific content of the Operations Manual.

b) Inspectors must ensure that each applicable content item requiring GACA approval is selected in the OpSpec template and that the Operations Manual includes this approved content as required by GACAR Part 133.

G. Notes. None.

A10 – FATIGUE RISK MANAGEMENT SYSTEM [Optional]

A. Purpose. This OpSpec is to for the approval of a Fatigue Risk Management System that certificate holders may implement as a means of meeting all, or part, of the fatigue management requirements of GACAR Part 133, Subpart L. GACAR Part 133, Subpart L prescribes requirement's for the management of fatigue for flight crew members.

B. Applicability. This OpSpec is optional for all certificate holders and is only applicable to those who choose to implement a Fatigue Risk Management System (FRMS) as part of their Safety Management System (SMS) as permitted under GACAR § 133.131.

C. Applicable GACAR Requirements.

- GACAR Part 5, Appendix A, Section II - Fatigue Risk Management Systems (FRMS)
- GACAR Part 133, Subpart L – Fatigue Management Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None

• Other Relevant References:

o ICAO Doc. 9966 - Fatigue Risk Management Systems Manual for Regulators

F. Procedures.

1) *Paragraph (a): Identification of the Approved FRMS.*

a) Table 1 of the OpSpec template is used to identify the FRMS that has been approved for use under GACAR § 133.131.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A14 - PLAN FOR LOW ALTITUDE OPERATIONS OVER CONGESTED AREA [Optional]

A. Purpose. This OpSpec authorizes a certificate holder to conduct low altitude operations over a congested area using an approved plan as prescribed under GACAR § 133.57.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct low altitude operations over congested areas.

C. Applicable GACAR Requirements.

• GACAR § 133.57, Low Altitude Operation Over Congested Areas: General.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 5, The Certification Process for Part 133

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with a description of the congested area, the identification of the approved plan (title and revision status or some other unambiguous means of identifying the approved plan) and the aircraft (M/M/S and Registration Marks) authorized for the low altitude operations.

G. Notes. None.

A16 - BANNER TOWING OPERATIONS [Optional]

A. Purpose. This OpSpec authorizes a certificate holder to conduct banner towing operations.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct banner towing operations under GACAR Part 133.

C. Applicable GACAR Requirements.

• GACAR § 133.25, Contents of Operations Specifications

• Appendix C to GACAR Part 133 – Banner Towing Operations

D. Other Related OpSpecs.

• A1 - ISSUANCE AND APPLICABILITY

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 5, Section 4, Special Considerations for Banner Towing Operations

• Other Relevant References: None.

F. Procedures.

1) It is necessary to populated Table 1 of the OpSpec template with each aircraft authorized for banner towing operations including aircraft M/M/S, registration marks and the Operations Manual References/Restrictions/Provisions associated with the banner towing operations.

2) It will normally be required to prescribe a limit for the maximum banner length and/or letters/digits.

G. Notes. None.

A17 – AERIAL APLICATION OPERATIONS [Optional]

A. Purpose. This OpSpec authorizes a certificate holder to conduct aerial application operations.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct aerial application operations under GACAR Part 133.

C. Applicable GACAR Requirements.

• GACAR § 133.25, Contents of Operations Specifications

• Appendix A to GACAR Part 133 – Aerial Application Operations

D. Other Related OpSpecs.

• A1 - ISSUANCE AND APPLICABILITY

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 5, Section 2, Special Considerations for Aerial Application Operations

• Other Relevant References: None.

F. Procedures.

1) It is necessary to populated Table 1 of the OpSpec template with each aircraft authorized for aerial application operations including aircraft M/M/S, registration marks and the Operations Manual References/Restrictions/Provisions associated with the aerial application operations.

G. Notes.

1) Under GACAR Part 1 definitions Aerial application operation means the operation of an aircraft for the purpose of dispensing any liquid or particulate matter.

A18 - PHOTOGRAPHY AND SURVEY OPERATIONS [Optional]

A. Purpose. This OpSpec authorizes a certificate holder to conduct aerial photography and survey operations.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct aerial photography and survey operations under GACAR Part 133.

C. Applicable GACAR Requirements.

• GACAR § 133.1(b)(4), Scope.

• GACAR § 133.25, Content of Operations Specifications

D. Other Related OpSpecs.

• A1 - ISSUANCE AND APPLICABILITY

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 5, Section 5, Special Considerations for Motion Picture and Television Filming Operations

• Other Relevant References: None.

F. Procedures.

1) It is necessary to populated Table 1 of the OpSpec template with each aircraft authorized for aerial photography and survey operations including aircraft M/M/S, registration marks and the Operations Manual References/Restrictions/Provisions associated with the aerial photography and survey operations.

G. Notes.

1) Aerial photography and survey operations the meet all of the following criteria are generally not considered to be aerial work operations and thus they do not need to comply with GACAR Part 133 nor be issued this OpSpec:

a) The aircraft has a standard airworthiness certificate.

b) The flight crew are the only occupants onboard the aircraft.

c) Low altitude operations are not involved.

A19 - MOTION PICTURE AND TELEVISION FILMING [Optional]

A. Purpose. This OpSpec authorizes a certificate holder to conduct motion picture and television filming.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct motion picture and television filming, under GACAR Part 133.

C. Applicable GACAR Requirements.

• GACAR § 133.1(b) (4), Scope.

• GACAR § 133.25, Content of Operations Specifications

D. Other Related OpSpecs.

- A1 - ISSUANCE AND APPLICABILITY

- A5 - EXEMPTIONS AND WAIVERS

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 3, Chapter 5, Section 5, Special Considerations for Motion Picture and Television Filming Operations

  o Volume 4, Chapter 6, Section 6, Authorization for Motion Picture and Television Filming Operations.

F. Procedures.

1) It is necessary to populated Table 1 of the OpSpec template with each aircraft authorized for Motion Picture and Television Filming Operations including aircraft M/M/S, registration marks and the Operations Manual References/Restrictions/Provisions associated with the Motion Picture and Television Filming Operations.

G. Notes. *This OpSpec is NOT to be confused with OpSpec A18 that is issued for photography and survey operations.*

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a “signature/sign-off” is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

• GACAR § 133.181, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping

• Other Relevant References:

o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 133.181(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A55 – TRANSPORTATION OF DANGEROUS GOODS BY AIR [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to transport dangerous goods by air under the provisions of GACAR Part 109.

B. Applicability. This OpSpec is only required for certificate holders who are authorized under GACAR Part 109 to transport dangerous goods by air.

C. Applicable GACAR Requirements.

• GACAR § 133.25, Contents of Operations Specifications

• GACAR Part 109, Transportation of Dangerous Goods by Air

• GACAR Part 133 Subpart P – Transportation of Dangerous Goods by Air

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 31, Transportation of Dangerous Goods by Air

• Other Relevant References:

o ICAO Technical Instructions

F. Procedures.

1) It is necessary to identify in Table 1 of the OpSpec template the certificate holder's Dangerous Goods Transportation Manual as required by GACAR § 109.113.

G. Notes.

1) Any exemptions from the requirements of the ICAO Technical Instructions must be processed under GACAR Part 11 and listed in OpSpec A5.

A61 – USE OF ELECTRONIC FIGHT BAG [Optional]

A. Purpose. The OpSpec is used to authorize the operator's Electronic Flight Bags (EFB) program, and describes the conditions and limitations for EFB use.

B. Applicability. This OpSpec is only required for certificate holders who apply to use EFBs in their operations.

C. Applicable GACAR Requirements.

1) GACAR § 133.25, Contents of Operations Specifications.

2) GACAR § 91.37 Use of Electronic Flight Bag.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

1) Handbook Guidance:

o Volume 5, Chapter 11, Authorize Electronic Flight Bags (EFB)

2) Other Relevant References: FAA AC 120-76 (as amended), Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag Computing Devices

F. Procedures.

1) General. GACA Flight Operations Standards Principal Inspectors (PI) may authorize an operator's EFB program once the authorization process described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2 are satisfied. The operator will maintain a program catalog, as described in the current edition of Advisory Circular (AC) 120-76, Authorization for Use of Electronic Flight Bags, that references EFB hardware (make and model) and EFB software applications used by crewmembers on each aircraft make, model, and series (M/M/S). An EFB program must have a process defined to ensure the catalog is current and readily available for PIs.

2) Instructions for Table 1, Aircraft Authorized Under an EFB Program. Table 1within OpSpecs A061 must be completed to document aircraft M/M/S limited evaluations or temporary authorizations, as described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2, and be annotated in the "Remarks/Limitations" column.

Figure 15.3.1.1 Sample A061 Table 1 – Aircraft Authorized Under an EFB Program

Aircraft M/M/S	Remarks/Limitations**
B737-300 EMB-120-QC A-300	Limited evaluation of XXX EFB hardware. See ABC Flight Crew Bulletin XX-2017 for details. Temporary authorizations to conduct limited evaluation of XYZ EFB Application, Version 6.7 (see Flight Crew Bulletin ## -XX-XX-XXXX).

NOTE: **Enter “None” in the “Remarks/Limitations” column if there are currently no imposed restrictions, limitations, limited evaluations, or temporary authorizations.

G. PI Action.

1) PIs will provide technical and operational guidance to their certificate Holders/program managers, when requested, to assist them in validating their selected EFB hardware devices and EFBsoftware applications. Technical and operational guidance is located in the current edition of AC 120-76 as amended and GACA eBook Volume 5 Chapter 11 Sections 1, and 2.

2) If the certificate holder/program manager has OpSpecs A025 issued for electronic recordkeeping, signatures, or electronic manual systems without the use of an EFB, it is not necessary to reissue that operator’s OpSpecs A025. Electronic recordkeeping, signatures, or electronic manual system functions may co-reside on an EFB authorized for use in A061, and if so, OpSpecs A025 as well as OpSpecs A061 should be issued or amended, as applicable (e.g., the certificate holder must update OpSpecs A025 when the operator utilizes recordkeeping, signatures, or electronic manual system functions to comply with part 133, §§ 133.181.

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CHAPTER 5. PART 133 - OPERATIONS SPECIFICATIONS

Section 2. Part B - En-Route Authorizations and Limitations

15.5.2.1. INTRODUCTION. This section discusses the Part B – Enroute Authorizations and Limitations OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.5.2.3. LISTING OF PART B OPSPECS.

OpSpec Number	Title
B46	OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE

15.5.2.5. EXPLANATIONS OF THE PART B OPSPEC.

B46 – OPERATIONS IN REDUCED VERTICAL SEPARTION MINIMUM (RVSM) AIRSPACE [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations within airspace designated as reduced vertical separation minimum (RVSM) airspace.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations within airspace designated as RVSM airspace.

C. Applicable GACAR Requirements.

- GACAR § 91.409, RVSM Operations
- GACAR Part 91, Appendix D, Section V, Operations in Airspace With RVSM

D. Other Related OpSpecs.

- D85 - AIRCRAFT LISTING

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation

o Volume 5, Chapter 5, Section 2, Evaluate Reduced Vertical Separation Minimums (RVSM)

• Other Relevant References:

o FAA AC 91-85 (as amended), Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace

o ICAO Doc 9574, Manual on Implementation of a 300m (1000ft) Vertical Separation Minimum Between FL290 and FL 410 Inclusive

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) Inspectors must ensure that OpSpec D85 – AIRCRAFT LISTING properly identifies each specific aircraft that has been authorized for RVSM. Inspectors need to confirm an aircraft's eligibility to conduct RVSM operations. For RVSM eligibility of in-production or new-production aircraft, Inspectors should request that the certificate holder provide them with a copy of one of the following documents:

a) The Aircraft Flight Manual (AFM) should contain a statement that the aircraft is eligible for operation in RVSM airspace, or

b) The type certificate data sheet (TCDS) can specifically describe the avionics configurations and continued airworthiness criteria, or provide reference to GACA/FAA-approved documentation in the form of a written report.

2) Inspectors must ensure that the Approved Aircraft Inspection Program (AAIP) has been

amended to address RVSM related maintenance tasks for the affected aircraft. The certificate holder should submit the RVSM maintenance program and the RVSM operations program for approval simultaneously.

3) Two items have shown to need specific emphasis in RVSM authorizations:

a) *Training on the Effect of RVSM on Airborne Collision Avoidance System (ACAS) Operations*. Operators whose aircraft are equipped with ACAS must ensure that pilots are knowledgeable on the effect of RVSM on ACAS operation.

b) *Wake Turbulence Procedures*. Operators must ensure that pilots are knowledgeable on lateral offset procedures to mitigate the effect of wake turbulence. ATS providers have published procedures to enable pilots to mitigate the effect of wake turbulence in oceanic airspace where RVSM is applied.

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CHAPTER 5. PART 133 - OPERATIONS SPECIFICATIONS

Section 3. Part C - Airplane Terminal Area Authorizations and Limitations

15.5.3.1. INTRODUCTION. This section discusses the Part C - Airplane Terminal Area Authorizations and Limitations OpSpec templates that are available for issuance by the General Authority of Civil Aviation (GACA), by utilizing the Aviation Operations Safety System (AOSS).

15.5.3.3. LISTING OF PART C OPSPECS.

OpSpec Number	Title
-	RESERVED.

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CHAPTER 5. PART 133 - OPERATIONS SPECIFICATIONS

Section 4. Part D – Airworthiness

15.5.4.1. INTRODUCTION. This section discusses the Part D – Airworthiness OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.5.4.3. LISTING OF PART D OPSPECS.

OpSpec Number	Title
D85	AIRCRAFT LISTING
D95	MINIMUM EQUIPMENT LIST (MEL)

15.5.4.5. EXPLANATIONS OF THE PART D OPSPECS.

D85 – AIRCRAFT LISTING [Mandatory]

A. Purpose. This OpSpec is used to identify each individual aircraft that is authorized to be operated by the certificate holder. This listing must include all leased aircraft as well. Additionally, this OpSpec identifies the kinds of aerial work and special flight operations that each individual aircraft has been authorized to engage in. All aircraft must be listed in this OpSpec to be eligible for operation by a GACAR Part 133 certificate holder.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR §133.25, Contents of Operations Specifications

D. Other Related OpSpecs.

- A1 – ISSUANCE AND APPLICABILITY

E. Associated Guidance and References. None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at AOSS>Operators>Aircraft for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators>Aircraft for the specific operator.

G. Notes. None.

D95 – MINIMUM EQUIPMENT LIST (MEL) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to use a Minimum Equipment List (MEL) subject to conditions and limitations specified within this OpSpec. Tolerances for maximum times between deferral and repair as well as requirements for management of the MEL program are also specified.

B. Applicability. This OpSpec is only required for certificate holders who elect to utilize a MEL under GACAR §133.93.

C. Applicable GACAR Requirements.

- GACAR §133.93 Inoperable Instruments and Equipment.

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 5, Chapter 4, Section 2 - Approve/Revise a MEL for Part 121, 125, 133 and 135 Operators

  o Volume 5, Chapter 4, Section 5 - Nonessential Equipment and Furnishings (NEF) Program

• Other Relevant References: None.

F. Procedures.

1) In order to issue this OpSpec the PI must ensure that the certificate holder has an approved Minimum Equipment List (MEL) for each M/M/S of aircraft list in OpSpec D85 – Aircraft Listing and that the certificate holder has developed a comprehensive program for managing the repair of items listed in the approved MEL.

2) The PI must ensure that the certificate holder includes in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

a) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

b) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

c) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

d) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

G. Notes. None.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 5. PART 133 OPERATIONS SPECIFICATIONS

Section 5. Part R - Rotorcraft

15.5.5.1. INTRODUCTION. This section discusses the Part R – Rotorcraft OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.5.5.3. LISTING OF PART R OPSPECS.

OpSpec Number	Title
R123	NIGHT VISION IMAGING SYSTEMS
R130	ROTORCRAFT HOIST OPERATIONS
R133	ROTORCRAFT EXTERNAL LOAD OPERATIONS
R134	INSTRUMENT FLIGHT RULES (IFR) FOR EXTERNAL LOAD OPERATIONS

15.5.5.5. EXPLANATIONS OF THE PART R OPSPECS.

R123 – ROTORCRAFT NIGHT VISION IMAGING SYSTEMS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct flight operations with night vision imaging systems (NVIS).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct flight operations with night vision imaging systems (NVIS).

C. Applicable GACAR Requirements.

- GACAR § 91.415, Rotorcraft Use of Night Vision Imaging Systems
- GACAR Part 91, Appendix D, Section VIII

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 6, Section 2, Night Vision Imaging Systems (NVIS)
- Other Relevant References: None.

F. Procedures.

1) Table 1 of this OpSpec template is used to identify any required checks of NVIS devices prior to each flight intending to use a NVIS. These prescribed checks must be derived from the approved operating limitations for the applicable device (usually prescribed in the Aircraft Flight Manual supplement associated with the NVIS installation). Table 1 must identify the device, the required check and the reference documents where the require check is described. Enter **N/A** in Table 1 if there are no required checks.

2) Table 2 of this OpSpec template is used to identify all applicable maintenance requirements associated with the NVIS (and NVG). The Table 2 must be populated with each authorized rotorcraft (M/M/S), the registration marks, the STC number for the NVIS installation (enter "**TC**" if the NVIS was approved as part of the rotorcraft type certification process carried out by the rotorcraft manufacturer), and the applicable maintenance document references (e.g. Maintenance Manual, Instructions for Continued Airworthiness, etc.).

G. Notes. None.

R130 – ROTORCRAFT HOIST OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft hoist operations (RHO).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct rotorcraft hoist operations (see Note 1).

C. Applicable GACAR Requirements.

- GACAR § 91.413 Rotorcraft Hoist Operations

• GACAR Part 91, Appendix D, Section VII

D. Other Related OpSpecs.

• R133 – AUTHORIZED ROTORCRAFT-LOAD COMBINATIONS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 6, Section 3, Rotorcraft Hoist Operation (RHO)

• Other Relevant References:

o FAA Advisory Circular 29-2 (as amended), Certification of Transport Category Rotorcraft (See guidance related to Class D rotorcraft-load combination involving human cargo)

F. Procedures.

1) Table 1 of this OpSpec template is used to identify each rotorcraft authorized for RHO (M/M/S and Registration Marks) along with the Hoist Load Limitations.

G. Notes.

1) Rotorcraft hoist operations (RHO) differ from Class D rotorcraft external load operations conducted under GACAR Part 133 in two distinct ways:

a) RHO involves persons on the hoist who are not required crew members - in other words they are akin to passengers. The best example to illustrate this point is if the person(s) being hoisted is a person being rescued or a person being raised or lower from a ship (for instance) then these are considered RHO.

b) RHO involves the raising and lowering of persons into or out of the rotorcraft on a hoist. Rotorcraft external load operations under GACAR Part 133 usually involve a fixed line of fixed length.

R133 – ROTORCRAFT EXTERNAL LOAD OPERATIONS [Optional].

A. Purpose. This OpSpec is used to authorize rotorcraft external load operations and approve the rotorcraft-load combinations a certificate holder is authorized to use in their rotorcraft external load aerial work operations.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct rotorcraft external load operations.

C. Applicable GACAR Requirements.

- GACAR Part 133, Appendix B, ROTORCRAFT EXTERNAL LOAD OPERATIONS

D. Other Related OpSpecs.

- R134 - INSTRUMENT FLIGHT RULES (IFR) FOR EXTERNAL LOAD OPERATIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 6, Section 2, Evaluate Standard Operating Procedures (SOP)
  - o Volume 4, Chapter 6, Section 4, Evaluate a Rotorcraft-Load Combination Flight Manual (RLCFM)
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the approved rotorcraft-load combinations along with the load limit for the lifting device and any associated limitations and provisions. Approved rotorcraft-load combinations are specified by identify each aircraft (M/M/S) and Registration Marks, the Class of Loads authorized (Class A, B, C or D), the Lifting Device Load Limit, and any associated Limitations and Provisions. If the load combination is restricted to VFR add this as a Limitation.

G. Notes. None.

R134 – INSTRUMENT FLIGHT RULES (IFR) FOR EXTERNAL LOAD OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the rotorcraft external load operations under IFR as provided for by GACAR Part 133, Appendix B, paragraph (f)(3).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct rotorcraft external load operations under IFR.

C. Applicable GACAR Requirements.

- GACAR Part 133, Appendix B, ROTORCRAFT EXTERNAL LOAD OPERATIONS

D. Other Related OpSpecs.

- A2 – AIRCRAFT AUTHORIZATION
- R133 - AUTHORIZED ROTORCRAFT-LOAD COMBINATIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 6, Section 2, Evaluate Standard Operating Procedures (SOP)
  - o Volume 4, Chapter 6, Section 4, Evaluate a Rotorcraft-Load Combination Flight Manual (RLCFM)
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with all applicable Limitations and Conditions for carrying out rotorcraft external load operations in IFR under IMC. The remainder of this OpSpec contains pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

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CHAPTER 6. PART 135 - OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.6.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.6.1.3. LISTING OF PART A OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A2	AIRCRAFT AUTHORIZATION
A5	EXEMPTIONS
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	OPERATIONS MANUAL
A8	OPERATIONAL CONTROL
A10	FATIGUE RISK MANAGEMENT SYSTEM
A13	EXTENDED OVER-WATER OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT
A15	AUTOPILOT IN LIEU OF REQUIRED SIC
A20	AIRPLANE OPERATIONS WITHOUT INSTRUMENT RATED PILOTS
A23	OPERATIONS DURING GROUND ICING CONDITIONS
A24	AIR AMBULANCE OPERATIONS -AIRPLANE
A25	ELECTRONIC RECORDKEEPING SYSTEM
A28	AIRCRAFT LEASE ARRANGEMENTS
A31	CONTRACT TRAINING
A46	SINGLE-ENGINE IFR OR NIGHT OPERATIONS
A55	TRANSPORTATION OF DANGEROUS GOODS BY AIR
A56	USE OF DATA LINK COMMUNICATIONS
A61	USE OF ELECTRONIC FLIGHT BAG

OpSpec Number	Title
A510	FLIGHT OPERATIONS WITH AUTHORIZED TEMPORARY REGULATORY RELIEF
A999	ICAO COMPLIANT AIR OPERATOR CERTIFICATE

15.6.1.5. EXPLANATIONS OF THE PART A OPSPECS.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the kinds of operations authorized, the applicable regulatory basis under which the operations are to be conducted, and any other business names under which the operations are being conducted.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 119.3(d) and (e), Certifications, Authorizations, and Prohibitions
- GACAR § 119.5, Operations Specifications
- GACAR § 119.9, Use of Business Names
- GACAR § 119.21(b) and (c), Operators Engaged in Commercial Operations
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
- Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process
- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in the Types of Commercial Operations table in paragraph “C”, is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators** for the specific operator.

2) This OpSpec authorizes the conduct of operations under other business names known as “doing business as” (DBA). If no operations are authorized to be conducted under another DBA, the statement selected will state that “the operator is authorized to use only the business name which appears on the certificate to conduct the operations described in subparagraph a.” Before listing a DBA in an operator’s OpSpecs Inspectors must verify that the DBA is on file with the GACA Economic Regulation Sector.

G. Notes. None.

A2 – AIRCRAFT AUTHORIZATION [Mandatory]

A. Purpose. This OpSpec is used to identify the Make/Model/Series (M/M/S) of the aircraft authorized for operation under GACAR Part 135. For each M/M/S the OpSpec also identifies the type of operation(s) authorized, and the maximum number of passenger seats authorized. In contrast to OpSpec A1, OpSpec A3 does not identify the certificate holder’s overall authority to conduct a particular kind of operation. Instead, it represents the GACA approval of the certificate holder’s use of a particular aircraft M/M/S in carrying out the kinds of operations that are authorized.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 119.21, Operators Engaged in Commercial Operations
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

• D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at AOSS>Operators>Aircraft for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators>Aircraft for the specific operator.

2) The following provides additional guidance on the various fields in Table 1 that are entered from AOSS data entry screen at AOSS>Operators>Aircraft for the specific operator:

a) Select the authorized M/M/S using the aircraft listing provided in the AOSS. If the appropriate M/M/S cannot be found in the AOSS, Inspectors should immediately notify the AOSS help desk so that the aircraft listing can be updated.

b) For each aircraft, list the maximum number of installed passenger seats. This value must never be greater than 9.

c) Enter the appropriate en route flight rule for each aircraft. If the aircraft is approved for instrument flight rules (IFR) operations, select “IFR/VFR”. If the airplane is restricted to visual flight rules (VFR) operations only, select “VFR Only.”

d) Select the day/night condition for each aircraft. If the aircraft is approved for both day and night conditions, select the phrase “Day/Night” in the column labeled “Condition.” If the aircraft is approved for daylight conditions only, select “Day Only.”

G. Notes. None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures
- GACAR § 119.3, Certifications, Authorizations, and Prohibitions
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 4, Chapter 2, Section 2, Waivers and Authorizations
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Director of Operations
- Chief Pilot
- Director of Maintenance
- Agent for Service
- SMS Accountable Executive
- SMS Management Representative

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 5.25, Designation and Responsibilities of Required Safety Management Personnel
- GACAR § 135.35, Management Personnel Required
- GACAR § 135.37, Management Personnel: Qualifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 2, Safety Management Systems - General
  - o Volume 3, Chapter 3, Section 1, Phase 1 - Pre-Application
  - o Volume 3, Chapter 3, Section 2, Phase 2 - Formal Application

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 135. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

b) GACAR § 135.35 requires the following management and technical personnel positions - Director of Operations (DO), Chief pilot, and Director of Maintenance (DOM). The regulations are intended to ensure that persons holding these required management and technical positions have the measure of experience as well as the demonstrated capability needed to effectively manage these types of programs. In addition, persons exercising control over the maintenance and operations programs must have that level of qualification and experience that will allow these persons to carry out their duties and responsibilities with the degree of expertise consistent with the certificate holder's responsibility to operate with the highest possible degree of safety.

c) A certificate holder's management personnel may have titles different from titles of the management positions prescribed in the GACARs. The Company Equivalent Position Title field is used to indicate the Company Equivalent Position Title if it is different than the position titles prescribed under GACAR § 135.35.

d) Table 1 of the OpSpec template is also used to approve relief from required management positions. Direction and guidance for approving relief from management requirements is located in the Handbook references noted above:

1. For relief that permit less than the required management positions, leave the positions that are not filled blank.

2. For relief that permit the same person to fill two or more positions, enter the name and title of that person in the appropriate positions.

3. For relief that permit a person to hold a management position when that person does not meet the regulatory qualification requirements, enter the name and title of that person in the appropriate position.

2) *Paragraph (b): Agent for Service.*

a) An agent for service is a person or company designated by the certificate holder upon whom all legal notices, processes and orders, decisions, and requirements of the GACA and AIB shall be served. Once any of these documents has been served upon the certificate holder's agent for service, the certificate holder cannot claim (legally) that it did not receive the documents. Under the GACAR, an Agent for Service is an optional position. If the certificate holder chooses not to designate an Agent for Service the certificate holder's *Accountable Executive* will assume this role by default. The name, title, and address of the agent for service must be obtained from the certificate holder and correctly entered. The OpSpec template is automatically populated with data derived from the **Personnel** AOSS data entry screen at **AOSS>Operators** for the specific operator. Inspectors must ensure that the data presented is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A, Part B, etc.) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

4) *Paragraph (d): SMS Management Positions.*

a) Table 3 of the OpSpec template is used is to clearly identify the certificate holder's Safety Management System (SMS) management personnel who are fulfilling positions required under GACAR Part 5. Inspectors must ensure that all required management positions are listed along with the name of the individual who is assuming the position.

b) GACAR § 5.25 requires the following SMS management positions: *Accountable*

Executive and *SMS Management Representative.*

G. Notes.

1) *DO/Chief Pilot Position.* Experience in any position where the normal duties and responsibilities included management/supervisory oversight and/or control of the development upkeep and the performance of one or more elements of an operator's operational control system may be considered as comparable experience. Management positions, wherein the applicant exercised management decision making processes, may be considered as comparable experience (e.g., assistant DO, assistant chief pilot). Experience involving operational control may also be acceptable (e.g., supervisory aircraft dispatcher, supervisory flight follower).

a) Unacceptable Experience. All acceptable, comparable experiences added together must equal the required 3 years. However, experience as a military fighter pilot flying in combat scenarios, a flight instructor, a crop duster, or a helicopter external load operator, would not be considered comparable experience. A college education or educational experience in aviation or writing manuals does not substitute for actual work experience.

2) *Director of Maintenance (DOM) Position.* Acceptable equivalent experience includes any position where the normal duties and responsibilities included management oversight and/or control of the development, upkeep, as well as the performance of one or all of the elements of an aircraft maintenance or inspection program.

3) *Combined Positions.* Any certificate holder who requests approval to combine two or more required management positions into one position must ensure that the person who will serve in that position meets the qualifications for, or receives relief for, each management position to be combined (e.g., chief pilot and DO), in addition to receiving an approval to combine the management positions. The size, scope, complexity, and work load of the operations that the applicant has been involved with, and will be involved with in the combined management position, must be considered when evaluating this request. Applicants who serve in a combined management position should not be assigned to any additional duties (e.g., check pilot, aircraft instructor). The combining of the GACAR Part 5 SMS positions may be acceptable depending on the size and complexity of the operator. Requests for one individual to fill this position for more than one certificate holder concurrently will not be considered.

A7 – OPERATIONS MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's Operations Manual which is accepted by the President and required under GACAR Part 135. Additionally, this OpSpec is used to explicitly approve certain content of the Operations Manual that is not otherwise approved via other OpSpecs. This OpSpec also prescribed conditions and limitations for situations where the certificate holder is permitted to make emergency revisions to the Operations Manual without prior involvement of the GACA.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 135.85, Manual Contents
- GACAR Part 135, Appendix A to GACAR Part 135 – Manual Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 1, Chapter 1, Section 1, General Handbook Information
  - o Volume 4, Chapter 12, Manuals, Procedures and Checklists
- Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Operations Manual.*

a) Table 1 of the OpSpec template is used to identify the Operations Manual required under GACAR § 135.35 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to,

document revision numbers, document revision dates, and list of effective pages.

2) *Paragraph (b): Approved Content.*

a) ICAO Annex 6 (Parts I and III) requires that certain content of the Operations Manual be specifically approved by the State of Operator. Paragraph (b) of this OpSpec is used to indicate approval of specific content of the Operations Manual.

b) Inspectors must ensure that each applicable content item requiring GACA approval is selected in the OpSpec template and that the Operations Manual includes this approved content as required by GACAR Part 135.

G. Notes.

1) Under GACAR § 135.85(b) the President may authorize relief from certain sections of the Operations Manual requirements due to the limited size of the operation provided the certificate holder demonstrates to the President that all or part of the manual may not be necessary for guidance of flight, ground, or maintenance personnel. If relief is granted under this provision it must be documented in this OpSpec.

A8 – OPERATIONAL CONTROL [Mandatory]

A. Purpose. This OpSpec is used to identify and approve the certificate holder's operational control system for the control of all flight movements. The intent of this OpSpec is to promote a mutual understanding between a certificate holder and the GACA concerning the operational control system used by the certificate holder.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 135.585, Responsibility For Operational Control
- GACAR § 135.643, Operational Control System

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 25, Operational Control for Air Operators

o Volume 4, Chapter 25, Section 5, Part 135 Flight Locating Systems

• Other Relevant References: None.

F. Procedures.

1) Describe or reference the operational control system used by an operator in Table 1 of the OpSpec template. It is preferable to complete this OpSpec with references to the certificate holder's Operations Manual or sections of the Operations Manual which describe the system and/or procedures used by that certificate holder for operational control. It is not necessary to control these references by date or revision level. Change the references only when a revision to the certificate holder's manual(s) makes the reference in the OpSpecs incorrect.

2) The description of the systems and/or procedures for controlling flight movement should include the following information, as appropriate, to the kind of operation:

• Methods and procedures for initiating, diverting, and terminating flights

• Persons or duty positions authorized to, and responsible for, exercise of operational control

• Facilities and location of facilities used by the operator in the exercise of operational control

• Communication systems and procedures used by the operator

• Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy

• Emergency notification procedures

G. Notes. None.

A10 – FATIGUE RISK MANAGEMENT SYSTEM [Optional]

A. Purpose. This OpSpec is to for the approval of a Fatigue Risk Management System that certificate holders may implement as a means of meeting all, or part, of the fatigue management requirements of GACAR Part 135, Subpart N. GACAR Part 135, Subpart N prescribes requirement's for the management of fatigue for pilots, flight engineers, maintenance and preventive maintenance personnel, aircraft dispatchers and cabin crew members.

B. Applicability. This OpSpec is optional for all certificate holders and is only applicable to those who choose to implement a Fatigue Risk Management System (FRMS) as part of their Safety Management System (SMS) as permitted under GACAR § 135.449.

C. Applicable GACAR Requirements.

- GACAR Part 5, Appendix A, Section II - Fatigue Risk Management Systems (FRMS)
- GACAR Part 135, Subpart N – Fatigue Management Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None
- Other Relevant References:
    - o ICAO Doc. 9966 - Fatigue Risk Management Systems Manual for Regulators

F. Procedures.

1) *Paragraph (a): Identification of the Approved FRMS.*

a) Table 1 of the OpSpec template is used to identify the FRMS that has been approved for use under GACAR § 135.449.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A13 - EXTENDED OVER-WATER OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT [Optional]

A. Purpose. This OpSpec is used to authorize extended over-water operations without certain required emergency equipment onboard, provided the operator can satisfy GACA that an alternate method of compliance is satisfactory for certain routes and conditions.

B. Applicability. This OpSpec is only required for operators who apply for and receive authorization for extended over-water operations without certain required emergency equipment onboard.

C. Applicable GACAR Requirements.

- GACAR § 91.303(k)(4) Instruments and Equipment Requirements, Powered Saudi Arabian Registered Aircraft With Standard Airworthiness Certificates

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) Operators wishing to apply for the relief authorized by this OpSpec must apply to the President and provide a technical justification that shows that for the airplanes and routes/areas for which they are seeking relief that the water conditions and search and rescue services available for the routes flown are such that the survival of the aircraft's occupants in the event the flight terminates in that water is extremely probable.

2) The certificate holder must submit at least the following information about the conditions that must be met for the approval:

a. Aircraft operational capabilities for diversion due to an engine failure. This information must include drift down profiles, engine out cruise performance for two- and three-engine aircraft, and two-engine cruise performance for four-engine aircraft.

b. A graphical presentation of the areas and routes of en route operation and/or routes over which provisions of the deviation will apply, including proposed minimum en route altitudes and aerodromes which could be used if diversion is necessary.

c. Navigation and communication equipment requirements and capabilities for normal flight conditions and for engine inoperative flight conditions in the proposed areas of en route operation.

d. Existing and/or proposed procedures for diversion contingency planning and training curricula for flight and cabin crew members concerning ditching without life rafts.

e. A description of search and rescue facilities and capabilities for the proposed areas of en route operations.

3) It is necessary to define in Table 1 on the OpSpec template the specific M/M/S of aircraft and routes/areas where relief from the requirement to carry the equipment required by GACAR § 91.303(k)(4) is being granted.

4) It is also necessary to identify on the OpSpec all conditions and limitations associated with the relief that is being granted in order ensure that the survival of the aircraft's occupants in the event the flight terminates in that water is extremely probable.

G. Notes. None.

A15 – AUTOPILOT IN LIEU OF REQUIRED SIC [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to conduct operations with an autopilot in lieu of a required second-in-command (SIC).

B. Applicability. This OpSpec is only required for certificate holders who elect to use an autopilot in lieu of a required second-in-command (SIC).

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

• GACAR § 135.613, SIC Requirements and Exceptions

• GACAR § 135.207, Aircraft Instruments and Equipment

D. Other Related OpSpecs. None

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) List the aircraft make and model and the autopilot manufacturer and model identification in Table 1 of the OpSpec template. Any conditions or limitations which the POI determines necessary for a particular aircraft/autopilot combination must also be listed. It is not necessary to repeat conditions or limitations already specified in an Aircraft Flight Manual (AFM) or AFM supplement. If no conditions or limitations apply, enter the word “none” in that part of the listing.

G. Notes.

1) The principal operations inspector (POI) must coordinate with an airworthiness inspector to ensure each particular aircraft/autopilot combination is installed in accordance with approved data, is airworthy, and is operationally capable of maintaining control of the aircraft to the degree specified in GACAR § 135.105(c).

A20 – AIRPLANE OPERATIONS WITHOUT INSTRUMENT RATED PILOTS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to conduct certain operations without instrument rated pilots.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct airplane operations without instrument rated pilots. This OpSpec may not be issued for

certificate holders conducting scheduled operations.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications
- GACAR § 135.341, Pilot in Command Qualifications

D. Other Related OpSpecs. None

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) Prior to issuing this OpSpec, Inspectors must review the application to confirm that all aircraft to be used are single, reciprocating engine powered, and equipped for at least day VFR operations.

2) Additionally, Inspectors must confirm compliance with GACAR § 135.341(e)(2) (that the area is isolated), GACAR § 135.341(e)(5) (flight distances do not exceed 250 NM) and that the certificate holder has incorporated instructions concerning operations in isolated areas in their Operations Manual in order to ensure that non-instrument-rated PICs will not be used outside of the approved isolated areas.

3) The OpSpec template must be populated with a listing of all isolated areas for which this authorization is valid.

G. Notes.

1) In determining whether an area is an “isolated area,” consider the following criteria:

a) Isolated areas may include small settlements or villages. Public transportation services such as bus or train, is not available. Major highways do not transit or penetrate isolated areas although secondary and unimproved roads (suitable for cars

and trucks) may be available. In many cases, the destinations are so isolated that air travel is the primary means of transportation.

b) Landing areas are generally unimproved strips.

c) The size of isolated areas may vary considerably, depending on the needs of a particular certificate holder, however, GACAR § 135.341(e)(4) states that flights may not exceed 250 nautical miles (NM) from the operator's base of operations. The point of departure, en route portion of flight, and landing site all must be within the boundaries of the approved isolated area.

d) Within isolated areas flight planning and navigational requirements are normally performed by pilotage only. Radio navigational signal coverage (very-high frequency omnidirectional range or non-directional radio beacon facilities) is usually limited, or largely ineffective, in these areas. However, a radio facility may be located at or near a landing site without changing the classification of the isolated area.

A23 –OPERATIONS DURING GROUND ICING CONDITIONS [Mandatory]

A. Purpose. This OpSpec is required to document when an operator is authorized or not authorized to conduct operations in ground icing condition (freezing precipitation falling during ground operations). If the operator is authorized, the deicing program is approved by issuance of this paragraph. If the operator is not authorized to operate in ground icing conditions, the paragraph will state that the operator not authorized to operate during ground icing conditions.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 135.671, Icing Conditions: Operating Limitations.
- GACAR § 121.1217, Ground Deicing/Anti Icing Program Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 15, Ground Deicing/Anti-Icing Programs for Parts 121, 125 and 135

• Other Relevant References:

o FAA AC 20-117 (as amended), Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft Icing

o FAA AC 120-60 (as amended), Ground Deicing and Anti-icing Program

o FAA AC 135-16 (as amended), Ground Deicing & Anti-icing Training & Checking

o FAA AC 135-17 (as amended), Pilot Guide - Small Aircraft Ground Deicing (pocket)

o ICAO Doc 9640, Manual of Aircraft Ground Deicing/Anti-icing Operations

F. Procedures.

1) This OpSpec must describe or reference the ground icing program as required by GACAR § 135.671. Reference to the approved program in the template must be controlled by revision number and/or date, as appropriate.

2) For cases where the certificate holder is not authorized to operate in ground icing conditions, the Inspector must select the text that states that the operator not authorized to operate during ground icing conditions.

G. Notes. None.

A24 – AIR AMBULANCE OPERATIONS – AIRPLANE [Optional]

A. Purpose. This OpSpec is used to authorize the certificate holder to conduct air ambulance operations using airplanes.

B. Applicability. This OpSpec is only required for certificate holders who apply to conduct air ambulance operations with airplanes.

C. Applicable GACAR Requirements.

• GACAR § 91.416, Air Ambulance Operations

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 28, Air Ambulance and REMS Operations

• Other Relevant References:

o FAA Advisory Circular 135-15 (as amended), Emergency Medical Service/Airplane

F. Procedures.

1) This OpSpec must describe or reference the approved air ambulance procedures as required by GACAR § 91.416. Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes.

1) Air ambulance operations using rotorcraft are authorized with OpSpec R124, ROTORCRAFT AIR AMBULANCE.

2) REMS operations are authorized with R125, ROTORCRAFT EMERGENCY MEDICAL SERVICES.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a “signature/sign-off” is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

- GACAR § 135.699, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping
- Other Relevant References:
  - o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 135.699(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A28 – AIRCRAFT LEASE ARRANGEMENTS [Optional]

A. Purpose. This paragraph is used to authorize aircraft lease arrangements as required by GACAR § 119.53.

B. Applicability. This OpSpec is only required for certificate holders who elect to enter into lease arrangements under GACAR § 119.53.

C. Applicable GACAR Requirements.

• GACAR § 119.53, Leasing of Aircraft

• Appendix A to GACAR Part119 – Leasing of Aircraft

• GACAR § 135.109, Aircraft Requirements: General

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 16, Lease Agreements for Parts 121 and 135

• Other Relevant References:

o ICAO Doc 8335 (Part V)

o ICAO Doc 9760 (Part V)

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all authorized lease arrangements where the certificate holder has operational control. Inspectors must ensure all fields are correctly populated for each aircraft subject to this type of lease agreement.

2) Table 2 of the OpSpec template is used to record details of all authorized lease arrangements where the certificate holder does not have operational control. Inspectors must ensure all fields are correctly populated for each aircraft subject to this type of lease agreement.

G. Notes.

1) Consult GACAR Part 1 for pertinent definitions for lessee, lessor, wet lease, dry lease, and operational control.

A31 – CONTRACT TRAINING [Optional]

A. Purpose. This OpSpec is optional since it is only issued to an operator who is authorized to make arrangements with a training center (including satellites) and/or a certificate holder operating under the same GACAR Part (collectively referred to as training organizations). The training center and/or operator must be listed in this operations specification for the specific purpose of conducting instruction and/or evaluations for the certificate holder. The operator or training center will also be subject to additional limitations and provisions that will be included in the authorization.

B. Applicability. This OpSpec is only required for certificate holders who elect to contract with other certificate holders to perform certain training and checking functions required under GACAR Part 135.

C. Applicable GACAR Requirements.

- GACAR § 135.379, Training Program: Special Rules.
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all Part 142 Training Centers and/or Air Operator Certificate (AOC) holders certificated under GACAR Part 119 who are authorized to conduct training and/or checking on behalf of the certificate holder. Inspectors must ensure all fields are correctly populated for each organization which has been contracted to provide training and/or checking.

G. Notes. None.

A46 – SINGLE-ENGINE IFR OR NIGHT OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to conduct single-engine operations under instrument meteorological conditions (IMC) or at night as prescribed under GACAR § 135.15(a).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct operations with single-engine airplanes at night or under IMC.

C. Applicable GACAR Requirements.

- GACAR § 135.15, Single Engine Aircraft Restrictions

D. Other Related OpSpecs.

- A15 - AUTOPILOT IN LIEU OF REQUIRED SIC

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

A55 – TRANSPORTATION OF DANGEROUS GOODS BY AIR [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to transport dangerous goods by air under the provisions of GACAR Part 109.

B. Applicability. This OpSpec is only required for certificate holders who are authorized under GACAR Part 109 to transport dangerous goods by air.

C. Applicable GACAR Requirements.

• GACAR § 119.49, Contents of Operations Specifications

• GACAR Part 109, Transportation of Dangerous Goods by Air

• GACAR Part 135 Subpart R – Transportation of Dangerous Goods by Air

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 31, Transportation of Dangerous Goods by Air

• Other Relevant References:

o ICAO Technical Instructions

F. Procedures.

1) It is necessary to identify in Table 1 of the OpSpec template the certificate holder's Dangerous Goods Transportation Manual as required by GACAR § 109.113.

G. Notes.

1) Any exemptions from the requirements of the ICAO Technical Instructions must be processed under GACAR Part 11 and listed in OpSpec A5.

A56 – USE OF DATA LINK COMMUNICATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to use data link communication capabilities as a supplement to voice communications with air traffic service (ATS) providers.

B. Applicability. This OpSpec is only required for certificate holders who elect to use, or are required to use (as part of Required Communication Performance (RCP) operations), data link communication capabilities as a supplement to voice communications with air traffic service (ATS) providers.

C. Applicable GACAR Requirements.

- GACAR § 91.404, Required Communication Performance Operations.
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Section 6, Communications: General Concepts and Guidance
- Other Relevant References:
  - o ICAO Annex 10, Volume III, Part I
  - o ICAO Doc. 9869, Manual on Required Communication Performance (RCP)
  - o FAA AC 120-70B (as amended), Operational Authorization Process for Use of Data Link Communication System

F. Procedures.

1) In Table 1 of the OpSpec template it is necessary to identify the type of data link system that has been installed in each M/M/S of aircraft and the type of airspace for which use of data link communications is authorized. Any additional limitations or remarks must also be added.

2) If the equipment installation and operator training has been shown to support a Required Communication Performance specification (e.g. RCP 240, RCP 400, etc.), then this should be noted in the Remarks column.

3) If limitations have been prescribed in certain airspace for datalink communications (e.g. ACAS II required and always on) then this should also be noted in the Remarks column.

G. Notes. None.

A61 – USE OF ELECTRONIC FIGHT BAG [Optional]

A. Purpose. The OpSpec is used to authorize the operator's Electronic Flight Bags (EFB) program, and describes the conditions and limitations for EFB use.

B. Applicability. This OpSpec is only required for certificate holders who apply to use EFBs in their operations.

C. Applicable GACAR Requirements.

1) GACAR § 119.49, Contents of Operations Specifications.

2) GACAR § 91.37 Use of Electronic Flight Bag.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

1) Handbook Guidance:

o Volume 5, Chapter 11, Authorize Electronic Flight Bags (EFB)

2. Other Relevant References: FAA AC 120-76 (as amended), Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag Computing Devices

F. Procedures.

1) General. GACA Flight Operations Standards Principal Inspectors (PI) may authorize an operator's EFB program once the authorization process described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2 are satisfied. The operator will maintain a program catalog, as described in the current edition of Advisory Circular (AC) 120-76, Authorization for Use of Electronic Flight Bags, that references EFB hardware (make and model) and EFB software applications used by crewmembers on each aircraft make, model, and series (M/M/S). An EFB program must have a process defined to ensure the catalog is current and readily available for PIs.

2) Instructions for Table 1, Aircraft Authorized Under an EFB Program. Table 1within OpSpecs A061 must be completed to document aircraft M/M/S limited evaluations or temporary authorizations, as described in GACA eBook Volume 5 Chapter 11 Sections 1, and 2, and be annotated in the “Remarks/Limitations” column.

Figure 15.3.1.1 Sample A061 Table 1 – Aircraft Authorized Under an EFB Program

Aircraft M/M/S	Remarks/Limitations**
B737-300 EMB-120-QC A-300	Limited evaluation of XXX EFB hardware. See ABC Flight Crew Bulletin XX-2017 for details. Temporary authorizations to conduct limited evaluation of XYZ EFB Application, Version 6.7 (see Flight Crew Bulletin ## -XX-XX-XXXX).

NOTE: **Enter “None” in the “Remarks/Limitations” column if there are currently no imposed restrictions, limitations, limited evaluations, or temporary authorizations.

G. PI Action.

1)PIs will provide technical and operational guidance to their certificate Holders/program managers, when requested, to assist them in validating their selected EFB hardware devices and EFB software applications. Technical and operational guidance is located in the current edition of AC 120-76 as amended and GACA eBook Volume 5 Chapter 11 Sections 1, and 2.

2) the certificate holder/program manager has OpSpecs A025 issued for electronic recordkeeping, signatures, or electronic manual systems without the use of an EFB, it is not necessary to reissue that operator’s OpSpecs A025. Electronic recordkeeping, signatures, or electronic manual system functions may co-reside on an EFB authorized for use in A061, and if so, OpSpecs A025 as well as OpSpecs A061 should be issued or amended, as applicable (e.g., the certificate holder must update OpSpecs A025 when the operator utilizes recordkeeping, signatures, or electronic manual system functions to comply with

part 135, §§ 135.699.

A510 –FLIGHT OPERATIONS WITH AUTHORIZED TEMPORARY REGULATORY RELIEF [Optional]

A. Purpose. The OpSpec is issued to certificate holders who require some temporary relief in regard to training, ferrying and other similar operations as provided under GACAR § 135.1(b).

B. Applicability. This OpSpec is a nonstandard, time-limited OpSpec that requires coordination with, and approval from the Director, Flight Operations Division prior to issuance. This OpSpec is only required for certificate holders who wish to seek temporary relief under GACAR § 135.1(b).

C. Applicable GACAR Requirements.

- GACAR § 135.1(b), Applicability

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 9, AUTHORIZATION FOR TRAINING, REPOSITIONING, MAINTENANCE AND OTHER SPECIAL PURPOSE FLIGHTS
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must identify each aircraft (M/M/S, Serial Number and Registration Marks) for each aircraft authorized temporary relief. For each identified aircraft, the type of flight operation must also be identified along with a full listing of the GACAR requirements which have been granted temporary regulatory relief and the expiry date of the authorization.

2) If “Special Purpose” is selected as the type of flight operation then additional text must be added fully explaining what this flight operation involves.

G. Notes.

1) Inspectors are reminded that this OpSpec is only to be used for temporary relief to address the needs of special circumstances and in all cases the authorized flight operations must be non-revenue flights.

2) Prior approval of the Director, Flight Operations division is required prior to the issuance of this OpSpec.

A999 – ICAO COMPLIANT AIR OPERATOR CERTIFICATE [Mandatory]

A. Purpose. This OpSpec serves as the ICAO compliant Air Operator Certificate (AOC) as required by ICAO Annex 6, Part I.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 135.7, Documents To Be Carried on Board

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None
- Other Relevant References:
  - ICAO Annex 6, Appendix 6

F. Procedures.

1) This OpSpec is auto generated using data derived from the AOSS system. Inspectors should review the OpSpec to ensure that all information is correct.

G. Notes. None.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 6. PART 135 - OPERATIONS SPECIFICATIONS

Section 2. Part B - En-Route Authorizations and Limitations

15.6.2.1. INTRODUCTION. This section discusses the Part B – Enroute Authorizations and Limitations OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.6.2.3. LISTING OF THE PART B OPSPECS.

OpSpec Number	Title
B31	IFR ENROUTE LIMITATIONS AND PROVISIONS
B34	IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)
B39	NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATION (MNPS)
B46	OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE
B50	AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS

15.6.2.5. EXPLANATIONS OF THE PART B OPSPEC.

B31 – IFR EN-ROUTE LIMITATIONS AND PROVISIONS [Mandatory]

A. Purpose. This OpSpec is used to prescribe certain limitations and conditions associated with instrument flight rule (IFR) en-route operations within and outside of controlled airspace.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

• B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

• C52 - STRAIGHT-IN NON-PRECISION, APV, AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA – ALL AERODROMES

• C64 - IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct performance-based navigation (PBN) operations. This OpSpec is used to specify all approved PBN aircraft and the types of PBN operations they are certified to perform.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct PBN navigation operations.

C. Applicable GACAR Requirements.

• GACAR § 91.405, Performance-Based Navigation Operations

D. Other Related OpSpecs.

- B31 - IFR ENROUTE LIMITATIONS AND PROVISIONS
- B50 - AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS
- D73 – AIRCRAFT INSPECTION PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Air Navigation and Communications
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Relevant References:
  - o ICAO Doc 9613 (as amended), Performance-Based Navigation Manual

F. Procedures.

1) Each Make/Model/Series (M/M/S) of aircraft operated by the certificate holder in PBN operations must be identified in Table 1 of the OpSpec template.

2) For each M/M/S the aviation safety inspector (Inspector) must select the PBN navigation specifications that have been authorized for each M/M/S for each phase of flight.

G. Notes.

1) Other Part B and Part C OpSpecs may be required to fully approve some types of PBN navigation specifications (e.g. C84 - REQUIRED NAVIGATION PERFORMANCE PROCEDURES, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)).

B39 – NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATION (MNPS) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations within

the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace in accordance with the limitations provided in this paragraph.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations in the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace.

C. Applicable GACAR Requirements.

- GACAR § 91.407, Minimum Navigation Performance Specifications Operations

D. Other Related OpSpecs.

- B46 - OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM AIRSPACE (RVSM)

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation
- Other Relevant References:
  - o ICAO NAT Regional Supplementary Procedures (SUPPS) (ICAO Doc 7030)
  - o ICAO Guidance Concerning Air Navigation In and Above the North Atlantic MNPS Airspace Document, (NAT Doc 007)

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

B46 – OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct operations within airspace designated as reduced vertical separation minimum (RVSM) airspace.

B. Applicability. This OpSpec is required only for those certificate holders who desire to conduct operations within airspace designated as RVSM airspace.

C. Applicable GACAR Requirements.

- GACAR § 91.409, RVSM Operations
- GACAR Part 91, Appendix D, Section V, Operations in Airspace With RVSM

D. Other Related OpSpecs.

- D85 - AIRCRAFT LISTING
- D73 – AIRCRAFT INSPECTION PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation
  - o Volume 5, Chapter 5, Section 2, Evaluate Reduced Vertical Separation Minimums (RVSM)
- Other Relevant References:
  - o FAA AC 91-85 (as amended), Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace
  - o ICAO Doc 9574, Manual on Implementation of a 300m (1000ft) Vertical Separation Minimum Between FL290 and FL 410 Inclusive

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to

complete this template.

G. Notes.

1) Inspectors must ensure that OpSpec D85 – AIRCRAFT LISTING properly identifies each specific aircraft that has been authorized for RVSM. Inspectors need to confirm an aircraft's eligibility to conduct RVSM operations. For RVSM eligibility of in-production or new-production aircraft, Inspectors should request that the certificate holder provide them with a copy of one of the following documents:

a) The Aircraft Flight Manual (AFM) should contain a statement that the aircraft is eligible for operation in RVSM airspace, *or*

b) The type certificate data sheet (TCDS) can specifically describe the avionics configurations and continued airworthiness criteria, or provide reference to GACA/FAA-approved documentation in the form of a written report.

2) Inspectors must ensure that the Approved Aircraft Inspection Program (AAIP) has been amended to address RVSM related maintenance tasks for the affected aircraft. The certificate holder should submit the RVSM maintenance program and the RVSM operations program for approval simultaneously.

3) Two items have shown to need specific emphasis in RVSM authorizations:

a) *Training on the Effect of RVSM on Airborne Collision Avoidance System (ACAS) Operations*. Operators whose aircraft are equipped with ACAS must ensure that pilots are knowledgeable on the effect of RVSM on ACAS operation.

b) *Wake Turbulence Procedures*. Operators must ensure that pilots are knowledgeable on lateral offset procedures to mitigate the effect of wake turbulence. ATS providers have published procedures to enable pilots to mitigate the effect of wake turbulence in oceanic airspace where RVSM is applied.

B50 – AREAS OF EN-ROUTE OPERATIONS LIMITATIONS AND PROVISIONS [Mandatory]

A. Purpose. This OpSpec is used to authorize the areas of operation for which the certificate holder may conduct en-route operations. This OpSpec must include all areas of en-route

operation where the certificate holder conducts scheduled or unscheduled operations. This OpSpec prohibits operations in areas not listed.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR §119.49(f), Contents of Operations Specifications
- GACAR § 135.13, Applicability of Rules to Operators With an Authorized Area of Operations Restricted to the Kingdom of Saudi Arabia Only

D. Other Related OpSpecs.

- A56 – USE OF DATA LINK COMMUNICATIONS
- B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)
- B46 - OPERATIONS IN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 1, Section 5, Special Navigation Areas of Operation
- Other Relevant References: None.

F. Procedures.

1) Coordinate with the certificate holder to prepare the “list of the areas of en-route operation.” The POI should work directly with the certificate holder when preparing the list. This is particularly important when extensive international operations are involved.

2) In the template, select the individual areas of en-route operation for authorization. The map of the worlds provided on the OpSpec template identifies the areas listing. All selected

areas must be contiguous. For example, if “Europe” and “North America” are selected and operations will be authorized between those areas, make an appropriate selection for the “North Atlantic”. The limitations column allows countries within the selected authorized area to be **included, excluded, or limited to overfly**. Explanations of these selections are below:

a) **None** (Default) is the preferred method of selection. This selection allows selection of the entire prescribed authorized area of en-route operations.

b) **Include** is used in the rare case when the operator selects an authorized geographic area, but only one or two countries are approved for flight operations over or within those countries in the authorized area. For scheduled operators, OpSpec C70 must list the authorized aerodromes. Use Include to authorize a geographic area where the operator has completed validation tests for the specific country, but not the entire authorized area of en-route operations. This allows the operator who has limited exposure to a complicated navigation area to operate into a specific country that it has demonstrated competency by validation testing. For example, an operator is authorized operations into Hong Kong, Macao, or Taiwan, but not mainland China. Both altitude measurement standards and Reduced Vertical Separation Minimum (RVSM) procedures are different in these locations from the rest of China.

c) **Exclude** is used when an authorized geographic area includes a country or territory where restrictions (e.g., economic sanctions) or Notices to Airmen (NOTAM) regarding potentially hazardous conditions exist. Reasons for exclusion can be, but not limited to, NOTAM, politically sensitive areas, operator preference, or operational capabilities. An example of exclusion would be the Occupied Territories of Palestine.

d) **Overflight** is used when a geographic area is authorized, but selected countries are only authorized for overflight operations. Similar to **Exclude**, use **Overflight** when an operator has authorization to overfly a geographic area where restrictions such as economic sanctions or NOTAMs regarding potentially hazardous conditions exist. Reasons for overflight can be, but not limited to, NOTAMs, politically sensitive areas, operator preference, or operational capabilities.

3) The POI should use the OpSpec Limitations for any special operational considerations. Each limitation must be associated with the applicable authorized area of B50. The following are examples of Limitations:

a) Limitation - Specific route approval required to maintain compliance with OpSpec A13 - OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT.

4) In certain areas of en-route operation, other OpSpecs may actually be required. These other required OpSpecs must be listed in the Conditions Column of Table 1 of the OpSpec template. The certificate holder must meet the requirements of those authorizations, and B50 must include references to those authorizations. The POI will select the other required OpSpecs from the drop down pick list for each area of operation that is applicable. The guidance for these paragraphs is below. The POI must determine which other related OpSpecs are pertinent to each area of en-route operation. These other reference paragraphs may include, but are not limited to the following:

• A56 – USE OF DATA LINK COMMUNICATIONS

• B34 - IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

• B39 -NORTH ATLANTIC MNPS

• B46 - OPERATIONS IN REDUCED VERTICAL SEPARATION MIMNIMUM (RVSM) AIRSPACE

5) After the additional required OpSpecs are added for each area of operation, any special requirement pertinent to an area of en-route operation or to a particular aircraft operating within the area must be added to B50 in the Table under the column heading Limitations. For the purpose of illustration, the example below presumes an operator authorized to conduct operations under Part 135.

Example of Conditions and Limitations Annotations

Areas of En-route Operation	Conditions	Limitations
Middle East	Nil.	• Excluding the occupied territories of Palestine.

6) *Listing and Explanation of Authorized Areas of En-route Operation.* The authorized

areas of en-route operations below are the standard selections from AOSS. The composition of each authorized area of operations is derived from the Authorized Areas Reference Map in the OpSpec template. The other required and other related OpSpecs for each area of en-route operation noted below may not include all OpSpecs. Each area listed below contains a short explanation of the geographic area followed by a standard list of considerations for each area selected. The inspector should ensure that the other required OpSpecs indicated in the Conditions column of Table 1 have been issued to the certificate holder. The certificate holder may require other related optional OpSpecs depending on its complexity and type of operation.

a) *Kingdom of Saudi Arabia Only.* Select this area of operation when the certificate holder plans operations only within the Kingdom of Saudi Arabia. This would normally be elected by the certificate holder in order for them to benefit from the regulatory relief permitted under GACAR § 135.13 [See Note 1 for further guidance].

- Other Required OpSpecs: None.
- Other Related OpSpecs: A56, B34, and B46

b) *Middle East.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of the Middle East.

- Other Required OpSpecs: None.
- Other Related OpSpecs: A56, B34, and B46

c) *Africa.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of Africa.

- Other Required OpSpecs: None.
- Other Related OpSpecs: A56, B34, and B46

d) *East Asia.* Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of East Asia.

- Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, and B46

e) *West Asia*. Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of West Asia.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, and B46

f) *Europe*. Select this area of operation when the certificate holder plans operations within the territory or airspace of the geographic area of Europe and the Mediterranean Sea.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, and B46

g) *Russia*. Select this area of operation when an operator is planning operations within the territory or airspace of the geographic area of the Russia, Mongolia, and the other CIS nations including the ocean areas north of the Russia coast line defined as south of 78° N. latitude bound in the east by the intersection of the Arctic Circle and the International Date Line (approximately 170°/180° meridian), and bound in the west by 30° E. longitude.

• Other Required OpSpecs: None.

• Other Related OpSpecs: A56, B34, B41, B42, and B44

NOTE: If a certificate holder wishes to operate in other geographic areas than listed above then the Director, Flight Operations Division should be consulted prior to authorizing any additional areas.

7) *Adding Areas with Limited GACA Oversight*. When a certificate holder submits a request to add a location to OpSpec B50, where limited GACA surveillance and oversight will be possible, principal inspectors (PIs) evaluate the systems the certificate holder uses to produce and manage aviation products and services that ensure safety and regulatory compliance before adding the new location. This evaluation should include a comparison of those systems to the basic characteristics of all effective safety systems. These

characteristics are embodied in the following attributes:

- Well-defined and well-documented procedures
- Established risk controls over key procedural steps
- Process measures to permit effective management
- Well-defined interfaces
- Clear responsibility and authority

a. Operational control systems vary with the kinds of operations the operator is authorized to conduct; the complexity of the operations; the means of communication; and the people who are involved in preparing for and conducting flights under the operator's system. These functions form the basis for an operational control system that includes the functions of aircraft release, flight locating, and flight following, as applicable. Those functions alone will not satisfy the overall goal of establishing and maintaining an operational control system. PIs must evaluate the operator's operational control system to ensure that the operator complies with the applicable KSA and foreign regulations. The system must be effective and provide for an adequate level of safety in the actual operations.

b. Each PI will ensure that it is possible to complete surveillance work program items at the local or remotely located base of operations. Deviation from the GACA surveillance planning policies may be permitted when compensating factors are provided. Examples include coordination with the operator to relocate aircraft to a suitable location for specific oversight and inspections if operations are authorized and conducted in a location that is not safe for the inspector to travel. This may also include a provision for the operator to establish an adequate level of safety oversight to ensure continued compliance with the regulations and company procedures, etc.

8) *Operations in Support of the Military or in Hostile Areas.* In addition to the requirements cited for operations conducted in areas of limited GACA oversight, the operator must establish the following procedures before conducting operations outside the KSA in support of military operations, or in hostile areas where onsite GACA oversight cannot be accomplished.

a. For operations conducted outside the KSA in support of the military or under a KSA Government contract, the contracting agency must approve the operator's threat mitigation plan.

b. The operator must ensure all contracts with KSA Government agencies contain provisions that require the contracting agency to report on an annual basis, or as sooner identified, an annual safety report to the operator and the GACA to ensure the operator immediately corrects all safety issues.

c. For operations conducted in hostile areas or in support of military operations, the operator must have an operational risk mitigation program that requires the pilot to contact designated management personnel for concurrence when the perceived flight risk reaches a specified level, as designated in the operator's risk management program.

d. The operator must establish a flight following program that coordinates the initiation, diversion, and/or termination of all air operator flights. The operator must train flight following personnel to provide current weather information to the pilot, as well as provide timely information to flight crews before and during a flight.

e. Conduct the flight following program from a location within the KSA.

f. All management personnel, pilots, and flight following personnel must be trained on the operator's threat mitigation plan and operational risk management program.

G. Notes.

1) If the certificate holder wishes to benefit from the regulatory relief permitted under GACAR § 135.13 it is essential that the Inspector coordinates with the Director, Flight Operations Division prior to granting any relief. This regulatory provision is meant to be used only with small, non-complex operators who operate a small number of non-complex aircraft within the territorial limits of the KSA. This regulatory provision is possible because all of the relevant ICAO SARPs need not apply to aircraft that are prohibited from operating in international commercial air transportation. This regulatory provision may only be used to grant relief from regulatory provisions that are considered excessively onerous given the size and complexity of the certificate holder's operation. It is essential, however, that an acceptable level of safety is maintained.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 6. PART 135 - OPERATIONS SPECIFICATIONS

Section 3. Part C - Airplane Terminal Area Authorizations and Limitations

15.6.3.1. INTRODUCTION. This section discusses the Part C - Airplane Terminal Area Authorizations and Limitations OpSpec templates that are available for issuance by the General Authority of Civil Aviation (GACA), by utilizing the Aviation Operations Safety System (AOSS).

15.6.3.3. LISTING OF PART C OPSPECS.

OpSpec Number	Title
C48	ENHANCED VISION SYSTEMS
C51	TERMINAL INSTRUMENT PROCEDURES
C52	STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES
C54	LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS
C55	ALTERNATE AERODROME IFR WEATHER MINIMUMS
C56	STANDARD IFR TAKEOFF MINIMUMS-AIRPLANE OPERATIONS
C59	CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS
C64	IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER
C67	SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES
C71	AUTOPILOT ENGAGEMENT AFTER TAKEOFF AND DURING INITIAL CLIMB FOR AFGS OPERATIONS
C78	LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS
C84	REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)

15.6.3.5. EXPLANATIONS OF THE PART C OPSPECS.

C48 - ENHANCED VISION SYSTEMS [Optional]

A. Purpose. This OpSpec is used to authorize the use of Enhanced Vision Systems (EVS) in IFR straight-in approach and landing operations, other than CAT II or CAT III, below Decision Altitude (DA) or Minimum Decision Altitude (MDA).

B. Applicability. This OpSpec is required for those operators wishing to use EVS in flight operations.

C. Applicable GACAR Requirements.

- GACAR § 91.191(f), Takeoff and Landing Under IFR
- GACAR § 91.403, LVO: Use of Enhanced Vision Systems
- GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs.

- D73 – AIRCRAFT INSPECTION PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 9, Use of Enhanced Vision Systems
- Other Guidance:
  - o FAA AC 20-167 (as amended), Airworthiness Approval of Enhanced Vision System, Synthetic Vision System, Combined Vision System, and Enhanced Flight Vision System Equipment
  - o FAA AC 90-106 (as amended), Enhanced Flight Vision Systems

F. Procedures.

1) *Paragraph b.* Authorized Aircraft and EVS Equipment.

a) Table 1 of the OpSpec template must be populated the M/M/S for each aircraft authorized for EVS operations including identification of the EVS (Model/Version), any Special Limitations and or Remarks.

G. Notes.

1) For the purposes of this operations specification an enhanced vision system (EVS) means an installed airborne system comprised of the following features and characteristics:

a) An electronic means to provide a display of the forward external scene topography (the natural or manmade features of a place or region especially in a way to show their relative positions and elevation) through the use of imaging sensors, such as a forward-looking infrared, millimeter wave radiometry, millimeter wave radar, and low-light level image intensifying.

b) The EVS sensor imagery and aircraft flight symbology (i.e., at least airspeed, vertical speed, aircraft attitude, heading, altitude, command guidance as appropriate for the approach to be flown, path deviation indications, and flight path vector, and flight path angle reference cue) are presented on a heads-up display, or an equivalent display, so that they are clearly visible to the pilot flying in his normal position and line of vision and looking forward along the flight path, to include:

• The displayed EVS imagery, attitude symbology, flight path vector, and flight path angle reference cue, and other cues, which are referenced to this imagery and external scene topography, must be presented so that they are aligned with and scaled to the external view

• The flight path angle reference cue must be displayed with the pitch scale, selectable by the pilot to the desired descent angle for the approach, and suitable for monitoring the vertical flight path of the aircraft on approaches without vertical guidance

• The displayed imagery and aircraft flight symbology do not adversely obscure the pilot's outside view or field of view through the cockpit window

c) The EVS includes the display element, sensors, computers and power supplies, indications, and controls. It may receive inputs from an airborne navigation system or flight guidance system.

d) The display characteristics and dynamics are suitable for manual control of the aircraft.

NOTE: EVS systems that do not have the above features and characteristics or that have not been approved under GACAR Part 21 ARE NOT ELEGIBLE for this OpSpec.

2) The authorization associated with this OpSpec does not authorize EVS to be used to satisfy the GACAR § 91.191(j)(2) requirement that an identifiable part of the aerodrome be distinctly visible to the pilot during a circling maneuver at or above minimum descent altitude (MDA), or while descending below MDA. EVS is permitted to be used to identify the required visual references in order to descend below decision altitude (DA) or MDA on straight-in instrument approach procedures (IAPs) only. An instrument approach with a circle-to-land maneuver is not a straight-in IAP and does not have straight-in minima. While the regulations do not prohibit EVS from being used during any phase of flight, they do prohibit it from being used for operational credit on anything but a straight-in IAP. EVS may be used during a circle-to-land maneuver provided the visual references required at or above MDA and throughout the circling maneuver are distinctly visible using natural vision. Use of EVS during a circling maneuver may enable a pilot to see much more of the external scene at night and in low visibility conditions than would be possible using natural vision, thereby enhancing situational awareness (SA).

3) The use of EVS as prescribed in this OpSpec is authorized for only those PICs and SICs who have completed the certificate holder’s approved EVS training program and who have been qualified for EVS operations by one of the certificate holder’s check pilots or a GACA aviation safety inspector (Inspector).

4) Inspectors must ensure that the certificate holder’s Approved Aircraft Inspection Program (AAIP) has been amended to include any additional maintenance tasks associated with the EVS equipment.

C51 – TERMINAL INSTRUMENT PROCEDURES [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct terminal instrument flight operations using the procedures and minimums specified in this operations specification.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes. For rotorcraft operations, see OpSpec R101.

C. Applicable GACAR Requirements.

- GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs.

- C54 - LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C52 - STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES. [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec authorizes certificate holders to conduct airplane operations using the types of instrument approach procedures (IAP) listed in Table 1 of the OpSpec. Operators are not authorized to conduct operations using any other types of IAPs. This OpSpec also is used to authorize operators to engage in Lower than Standard CAT I operations under GACAR §

91.395, LVO: LTS Category I. This OpSpec also authorizes certificate holders to use the constant descent final approach (CDFA) technique for all non-precision IAPs that include a published vertical descent angle (VDA) or barometric vertical guidance (GS) on the IAP chart subject to limitations listed in this OpSpec.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes under IFR. For rotorcraft operations, see OpSpec R103.

C. Applicable GACAR Requirements.

- GACAR §§ 91.191 through 91.195
- GACAR § 91.395, LVO: LTS Category I
- GACAR Part 91, Appendix D, Sections I & II
- GACAR § 135.597, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs.

- B34 - IFR NAVIGATION USING PERFORMANCE BASED AREA NAVIGATION SYSTEMS (PBN)
- C51 - TERMINAL INSTRUMENT PROCEDURES
- C54 - LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS
- C84 - REQUIRED NAVIGATION PERFORMANCE PROCEDURES, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 5, Chapter 2, All Weather Terminal Area Operations, Sections 2, 5, 6, 12, et.al.

• Other Guidance:

o ICAO Doc 8168 Procedures For Air Navigation Services – Aircraft Operations

o ICAO Doc 9365 Manual Of All-Weather Operations

o ICAO Doc 9613 Performance Based Navigation (PBN) Manual

F. Procedures.

1) Table 1 specifies the types of instrument approaches a certificate holder is authorized to conduct under IFR and prohibits the use of other types of instrument approaches. The principal operations inspector (POI) will select the approaches that apply to the operator. Each authorized non-precision approach procedures without vertical guidance, approaches with vertical guidance (APV) and precision approach procedures must be selected in Table 1 of the OpSpec template.

2) Before authorizing a type of instrument approach procedure (IAP), the POI and principal maintenance inspector (PMI) must ensure that the operator has revised the training and operations manuals, established that flight crew training and checking requirements have been met, and that the equipment and systems are appropriate for the types of approaches to be authorized.

3) Refer to eBook Volume 5, Chapter 2 for information on required training for various types of approaches.

G. Notes.

1) The International Civil Aviation Organization (ICAO) term for an aerodrome surveillance radar (ASR) approach is surveillance radar approach (SRA). Belgium labels these approaches as “SRE.” Select “ASR/SRA/SRE” in column one to authorize these approaches.

C54 - LIMITATIONS AND PROVISIONS FOR INSTRUMENT APPROACH PROCEDURES AND IFR LANDING MINIMUMS [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to prescribe landing minimum that must be used by high

minimum pilots (less than 100 hours in aircraft type). It also specifies limitations on the use of landing minimums for turbojet airplanes.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes.

C. Applicable GACAR Requirements.

• GACAR § 91.191, Takeoff and Landing Under IFR

• GACAR § 91.193, Pilot in Command Qualifications: Increased IFR Landing Weather Minimums

• GACAR § 135.597, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs.

• C52 - STRAIGHT IN NON PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 5, Non-Precision, APV and Category I

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

C55 – ALTERNATE AERODROME IFR WEATHER MINIMUMS [Optional]

A. Purpose. This OpSpec is used to prescribe lower weather minimums for alternate aerodromes than those prescribed by GACAR § 91.185(c). This OpSpec provides a table from which the

certificate holder, during the initial dispatch or flight release planning segment of a flight, derives alternate aerodrome instrument flight rules (IFR) weather minimums in those cases that require an alternate aerodrome.

B. Applicability. This OpSpec is only required for certificate holders who seek relief from the alternate aerodrome weather minima prescribed in GACAR § 91.185(c), IFR alternate aerodrome weather minimums.

C. Applicable GACAR Requirements.

- GACAR § 91.185, IFR Flight Plan: Information Required

D. Other Related OpSpecs.

- C59 - CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS

E. Associated Guidance and References.

- Handbook Guidance
    - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance: None.

F. Procedures.

1) If the certificate holder is authorized CAT II operations under OpSpec C59 then the Inspectors must select (using the lower radio button) the option to include paragraph 7 and paragraph 8 in the OpSpec template. Otherwise the Inspector must select (using the upper radio button) the option to include only paragraph 7.

2) The rest of this OpSpec template contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) *Definition of "Two Operational Facilities."* The words "two operational facilities" mean that in the event there is a single failure of one facility, the other would be

operational. In the situation where both instrument landing system (ILS) facilities share a single transmitter, they are “one operational navigational facility” because both ILSs would become inoperative in the event of a single transmitter failure. The two ILS identifiers would have to be different even though the ILS transmitter frequency is the same for both. The instrument approach charts indicate to the pilot whether there is one frequency or two; thus, one or two navigational facilities.

C56 – STANDARD IFR TAKEOFF MINIMUMS – AIRPLANE OPERATIONS [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to prescribe the standard IFR takeoff minimums at all aerodromes used by the certificate holder.

B. Applicability. This OpSpec is required for every certificate holder who operates airplanes.

C. Applicable GACAR Requirements.

- GACAR § 91.191, Takeoff and Landing Under IFR
- GACAR § 135.597, Instrument Approach Procedures and IFR Landing Minimums.

D. Other Related OpSpecs.

- C78 - LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS. If an operator is not authorized to use lower than standard takeoff minimums, C78 will not be issued.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to

complete this template.

G. Notes. None.

C59 – CATEGORY II INSTRUMENT APPROACH AND LANDING OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize certificate holder to conduct Category II approach and landing operations.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct Category II operations with airplanes. Rotorcraft CAT II operations are authorized with OpSpec R108.

C. Applicable GACAR Requirements.

- GACAR § 91.397, LVO: Standard Category II
- GACAR § 91.399, LVO: Other Than Standard (OTS) Category II
- GACAR Part 91, Appendix D, Section II
- GACAR § 135.597, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs.

- D73 – AIRCRAFT INSPECTION PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance:
  - o FAA AC 120-29 (as amended), Criteria for Approval of Category I and Category II Weather Minima for Approach

o ICAO Doc 9365, Manual Of All-Weather Operations

o ICAO Doc 9476, Manual on Surface Movement Guidance and Control Systems (SMGCS)

F. Procedures.

1) Each airplane type (M/M/S) used in CAT II operations must be listed in Table 1 and each must have an acceptable Category (CAT) II maintenance/inspection program. The maintenance/inspection program should detail a specific maintenance interval, periodic tests, and inspections required on systems and equipment used for CAT II operations. The lowest decision height (DH) and lowest Runway Visual Range (RVR) authorized for each airplane type must also be specified. The example in Table 15.6.3.1, Example of Category II Approach and Landing Minimums, illustrates the method for authorizing each airplane in OpSpec C59.

Table 15.6.3.1. Example of Category II Approach and Landing Minimums

CAT II APPROACH AND LANDING MINIMUMS		
Airplane (Make/Model /Series)	**DH Not less Than**	**Lowest Authorized RVR (m)**
xx/xx/xx	100 ft	500

The operator may be authorized for up to three different minimums for use with published CAT II approaches: 500m RVR, 350m RVR, and 300m RVR. Allowable minimums depend on the availability of RVR sensors and availability and use of required airplane equipment.

a) Minimums of 500m RVR (touchdown zone (TDZ) RVR only) and 350m RVR (TDZ and one other RVR) require the flight crew to use an approach coupler or to fly at least to DH under manual control using a HUD for flight guidance. A manually flown landing is assumed and need not be specified.

b) Minimums of 300m RVR (TDZ RVR and one other RVR) require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

1. For operations to touchdown, the airplane and its automatic flight control guidance system (AFCGS), autoland system, or manually flown guidance system (HUD), are approved for approach and landing operations as specified by FAA AC 120-29 (as amended).

2. For manual control using a HUD to touchdown, the HUD must be flown in the AIII Approach mode.

3. The flight crew has been trained at the lower visibilities before they can be authorized. If the flight crew is currently authorized CAT III operations, no further training is required for this authorization in OpSpec C59.

c) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes.

d) Operators authorized OTS CAT II, as described in 5) below, may also be authorized to conduct approaches to standard CAT II facilities when the TDZ and/or centerline (CL) lights are inoperative.

2) The equipment required to conduct either manually or automatically flown CAT II operations is specified in Table 2 of the OpSpec template (see Table 15.6.3.2, Example of Category II Items of Equipment) for each airplane M/M/S. The equipment required is established in accordance with the applicable regulations, the approved Aircraft Flight Manual (AFM) (if applicable), and FAA AC 120-29 (as amended). Equipment that is explicitly required by the airplane certification regulations (GACAR Part 23), the operating regulations (GACAR Part 91 or 135) and/or the approved AFM or AFMS should not be listed in Table 2. The standard text of C59 requires that this equipment be installed and operational. The additional equipment or operational requirement that must be listed (specified) in C59 is determined by cross-checking the equipment required by regulations and the approved AFM or AFMS against the equipment required by FAA AC 120-29 (as amended) for the kinds of proposed CAT II operations. Enter into Table 2 all additional equipment for the M/M/S and kind(s) of CAT II operations authorized. Include additional equipment required by any of the following:

- FAA AC 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach

• TC or STC

• AFM or AFMS (If the AFM or AFMS describes acceptable performance both with and without certain items of equipment (that are not explicitly required by FAA AC 120-29 (as amended)), it must be determined how the certificate holder intends to conduct CAT II operations and train flight crews with those items of equipment. If the certificate holder proposes to conduct operations both with and without certain equipment (such as autothrottle, autopilot), flight crews must be trained for both situations and the equipment does not need to be listed in Table 2.

3) The kind of CAT II operation (manual control using a head-up display (HUD) or autopilot) must be specified for each equipment item listed in Table 2 of the OpSpec template. Follow the guidelines below for filling out Table 2:

a) The required airborne equipment table combines the manual (HUD) and autopilot columns into one column for programming purposes. The principal operations inspector (POI) will select the appropriate phrase: manual (HUD), or autopilot.

b) If an item of equipment is applicable to a specific airplane's M/M/S for both manual (HUD) and autopilot CAT II operations, both "Manual (HUD)" and "Autopilot" can be highlighted and selected for insertion into the column.

c) List the equipment required for 300m RVR CAT II authorization in the "Additional Equipment and Special Provisions" column.

d) See Table 15.3.3.2 for examples of how the items of equipment should be specified for the kind of CAT II operation.

Table 15.6.3.2. Example of Category II Items of Equipment

KIND OF CATEGORY II OPERATION		
AIRPLANE (MAKE/ MODEL/SERIES)	**ADDITIONAL EQUIPMENT AND SPECIAL PROVISIONS**	**MANUAL (HUD)/ AUTOPILOT**

KIND OF CATEGORY II OPERATION		
AIRPLANE (MAKE/ MODEL/SERIES)	**ADDITIONAL EQUIPMENT AND SPECIAL PROVISIONS**	**MANUAL (HUD)/ AUTOPILOT**
xx/xx/xx	AFMS dated 3/26/2003, 300m RVR not authorized	Autopilot

4) CAT II operations, with a DH of 100 feet and 300 m may be authorized at certain foreign aerodromes. Table 15.6.3.3, Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations, illustrates an example for listing authorized foreign aerodromes and runways.

Table 15.6.3.3. Example List of Authorized Foreign Aerodromes and Runways for Category II Instrument Approach and Landing Operations

Airport Name/Identifier	Runways	Limitations and Provisions
Athens, Greece Eleftherios Venizelos LGAV	03L 03R 21L 21R	RVR 350 m

NOTE: Refer to Table 3 in OpSpec C59.

5) *OTS CAT II.* In addition to the standard CAT II operations authorized by OpSpec C59, OTS CAT II operations can be authorized to qualifying runways that do not meet the performance or ground equipment requirements normally associated with a compliant CAT II operation (e.g., TDZ lighting, CL lighting, or Approach Lighting System with Sequenced Flashing Lights (ALSF) 1 and 2).

a) Approval criteria for OTS CAT II approaches are given in Volume 5, Chapter 2, Section 6, Category II. The instrument landing system (ILS) facilities used are CAT I ILS installations that meet the glideslope and localizer signal quality requirements of CAT II facilities. The required increase in aircraft capabilities of HUD or autoland to touchdown mitigates the reduced-lighting requirements.

b) RVR requirements and available minimums are the same as standard CAT II 500m RVR (TDZ RVR only) and 350m RVR (TDZ and one other RVR), but these minimums require the flight crew to use autoland or to fly under manual control using a HUD to touchdown.

c) Aircraft operation approval, HUD usage, and flight crew training requirements are the same as for standard CAT II to 300m RVR.

G. Notes. None.

C64 - IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER [Optional]

A. Purpose. This OpSpec is used authorize a certificate holder to conduct en-route IFR and terminal operations in Class G airspace and at aerodromes without an operating control tower.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct IFR operations in Class G (uncontrolled) airspace and at aerodromes without an operating control tower.

C. Applicable GACAR Requirements.

- GACAR § 135.59, En Route Navigation Facilities

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) Inspectors must populate the aerodromes where the certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Table 1 of the OpSpec. For each listed aerodrome, the approved weather source and traffic & aerodrome advisory service must also be listed.

2) Before issuing this OpSpec, the principal operations inspectors (POI) must ensure that the certificate holder has sufficient content in its Operations Manual(s) and training program to cover common traffic advisory frequency (CTAF) and pilot controlled lighting (PCL) information and procedures. The POI must also determine that the certificate holder has a method or procedure for obtaining and disseminating necessary operation information. This operation information must include the following:

a) The aerodrome is served by an authorized instrument approach procedure (IAP) (and departure procedure when applicable).

b) Applicable charts for crew member use.

c) Operational weather data from an approved source for control of flight movements and crew member use.

d) Status of aerodrome services and facilities at the time of the operation.

e) Suitable means for pilots to obtain traffic advisories (TA).

f) Sources of TA and aerodrome advisories.

3) *Radio Sources of Air TA Information*. Certificate holders may be authorized to use any two-way radio source of air TA information listed in the Aeronautical Information Publications (AIP) published by the State of the aerodrome location. In those cases where two sources are listed at the same aerodrome, inspectors must ensure that the Operations Manual has procedures that require pilots to continuously monitor and use the TA frequency when operating within 10 nautical miles (NM) of the aerodrome. The procedures should require communication concerning airport services and facilities to be completed while more than 10 NM from the aerodrome. At some aerodromes, no public use frequencies may be available. In those cases, a certificate holder must arrange for radio communication of

essential information including surveillance of local or transient aircraft operations by ground personnel. Ground personnel who operate a company radio for aerodrome status and TA must be able to view airspace around the aerodrome.

G. Notes. None.

C67 – SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to operate airplanes into certain aerodromes that would otherwise be prohibited under the General Authority of Civil Aviation Regulations (GACARs) or for any other reason where special operational considerations and special flight crew member training may be required.

B. Applicability. This OpSpec is required for certificate holder who wishes to conduct the following kinds of operations into to the following aerodromes:

1) Any operations into aerodromes that have operational considerations such as special lighting (flare pots, etc.).

2) Unpaved runways for turbojets.

C. Applicable GACAR Requirements.

• GACAR § 135.57, Aerodrome Requirements.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Guidance: None.

F. Procedures.

1) *Operations into aerodromes with special runway markings, such as flare pots.* To use an aerodrome with special runway markings, such as flare pots, a certificate holder is

required to have special operational procedures and flight crew member training. For approval of operations at an aerodrome with special runway markings, such as flare pots, the principal operations inspector (POI) must identify the aerodrome and reference the appropriate section of the operator's manuals in Table 1 of the OpSpec template.

2) *Unpaved Runways for Turbojet Operations*. To use an aerodrome with unpaved runways, a certificate holder is required to have special operational procedures and flight crew member training. For approval of operations at an aerodrome with unpaved runways, the principal operations inspector (POI) must identify the aerodrome and reference the appropriate section of the operator's manuals in Table 1 of the OpSpec template.

G. Notes. None.

C71 – AUTOPILOT ENGAGEMENT AFTER TAKEOFF AND DURING INITIAL CLIMB FOR AFGS OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the engagement of the Auto Flight Guidance System (AFGS) at an altitude lower than 500 feet after takeoff and the during initial climb segment.

B. Applicability. This OpSpec is only applicable to certificate holders who elect to engage the Auto Flight Guidance System (AFGS) at an altitude lower than 500 feet after takeoff and the during initial climb segment.

C. Applicable GACAR Requirements.

- GACAR § 91.69 Minimum Altitudes for Use of Autopilot

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References:

  o FAA AC 120-67 (as amended), Criteria for Operational Approval of Auto Flight Guidance Systems, gives additional criteria applicable to operators using commercial

turbojet and/or turboprop aircraft operating under Part 121, 125, and 135

F. Procedures.

1) Inspectors must populated Table 1 of the OpSpec template with each aircraft M/M/S authorized for autopilot engagement lower than 500 feet, the AFGS Manufacturer/Model and the Minimum AFGS Engagement Altitude.

2) For certain aircraft, the Aircraft Flight Manual (AFM) may specify a minimum altitude that has been satisfactorily demonstrated for AFGS engagement after takeoff and the initial climb phase of flight that is lower than 500 feet:

a) If the FAA Flight Standardization Board (FSB) report sets a higher altitude than the AFM, the higher FSB altitude would be the authorized altitude.

b) If an FSB report is not available, or does not address autopilot engagement heights, the lowest authorized altitude shall be the altitude specified in the AFM.

c) If the FSB report sets a lower altitude than the AFM, the AFM value will be used.

d) Operator training material and pilot training program(s) have been reviewed, incorporating appropriate changes, as necessary. The flight crew must have successfully completed the certificate holder’s approved training program curriculum segment(s) for AFGS operations at the minimum engagement altitude(s).

e) The established maintenance and reliability program must be checked. This program should be designed to ensure that the equipment functions to the prescribed levels as delivered by the manufacturer, and include maintenance and preventative maintenance. Appropriate manuals should be referenced for compliance with manufacturers’ recommendations.

2) If the AFM does not specify an altitude for engaging the AFGS for the initial climb, the lowest minimum altitude authorized is 500 feet, in accordance GACAR § 91.69(a). Any use of the autopilot and/or flight director (FD) modes should be consistent with both the AFM and the applicable operating rule. Some Operational Manuals, AOMs, or FCOMs contain takeoff procedures such as using one-half bank mode, go-around mode, or capturing indicated airspeed (IAS) for systems not specifically designed with a takeoff mode. Those

manuals should not, by procedures themselves, be used as the basis for approving procedures and training programs that relate to achieving necessary takeoff performance.

G. Notes. None.

C78 – LOWER THAN STANDARD IFR TAKEOFF MINIMA - AIRPLANE OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder o use lower than standard IFR takeoff minima.

B. Applicability. This OpSpec is only required for certificate holders who elect to obtain an authorization to use lower than standard IFR takeoff minima.

C. Applicable GACAR Requirements.

- GACAR § 91.393, LVO: LVTO
- GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs.

- C56 - STANDARD IFR TAKEOFF MINIMUMS – AIRPLANE OPERATIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 4, Low Visibility Takeoff
- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template

G. Notes.

1) This OpSpec authorizes LVTO operations at all aerodromes utilized by the operator.

C84 – REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH) [Optional]

A. Purpose. This OpSpec is used to authorize RNP AR APCH operations.

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct RNP AR APCH operations.

C. Applicable GACAR Requirements.

• GACAR § 91.405, Performance Based Navigation Operations

D. Other Related OpSpecs.

• B34 – IFR NAVIGATION USING PERFORMANCE-BASED AREA NAVIGATION SYSTEMS (PBN)

• D73 – AIRCRAFT INSPECTION PROGRAM

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 10, RNP AR APCH

• Other Guidance:

o ICAO DOC. 9683, Performance-Based Navigation (PBN) Manual, Volume 2, Chapter 6

o FAA AC 90-101 (as amended), Approval Guidance for RNP Procedures with AR

F. Procedures.

1) Inspectors must populate Table 1 with the authorized aircraft M/M/S, any operating limitations and the lowest RNP navigation specification authorized. In all cases the

operating limitations must include “Kingdom of Saudi Arabia (KSA) Airspace Only”.

G. Notes.

1) Inspectors must ensure that the flight crew program requirements for this kind of operation has been incorporated into the certificate holder’s training programs prior to issuing this OpSpec.

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 6. PART 135 - OPERATIONS SPECIFICATIONS

Section 4. Part D – Airworthiness and Part E – Mass & Balance

15.6.4.1. INTRODUCTION. This section discusses the Part D – Airworthiness and Part E – Mass & Balance OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.6.4.3. LISTING OF PART D & E OPSPECS.

OpSpec Number	Title
D72	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM
D73	AIRCRAFT INSPECTION PROGRAM
D85	AIRCRAFT LISTING
D88	MAINTENANCE TIME LIMITATIONS
D95	MINIMUM EQUIPMENT LIST (MEL)
E94	MASS AND BALANCE CONTROL FOR AIRCRAFT
E96	EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM

15.6.4.5. EXPLANATIONS OF THE PART D OPSPECS.

D72 – CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM. [Optional]

A. Purpose. This OpSpec is used to approve a certificate holder’s Continuous Airworthiness Maintenance Program (CAMP).

B. Applicability. This OpSpec is only required for certificate holders who elect to implement a CAMP under the provisions of GACAR§ 135.239(a)(2).

C. Applicable GACAR Requirements.

- GACAR § 135.239, Maintenance Requirements.

D. Other Related OpSpecs.

• D85 - AIRCRAFT LISTING

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 3, Continuous Airworthiness Programs For Parts 121 and 125

• Other Relevant References:

o FAA AC 120-16 (as amended), Air Carrier Maintenance Programs

F. Procedures.

1) Each M/M/S of aircraft operated by the certificate holder (except wet leased aircraft) and identified in OpSpec D85 – Aircraft Listing must be identified in Table 1 of the OpSpec template.

2) For each M/M/S the Inspector must identify the document(s) that encompass all 10 elements of the CAMP applicable to the M/M/S. The PMI may elect to list all the manuals encompassing the CAMP or, if one manual (e.g. the Maintenance Manual) references all CAMP elements for all M/M/S then the PMI may list only that one manual.

3) Inspectors must ensure that the revision status of each manual is identified in Table 1 of the OpSpec template.

G. Notes.

1) Inspectors must ensure that the maintenance schedules for each M/M/S can be easily established when following the references identified in Table 1 of the template.

D73 – AIRCRAFT INSPECTION PROGRAM [Optional/Mandatory]

A. Purpose. This OpSpec is used to authorize the operation of the certificate holder's aircraft under an approved aircraft inspection program (AAIP) as prescribed under GACAR § 135.245.

B. Applicability. This OpSpec is required for certain aircraft and is optional for others. In general, this OpSpec is optional and is only issued if the certificate holder elects to implement

an AAIP under the provisions of GACAR § 135.239(a)(1) or GACAR § 135.245(a). If the GACA determines that an AAIP is required under the provisions of GACAR § 135.245(b) (for say RVSM operations, PBN operations or CAT II operations) then this OpSpec becomes mandatory and must be issued.

C. Applicable GACAR Requirements.

- GACAR § 91.449(e), Inspections
- GACAR § 135.239(a)(1), Maintenance Requirements.
- GACAR § 135.245, Approved Aircraft Inspection Program

D. Other Related OpSpecs.

- D88 – MAINTENANCE TIME LIMITATIONS
- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 4, Chapter 5, Section 9, Evaluate an Aircraft Inspection Program for Part 135
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must the inspection document name and revision number for each aircraft listed. The listed aircraft are auto-generated from the aircraft listed in aircraft database listing in AOSS>Operator.

G. Notes.

1) The most current revision of the approved inspection document may be identified by “( )” in which case subsequent amendments should not require reissuance of this OpSpec unless the manual title or document number changes.

2) Aircraft with an AAIP requiring a maintenance time limits manual may be allowed to use a separate approved document or approved section in the certificate holder's Maintenance Manual if authorized under OpSpec C88 – MAINTENANCE TIME LIMITS AUTHORIZATION.

D85 – AIRCRAFT LISTING [Mandatory]

A. Purpose. This OpSpec is used to identify each individual aircraft that is authorized to be operated by the certificate holder. This listing must include all leased aircraft as well. Additionally, this OpSpec identifies the kinds of special flight operations that each individual aircraft has been authorized to engage in. All aircraft must be listed in this OpSpec to be eligible for operation by a GACAR Part 135 certificate holder.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

• GACAR §119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References. None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at AOSS>Operators>Aircraft for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators>Aircraft for the specific operator.

G. Notes.

1) Aircraft that are wet leased-in from other operators must not be listed in Table 1. All other leased aircraft should be listed in Table 1.

D88 – MAINTENANCE TIME LIMITATIONS [Optional]

A. Purpose. This OpSpec is issued to approve the time limitations of each maintenance task included in a continuous airworthiness maintenance program (CAMP) or an approved aircraft inspection program (AAIP) that requires a maintenance time limits manual.

B. Applicability. This OpSpec is only required for certificate holders who:

1) Have an AAIP requiring a maintenance time limits manual and which to use a separate approved document or approved section in the certificate holder's Maintenance Manual.

2) Elect to implement a CAMP.

C. Applicable GACAR Requirements.

- GACAR §119.49, Contents of Operations Specifications

D. Other Related OpSpecs.

- D72 – CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM
- D73 – AIRCRAFT INSPECTION PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 3, Section 1 - Evaluate a Continuous Airworthiness Maintenance Program (CAMP)
  - o Volume 4, Chapter 5, Section 7 - Approve Reliability Programs for Part 121
- Other Relevant References: None.

F. Procedures.

1) Table 1 must include the following:

a) Aircraft M/M/S. Self-explanatory.

b) Manual/Document Name and Number. Manual name and certificate holder assigned number for that manual that houses the approved time limitations for maintenance tasks not covered under a reliability program.

c) Manual/Document Date. List the date of the current revision of the manual

G. Notes.

1) Inspectors are reminder that the certificate holder must establish time limitations, or standards for determining time limitations, for overhauling, inspecting, and checking airframes, engines, propellers, rotors, appliances, and emergency equipment.

D95 – MINIMUM EQUIPMENT LIST (MEL) [Mandatory]

A. Purpose. This OpSpec is used to authorize a certificate holder to use a Minimum Equipment List (MEL) subject to conditions and limitations specified within this OpSpec. Tolerances for maximum times between deferral and repair as well as requirements for management of the MEL program are also specified.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

• GACAR §135.209, Inoperable Instruments and Equipment

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 4, Section 2 - Approve/Revise a MEL for Part 121, 125, 133 and 135 Operators

o Volume 5, Chapter 4, Section 5 - Nonessential Equipment and Furnishings (NEF) Program

• Other Relevant References: None.

F. Procedures.

1) In order to issue this OpSpec the PI must ensure that the certificate holder has an approved Minimum Equipment List (MEL) for each M/M/S of aircraft list in OpSpec D85 – Aircraft Listing and that the certificate holder has developed a comprehensive program for managing the repair of items listed in the approved MEL.

2) The PI must ensure that the certificate holder includes in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

a) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

b) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

c) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

d) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

G. Notes. None.

15.6.4.7. EXPLANATIONS OF THE PART E OPSPECS.

E94 –MASS AND BALANCE CONTROL FOR AIRCRAFT [Mandatory]

A. Purpose. This OpSpec is used to authorize a certificate holder chosen method(s) for mass and balance control for its aircraft. It also specifies certain limitations and conditions for use of these programs.

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications
- GACAR § 135.109(b), Aircraft Requirements: General.

D. Other Related OpSpecs.

- E96 - EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 13, Section 1, Evaluate an Operator's Mass and Balance Control Program for Parts 121, 125 and 135
  - o Volume 4, Chapter 13, Section 2, Empty Aircraft Mass and Balance Control
- Other Relevant References:
  - o FAA AC 120-27 (as amended), Aircraft Weight and Balance Control

F. Procedures.

1) If the certificate holder is authorized to use average mass for passengers and baggage then the details of how this mass is established under the mass and balance control program(s) must be listed in Table 1 of the OpSpec template. Otherwise leave this table blank.

2) If the certificate holder is authorized to use loading schedules and envelopes then the details of these programs must be listed in Table 2 of the OpSpec template. Otherwise leave this table blank.

3) If the certificate holder is authorized to use onboard mass and balance systems then the details of these systems must be listed in Table 3 of the OpSpec template. Otherwise leave this table blank.

G. Notes. None.

E96 – EMPTY AIRCRAFT MASS AND BALANCE CONTROL PROGRAM [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to establish aircraft empty mass and balance using fleet averages rather than the periodic weighing of each individual aircraft.

B. Applicability. This OpSpec is only required for certificate holders who elect to establish the empty aircraft mass and balance control using an approved program of fleet averages and periodic weighing rather than the periodic weighing of each aircraft according to the prescriptive requirements of GACAR § 91.11.

C. Applicable GACAR Requirements.

- GACAR § 91.11, Empty Mass and Center of Gravity: Currency Requirement
- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 13, Section 2, Empty Aircraft Mass and Balance Control
- Other Relevant References:
  - o FAA AC 120-27 (as amended), Aircraft Weight and Balance Control

F. Procedures.

1) The PMI must ensure that the following are included in Table 2 of the OpSpec template:

a) Aircraft by M/M/S.

b) Fleet weighing sample interval.

c) Empty Aircraft Mass &Balance Control Program document reference.

G. Notes. None.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 6. PART 135 OPERATIONS SPECIFICATIONS

Section 5. Part R - Rotorcraft

15.6.5.1. INTRODUCTION. This section discusses the Part R – Rotorcraft OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS). The Part R OpSpecs are not usually issued to certificate holders who are restricted to VFR-only operations and do not engage in special flight operations (such as air ambulance, NVIS, etc.). In rare situations where the certificate holder conducts scheduled VFR operations, OpSpec R120 is issued.

15.6.5.3. LISTING OF PART R OPSPECS.

OpSpec Number	Title
R101	ROTORCRAFT TERMINAL INSTRUMENT PROCEDURES
R103	ROTORCRAFT STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES
R104	ROTORCRAFT EN ROUTE DESCENT AREAS (REDA).
R113	ROTORCRAFT IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER
R114	SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES
R116	LOWER THAN STANDARD IFR TAKEOFF MINIMA - ROTORCRAFT OPERATIONS
R120	AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS
R123	ROTORCRAFT NIGHT VISION IMAGING SYSTEMS
R124	ROTORCRAFT AIR AMBULANCE OPERATIONS
R125	ROTORCRAFT EMERGENCY MEDICAL SERVICES (REMS)
R130	ROTORCRAFT HOIST OPERATIONS

15.6.5.5. EXPLANATIONS OF THE PART R OPSPECS.

R101 – ROTORCRAFT TERMINAL INSTRUMENT PROCEDURES [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct terminal instrument flight operations using the procedures and minimums specified in this operations specification.

B. Applicability. This OpSpec is required for every certificate holder who operates rotorcraft under IFR.

C. Applicable GACAR Requirements.

- GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, All-Weather Terminal Area Operations
- Other Guidance: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes. None.

R103 – ROTORCRAFT STRAIGHT IN NON-PRECISION, APV AND CATEGORY I PRECISION APPROACH AND LANDING MINIMA-ALL AERODROMES. [Mandatory for certificate holders authorized to operate under IFR]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft operations using the types of instrument approach procedures (IAP) listed in Table 1 of the OpSpec. Operators are not authorized to conduct operations using any other types of IAPs. This OpSpec also is used to authorize operators to engage in Lower than Standard CAT I operations

under GACAR § 91.395, LVO: LTS Category I. This OpSpec also authorizes certificate holders to use the constant descent final approach (CDFA) technique for all non-precision IAPs that include a published vertical descent angle (VDA) or barometric vertical guidance (GS) on the IAP chart subject to limitations listed in this OpSpec.

B. Applicability. This OpSpec is required for every certificate holder who operates rotorcraft under IFR.

C. Applicable GACAR Requirements.

- GACAR §§ 91.191 through 91.195
- GACAR § 91.395, LVO: LTS Category I
- GACAR Part 91, Appendix D, Sections I & II
- GACAR § 135.597, Instrument Approach Procedures and IFR Landing Minimums

D. Other Related OpSpecs.

- B34 - IFR NAVIGATION USING PERFORMANCE BASED AREA NAVIGATION SYSTEMS (PBN)
- R101 - TERMINAL INSTRUMENT PROCEDURES

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 5, Chapter 2, All Weather Terminal Area Operations, Sections 2, 5, 6, 12, et.al.
- Other Guidance:
    - o ICAO Doc 8168 Procedures For Air Navigation Services – Aircraft Operations
    - o ICAO Doc 9365 Manual Of All-Weather Operations

o ICAO Doc 9613 Performance Based Navigation (PBN) Manual

F. Procedures.

1) Table 1 specifies the types of instrument approaches a certificate holder is authorized to conduct under IFR and prohibits the use of other types of instrument approaches. The principal operations inspector (POI) will select the approaches that apply to the operator. Each authorized non-precision approach procedures without vertical guidance, approaches with vertical guidance (APV) and precision approach procedures must be selected in Table 1 of the OpSpec template.

2) Before authorizing a type of instrument approach procedure (IAP), the POI and principal maintenance inspector (PMI) must ensure that the operator has revised the training and operations manuals, established that flight crew training and checking requirements have been met, and that the equipment and systems are appropriate for the types of approaches to be authorized.

3) Refer to eBook Volume 5, Chapter 2 for information on required training for various types of approaches.

G. Notes.

1) The International Civil Aviation Organization (ICAO) term for an aerodrome surveillance radar (ASR) approach is surveillance radar approach (SRA). Belgium labels these approaches as “SRE.” Select “ASR/SRA/SRE” in column one to authorize these approaches.

R104 – ROTORCRAFT EN-ROUTE DESCENT AREASA (REDA) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct IFR rotorcraft operations using rotorcraft en-route descent procedures within specified areas of operation.

B. Applicability. This OpSpec is only required for certificate holders who elect conduct IFR rotorcraft operations using rotorcraft en-route descent procedures within specified areas of operation.

C. Applicable GACAR Requirements.

• GACAR § 91.191, Takeoff and Landing Under IFR

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 6, Section 1, Rotorcraft En-Route Descent Area (REDA)

• Other Guidance:

o FAA AC 90-80 (as amended), Approval of Helicopter En Route Descent Areas (HEDA)

F. Procedures.

1) Table 1 of this OpSpec template must be populated with each authorized REDA along with the lowest authorized altitude and any relevant Limitations, Conditions and Remarks.

2) Inspectors have some latitude in the means used to identify each authorized REDA but whatever method is used must be unambiguous.

G. Notes. None.

R113 – ROTORCRAFT IFR OPERATIONS IN CLASS G AIRSPACE AND AT AERODROMES WITHOUT AN OPERATING CONTROL TOWER [Optional]

A. Purpose. This OpSpec is used authorize a certificate holder to conduct en-route IFR and terminal operations in Class G airspace and at aerodromes without an operating control tower.

B. Applicability. This OpSpec is only required for certificate holder who elect to conduct IFR operations in Class G (uncontrolled) airspace and at aerodromes without an operating control tower.

C. Applicable GACAR Requirements.

• GACAR § 135.59, En Route Navigation Facilities

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

2) Before issuing this OpSpec, the principal operations inspectors (POI) must ensure that the certificate holder has sufficient content in its Operations Manual(s) and training program to cover common traffic advisory frequency (CTAF) and pilot controlled lighting (PCL) information and procedures. The POI must also determine that the certificate holder has a method or procedure for obtaining and disseminating necessary operation information. This operation information must include the following:

a) The aerodrome is served by an authorized instrument approach procedure (IAP) (and departure procedure when applicable).

b) Applicable charts for crew member use.

c) Operational weather data from an approved source for control of flight movements and crew member use.

d) Status of aerodrome services and facilities at the time of the operation.

e) Suitable means for pilots to obtain traffic advisories (TA).

f) Sources of TA and aerodrome advisories.

3) *Radio Sources of Air TA Information*. Certificate holders may be authorized to use any two-way radio source of air TA information listed in the Aeronautical Information Publications (AIP) published by the State of the aerodrome location. In those cases where two sources are listed at the same aerodrome, inspectors must ensure that the Operations

Manual has procedures that require pilots to continuously monitor and use the TA frequency when operating within 10 nautical miles (NM) of the aerodrome. The procedures should require communication concerning airport services and facilities to be completed while more than 10 NM from the aerodrome. At some aerodromes, no public use frequencies may be available. In those cases, a certificate holder must arrange for radio communication of essential information including surveillance of local or transient aircraft operations by ground personnel. Ground personnel who operate a company radio for aerodrome status and TA must be able to view airspace around the aerodrome.

G. Notes. None.

R114 – SPECIAL AUTHORIZATIONS PROVISIONS AND LIMITATIONS FOR CERTAIN AERODROMES [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to operate rotorcraft into certain aerodromes (including heliports) where special operational considerations and special flight crew member training may be required. This OpSpec is also used to authorize the certificate holder's PIC to continue an approach in a rotorcraft past the final approach fix, or where a final approach fix is not used, begin the final approach segment of an instrument approach procedure at the aerodromes listed in Table 2 below when the Presidency of Meteorology and Environment (PME), or a source approved by the President, has not issued a weather reports for that aerodrome, as provided for under GACAR § 91.191(c).

B. Applicability. This OpSpec is required for certificate holder who wishes to conduct the following kinds of operations into to the following aerodromes:

1) Any operations into aerodromes that have operational considerations such as special lighting (flare pots, etc.);

2) Aerodromes located in extremely challenging environments (e.g. obstacle rich);

3) High altitude aerodromes with special performance requirements;

4) Aerodromes near precipitous terrain; and

5) Aerodromes without approved weather reporting as required under GACAR § 91.191(c).

C. Applicable GACAR Requirements.

- GACAR § 91.191(c), Takeoff and Landing Under IFR
- GACAR § 135.57, Aerodrome Requirements
- GACAR § 135.133, Applicability

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Guidance: None.

F. Procedures.

1) For approval of operations at an aerodrome with special operational considerations, the principal operations inspector (POI) must identify the aerodrome and aircraft (M/M) in Table 1 of the OpSpec template along with the prescribed special limitations, provisions and flight crew member training requirements.

2) For approval of instrument approach and landing operations at an aerodrome without approved weather reporting, the principal operations inspector (POI) must identify the aerodrome in Table 2 of the OpSpec template along with the prescribed Limitations and Provisions necessary to achieve an acceptable level of safety.

G. Notes.

1) *Operations into aerodromes with special runway markings, such as flare pots.* To use an aerodrome with special runway markings, such as flare pots, a certificate holder is required to have special operational procedures and flight crew member training.

2) Prior to authorizing instrument approach and landing operations at an aerodrome without approved weather reporting, the principal operations inspector (POI) must consult with the Director, Flight Operations Division to ensure that the prescribed Limitations and Provisions are adequate to achieve an acceptable level of safety.

R116 – LOWER THAN STANDARD IFR TAKEOFF MINIMA - ROTORCRAFT OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder o use lower than standard IFR takeoff minima.

B. Applicability. This OpSpec is only required for certificate holders who elect to obtain an authorization to use lower than standard IFR takeoff minima.

C. Applicable GACAR Requirements.

- GACAR § 91.393, LVO: LVTO
- GACAR Part 91, Appendix D, Section II

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 2, Section 4, Low Visibility Takeoff
- Other Relevant References: None.

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template

G. Notes.

1) This OpSpec authorizes LVTO operations at all aerodromes utilized by the operator.

R120 – AERODROMES AUTHORIZED FOR SCHEDULED OPERATIONS [Mandatory for Scheduled Passenger Carrying Operations]

A. Purpose. This OpSpec is used to authorize all of the aerodromes where a certificate holder

intends to operate in scheduled operations. The GACAR requires that all regular and alternate aerodromes be listed in this OpSpecs. This OpSpec exists in order to ensure that the certificate holder has fulfilled all the requirements in the GACARs for operations into scheduled aerodromes.

B. Applicability. This OpSpec is required for every certificate holder who conducts scheduled passenger carrying operations with rotorcraft.

C. Applicable GACAR Requirements.

- GACAR § 119.49, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.

- Other Relevant References: None.

F. Procedures.

1) Table 1 of this OpSpec template is auto filled with data from the operator's aerodrome database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate Aerodromes data entry screen in AOSS>Operators for the specific operator.

G. Notes.

1) For the purposes of this OpSpec, a "Regular" aerodrome means an aerodrome used in scheduled passenger carrying service that serves as the normal stop in that community. An "Alternate" aerodrome means an aerodrome which may be used if a landing at the "Regular" aerodrome becomes inadvisable.

R123 – ROTORCRAFT NIGHT VISION IMAGING SYSTEMS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct flight operations

with night vision imaging systems (NVIS).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct flight operations with night vision imaging systems (NVIS).

C. Applicable GACAR Requirements.

- GACAR § 91.415, Rotorcraft Use of Night Vision Imaging Systems
- GACAR Part 91, Appendix D, Section VIII

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
    - o Volume 5, Chapter 6, Section 2, Night Vision Imaging Systems (NVIS)
- Other Relevant References: None.

F. Procedures.

1) Table 1 of this OpSpec template is used to identify any required checks of NVIS devices prior to each flight intending to use a NVIS. These prescribed checks must be derived from the approved operating limitations for the applicable device (usually prescribed in the Aircraft Flight Manual supplement associated with the NVIS installation). Table 1 must identify the device, the required check and the reference documents where the require check is described. Enter N/A in Table 1 if there are no required checks.

2) Table 2 of this OpSpec template is used to identify all applicable maintenance requirements associated with the NVIS (and NVG). The Table 2 must be populated with each authorized rotorcraft (M/M/S), the registration marks, the STC number for the NVIS installation (enter “TC” if the NVIS was approved as part of the rotorcraft type certification process carried out by the rotorcraft manufacturer), and the applicable maintenance document references (e.g. Maintenance Manual, Instructions for Continued Airworthiness, etc.).

G. Notes. None.

R124 – ROTORCRAFT AIR AMBULANCE OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the certificate holder to conduct air ambulance operations using rotorcraft.

B. Applicability. This OpSpec is only required for certificate holders who apply to conduct air ambulance operations with rotorcraft.

C. Applicable GACAR Requirements.

- GACAR § 91.416, Air Ambulance Operations

D. Other Related OpSpecs.

- R125 - ROTORCRAFT EMERGENCY MEDICAL SERVICES (REMS)

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 28, Air Ambulance and REMS Operations
- Other Relevant References:
  - o FAA Advisory Circular 135-14 (as amended), Emergency Medical Services/Helicopter

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) Air ambulance operations using rotorcraft differs from REMS operations in that all takeoffs and landings must be carried out at aerodromes. REMS operations address

operations into and out of unprepared landing sites usually adjacent or near accident scenes. REMS operations are authorized with R125 -ROTORCRAFT EMERGENCY MEDICAL SERVICES.

2) Inspectors must ensure that the Operations Manual and flight crew training programs adequately address rotorcraft air ambulance operations prior to issuing this OpSpec.

R125 – ROTORCRAFT EMERGENCY MEDICAL SERVICES [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft emergency medical services (REMS).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct rotorcraft emergency medical services.

C. Applicable GACAR Requirements.

- GACAR § 91.411, Rotorcraft Emergency Medical Service Operations
- GACAR Part 91, Appendix D, Section VI

D. Other Related OpSpecs.

- R124 – AIR AMBULANCE - ROTORCRAFT

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 28, Air Ambulance and REMS Operations
- Other Relevant References:
  - o FAA Advisory Circular 135-14 (as amended), Emergency Medical Services/Helicopter

F. Procedures.

1) This OpSpec contains only pre-assigned text and no other actions are required to complete this template.

G. Notes.

1) If night vision imaging systems are used during REMS operations then OpSpec R123 must also be issued.

R130 – ROTORCRAFT HOIST OPERATIONS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to conduct rotorcraft hoist operations (RHO).

B. Applicability. This OpSpec is only required for certificate holders who elect to conduct rotorcraft hoist operations (see Note 1).

C. Applicable GACAR Requirements.

- GACAR § 91.413 Rotorcraft Hoist Operations
- GACAR Part 91, Appendix D, Section VII
- GACAR Part 133, Appendix B, Rotorcraft External Load Combination Operations

D. Other Related OpSpecs.

- R133 – AUTHORIZED ROTORCRAFT-LOAD COMBINATIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 5, Chapter 6, Section 3, Rotorcraft Hoist Operation (RHO)
- Other Relevant References:
  - o FAA Advisory Circular 29-2 (as amended), Certification of Transport Category Rotorcraft (See guidance related to Class D rotorcraft-load combination involving

human cargo)

F. Procedures.

1) Table 1 of this OpSpec template is used to identify each rotorcraft authorized for RHO (M/M/S and Registration Marks) along with the Hoist Load Limitations.

G. Notes.

1) Rotorcraft hoist operations (RHO) differ from other Class D rotorcraft external load operations conducted under GACAR Part 133 in two distinct ways:

a) RHO involves persons on the hoist who are not required crew members - in other words they are akin to passengers. The best example to illustrate this point is if the person(s) being hoisted is a person being rescued or a person being raised or lower from a ship (for instance) then these are considered RHO.

b) RHO involves the raising and lowering of persons into or out of the rotorcraft on a hoist. Other rotorcraft Class D external load operations under GACAR Part 133 usually involve a fixed line of fixed length.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 7. PART 141 & 142 OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.7.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.7.1.3. LISTING OF PART A OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A2	AIRCRAFT AUTHORIZATION
A5	EXEMPTIONS
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	TRAINING AND PROCEDURES MANUAL
A25	ELECTRONIC RECORDKEEPING SYSTEM
A31	TRAINING AGREEMENTS
A33	AERODROMES AND LAUNCH SITES
A35	FLIGHT SIMULATION TRAINING DEVICE (FSTD) AND AVIATION TRAINING DEVICES (ATD) AUTHORIZATIONS
A37	CHIEF INSTRUCTOR PERSONNEL
A39	SATELLITE TRAINING BASES

15.7.1.5. EXPLANATIONS OF THE PART A OPSPECS FOR GACAR PART 141 CERTIFICATE HOLDERS.

NOTE: An explanation of the Part A OpSpecs for GACAR Part 142 certificate holders can be found in the following paragraph 15.7.1.7.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the certificate number, the primary business address, the primary base of training operations and the applicable regulatory basis under which the training is to be conducted.

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 141.23, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 7, The Certification Process for Part 141
- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A2 – AIRCRAFT AUTHORIZATION [Mandatory]

A. Purpose. This OpSpec is used to identify the Make/Model/Series (M/M/S) of the aircraft authorized for operation under GACAR Part 141.

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 141.23, Contents of Operations Specifications
- GACAR § 141.63, Aircraft

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 7, The Certification Process for Part 141
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators>Aircraft** for the specific operator.

2) The following provides additional guidance on the various fields in Table 1 that are entered from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator:

a) Select the authorized M/M/S using the aircraft listing provided in the AOSS. If the appropriate M/M/S cannot be found in the AOSS, Inspectors should immediately notify the AOSS help desk so that the aircraft listing can be updated.

b) For each aircraft, list the Condition of Flight authorized. If the aircraft is approved for instrument flight rules (IFR) operations, select “IFR Only” or “IFR/VFR”. If the airplane is restricted to visual flight rules (VFR) operations only, select “VFR Only.”

G. Notes. None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures
- GACAR § 141.23, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
- Volume 4, Chapter 2, Section 2, Waivers and Authorizations
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Accountable Manager
- FSTD Management Representative
- Person Designated to Apply For and Receive Operations Specifications
- SMS Accountable Executive
- SMS Management Representative

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 5.25, Designation and Responsibilities of Required Safety Management Personnel
- GACAR § 141.49, Personnel

D. Other Related OpSpecs.

- A37 - CHIEF INSTRUCTOR PERSONNEL

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 2, Safety Management Systems - General
  - o Volume 3, Chapter 7, The Certification Process for Part 141
- Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder’s

management, technical and designated personnel who are fulfilling positions required under GACAR Part 141. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

b) If the certificate holder also assumes the role of an FSTD sponsor under GACAR Part 60 then they must also list the FSTD Management Representative here.

2) *Paragraph (b): Agent for Service.*

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A and Part T, etc.) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

4) *Paragraph (d): SMS Management Positions.*

a) Table 3 of the OpSpec template is used is to clearly identify the certificate holder's Safety Management System (SMS) management personnel who are fulfilling positions required under GACAR Part 5. Inspectors must ensure that all required management positions are listed along with the name of the individual who is assuming the position.

b) GACAR § 5.25 require the following SMS management positions: *Accountable Executive* and *SMS Management Representative.*

G. Notes.

1) OpSpec A37 is used to identify the Chief Instructor and Assistant Chief Instructor.

2) *Combined Positions.* Any certificate holder who requests approval to combine two or more required management positions into one position must ensure that the person who will serve in that position meets the qualifications for, or receives relief for, each management position to be combined. The size, scope, complexity, and work load of the

operations that the applicant has been involved with, and will be involved with in the combined management position, must be considered when evaluating this request. The combining of the GACAR Part 5 SMS positions may be acceptable depending on the size and complexity of the operator. Requests for one individual to fill this position for more than one certificate holder concurrently will not be considered.

A7 – TRAINING AND PROCEDURES MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's training and procedures manual which is accepted by the President and required under GACAR Part 141.

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 141.79, General
- GACAR § 141.81, Manual Contents

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 1, Chapter 1, Section 1, General Handbook Information
  - o Volume 4, Chapter 12, Manuals, Procedures and Checklists
  - o Volume 3, Chapter 7, The Certification Process for Part 141
- Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Training and Procedures Manual.*

a) Table 1 of the OpSpec template is used to identify the Training and Procedures

Manual required under GACAR § 141.79 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a "signature/sign-off" is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required for GACAR Part 141certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

- GACAR § 141.161, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping

- Other Relevant References:

  o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 141.161(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A31 – TRAINING AGREEMENTS [Optional]

A. Purpose. This OpSpec is used to authorize training agreements between the certificate holder and a GACAR Part 142 training center (including satellites). The training center must be listed in this operations specification for the specific purpose of conducting instruction and/or evaluations for the certificate holder.

B. Applicability. This OpSpec is only required for GACAR Part 141 certificate holders who elect to contract with a training center under the provisions of GACAR § 141.35.

C. Applicable GACAR Requirements.

- GACAR § 141.23, Contents of Operations Specifications
- GACAR § 141.35, Training Agreements

D. Other Related OpSpecs.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all Part 142 Training Centers who are authorized to conduct training, testing and/or checking on behalf of the certificate holder. Inspectors must ensure all fields are correctly populated for each organization

which has been contracted to provide training, testing and/or checking.

G. Notes.

1) Inspector must ensure that each training center providing training under an authorized training agreement also has been issued OpSpec A31 and Table 2 of the OpSpec properly identifies the GACAR Part 41 certificate holder.

2) Prior to issuance of this OpSpec Inspectors must ensure that the requirements of GACAR § 141.35, Training Agreements have been met.

(a) There is a training, testing, and checking agreement between the certificated training center and the pilot school;

(b) The training, testing, and checking provided by the certificated training center is approved and conducted under GACAR Part 142;

(c) The pilot school certificated under GACAR Part 141 obtains the President's approval for a training course outline that includes the portion of the training, testing, and checking to be conducted under GACAR Part 141 and the training, testing, and checking to be conducted under GACAR Part 142; and

(d) Upon completion of the training, testing, and checking conducted under GACAR Part 142, a copy of each student's training record is forwarded to the GACAR Part 141 school and becomes part of the student's permanent training record.

A33 – AERODROMES AND LAUNCH SITES [Mandatory]

A. Purpose. This OpSpec is issued to identify the aerodromes and launch sites where the certificate holder is authorized to originate flight training under GACAR Part 141.

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 141.23, Contents of Operations Specifications
- GACAR § 141.61, Aerodromes.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 7, The Certification Process for Part 141
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all aerodromes where the certificate holder is authorized to originate training flights. Inspectors must ensure all fields are correctly populated.

G. Notes. None.

A35 – FLIGHT SIMULATION TRAINING DEVICES AND AVIATION TRAINING DEVICES [Optional]

A. Purpose. This OpSpec is used to authorize the use of FSTD and ATD in the certificate holder's approved training courses.

B. Applicability. This OpSpec is only required for GACAR Part 141 certificate holders who elect to utilize FSTD and ATD in their approved training courses.

C. Applicable GACAR Requirements.

- GACAR § 141.23, Contents of Operations Specifications
- GACAR § 141.65 Flight Simulation Training Devices, Aviation Training Devices, and Training Aids

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 7, The Certification Process for Part 141

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify all FSTDs authorized for use in the certificate holder's approved training course. It is necessary to identify the following for each FSTD authorized:

• Aircraft Make/Model/Series

• FSTD Level *(Pick appropriate level from drop-down list)*

• GACA FSTD ID Number

• Manufacturer

• Model

• Sponsor Designator

• Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the FSTD is authorized.

2) Table 2 of the OpSpec template is used to identify all FSTDs located at the certificate holder's satellite training center(s) which are authorized for use in the certificate holder's approved training programs. It is necessary to identify the following for each FSTD authorized:

• Aircraft Make/Model/Series

• FSTD Level *(Pick appropriate level from drop-down list)*

• GACA FSTD ID Number

• Manufacturer

• Model

• Sponsor Designator

• Location (indicate which satellite training center – see OpSpec A39 for listing of authorized satellite training centers)

• Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the FSTD is authorized.

3) Table 3 of the OpSpec template is used to identify all ATDs authorized for use in the certificate holder's approved training programs. It is necessary to identify the following for each ATD authorized:

• Aircraft Make/Model/Series

• Manufacturer

• ATD Model

• Location (Principal base or satellite)

• Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the ATD is authorized.

G. Notes.

1) All FSTDs and ATDs listed in this OpSpec must have been approved under GACAR Part 60.

A37 – CHIEF INSTRUCTOR PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to identify the chief instructor for each approved training course.

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 141.23, Contents of Operations Specifications
- GACAR § 141.49, Personnel
- GACAR § 141.51, Chief Instructor Qualifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 8, Section 4, Conduct a Chief/Assistant Chief Instructor Practical Test
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify each approved training course and the Chief Instructor (and their flight instructor airman certificate number) that is assigned to this course.

G. Notes. None.

A39 – SATELLITE TRAINING BASES [Optional]

A. Purpose. This OpSpec is used to identify all approved satellite training bases and the assistant chief instructor assigned to each satellite base.

B. Applicability. This OpSpec is only required for GACAR Part 141 certificate holders who elect to establish and operate satellite training bases.

C. Applicable GACAR Requirements.

- GACAR § 141.23, Contents of Operations Specifications
- GACAR § 141.149, Satellite Base

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 7, The Certification Process for Part 141
  - o Volume 4, Chapter 8, Section 4, Conduct a Chief/Assistant Chief Instructor Practical Test
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify each approved satellite training base and the assistant chief instructor that is assigned to the base.

G. Notes. None.

15.7.1.7. EXPLANATIONS OF THE PART A OPSPECS FOR GACAR PART 142 CERTIFICATE HOLDERS.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the certificate number, the primary business address, the primary base of training operations and the applicable regulatory basis under which the training is to be conducted.

B. Applicability. This OpSpec is required for all GACAR Part 142 certificate holders.

C. Applicable GACAR Requirements. None.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 8, The Certification Process for Part 142
- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A2 – AIRCRAFT AUTHORIZATION [Optional]

A. Purpose. This OpSpec is used to identify the Make/Model/Series (M/M/S) of the aircraft authorized for operation under GACAR Part 142.

B. Applicability. This OpSpec is only required for GACAR Part 142 certificate holders who operate aircraft under their approved training curriculums.

C. Applicable GACAR Requirements.

- GACAR § § 142.63, Aircraft Requirements.

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 8, The Certification Process for Part 142

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators>Aircraft** for the specific operator.

2) The following provides additional guidance on the various fields in Table 1 that are entered from AOSS data entry screen at **AOSS>Operators>Aircraft** for the specific operator:

a) Select the authorized M/M/S using the aircraft listing provided in the AOSS. If the appropriate M/M/S cannot be found in the AOSS, Inspectors should immediately notify the AOSS help desk so that the aircraft listing can be updated.

G. Notes. None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for GACAR Part 142 certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

• GACAR Part 11, General Rulemaking Procedures

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
- Volume 4, Chapter 2, Section 2, Waivers and Authorizations
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Accountable Manager
- FSTD Management Representative
- Person Designated to Apply For and Receive Operations Specifications
- SMS Accountable Executive
- SMS Management Representative

B. Applicability. This OpSpec is required for all GACAR Part 142 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 5.25, Designation and Responsibilities of Required Safety Management

Personnel

• GACAR § 142. 13 Management and Personnel Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 2, Safety Management Systems - General

o Volume 3, Chapter 8, The Certification Process for Part 142

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 141. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

b) If the certificate holder also assumes the role of an FSTD sponsor under GACAR Part 60 then they must also list the FSTD Management Representative here.

2) *Paragraph (b)*: Agent for Service.

3) *Paragraph (c)*: Personnel Designated to Apply for and Receive Operations Specifications.

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A and Part T) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

4) *Paragraph (d)*: SMS Management Positions.

NOTE: This paragraph is only required to be used if the training center operates aircraft in which case they are required under GACAR Part 5 to establish and maintain a Safety Management System and designate the two SMS management positions noted in the Table 3.

a) Table 3 of the OpSpec template is used is to clearly identify the certificate holder's Safety Management System (SMS) management personnel who are fulfilling positions required under GACAR Part 5. Inspectors must ensure that all required management positions are listed along with the name of the individual who is assuming the position.

b) GACAR § 5.25 requires the following SMS management positions: *Accountable Executive* and *SMS Management Representative.*

G. Notes.

1) *Combined Positions.* Any certificate holder who requests approval to combine two or more required management positions into one position must ensure that the person who will serve in that position meets the qualifications for, or receives relief for, each management position to be combined. The size, scope, complexity, and work load of the operations that the applicant has been involved with, and will be involved with in the combined management position, must be considered when evaluating this request. The combining of the GACAR Part 5 SMS positions may be acceptable depending on the size and complexity of the operator. Requests for one individual to fill this position for more than one certificate holder concurrently will not be considered.

A7 – TRAINING AND PROCEDURES MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's training and procedures manual which is accepted by the President and required under GACAR Part 142.

B. Applicability. This OpSpec is required for all GACAR Part 142 certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 142.27, Training and Procedures Manual

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 1, Chapter 1, Section 1, General Handbook Information

o Volume 4, Chapter 12, Manuals, Procedures and Checklists

o Volume 3, Chapter 8, The Certification Process for Part 142

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Training and Procedures Manual.*

a) Table 1 of the OpSpec template is used to identify the Training and Procedures Manual required under GACAR § 142.27 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a “signature/sign-off” is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required for GACAR Part 142 certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

- GACAR § 142.93, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 4, Chapter 11, Section 4, Electronic Recordkeeping
- Other Relevant References:
  - FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 142.93(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A31 – TRAINING AGREEMENTS [Optional]

A. Purpose. This OpSpec is used to authorize training agreements between the certificate holder and a GACAR Part 141 pilot school (including satellites). The pilot school must be listed in this operations specification for the specific purpose of conducting instruction and/or evaluations for the certificate holder. This OpSpec is also used to identify the pilot schools for which the certificate holder is authorized to provide training, checking and/or testing to a GACAR Part 141 pilot school under the provisions of GACAR § 141.35

B. Applicability. This OpSpec is only required for GACAR Part 142 certificate holders who elect to contract with a pilot school certificated under GACAR Part 141 as provided in GACAR § 141.35 or GACAR § 142.25.

C. Applicable GACAR Requirements.

- GACAR § 141.35, Training Agreements
- GACAR § 142.25, Training Agreements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all Part 141 pilot schools who are authorized to conduct training, testing and/or checking on behalf of the certificate holder under the provisions of GACAR § 142.25. Inspectors must ensure all fields are correctly populated for each organization which has been contracted to provide training and/or checking.

2) Table 2 of the OpSpec template is used to record details of all Part 141 pilot schools who the certificate holder has been authorized to conduct training, testing and/or checking on their behalf under the provisions of GACAR § 141.35. Inspectors must ensure all fields are correctly populated for each organization which has been contracted to provide training and/or checking.

G. Notes.

1) Prior to issuance of this OpSpec Inspectors must ensure that the requirements of GACAR § 142.25, Training Agreements have been met.

(a) There is a training, testing, and checking agreement between the certificated

training center and the pilot school;

(b) The training, testing, and checking provided by the certificated training center is approved and conducted under GACAR Part 141;

(c) The pilot school certificated under GACAR Part 141 obtains the President's approval for a training course outline that includes the portion of the training, testing, and checking to be conducted under GACAR Part 141; and

(d) Upon completion of the training, testing, and checking conducted under GACAR Part 141, a copy of each student's training record is forwarded to the GACAR Part 142 certificate holder and becomes part of the student's permanent training record.

A35 – FLIGHT SIMULATION TRAINING DEVICES AND AVIATION TRAINING DEVICES [Mandatory]

A. Purpose. This OpSpec is used to authorize the use of FSTD and ATD in the certificate holder's approved training programs.

B. Applicability. This OpSpec is for all GACAR Part 142 certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 142.65, FFSs and FTDs.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 8, The Certification Process for Part 142
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify all FSTDs authorized for use in the

certificate holder's approved training course. It is necessary to identify the following for each FSTD authorized:

- Aircraft Make/Model/Series
- FSTD Level *(Pick appropriate level from drop-down list)*
- GACA FSTD ID Number
- Manufacturer
- Model
- Sponsor Designator
- Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the FSTD is authorized.

2) Table 2 of the OpSpec template is used to identify all FSTDs located at the certificate holder's satellite training center(s) which are authorized for use in the certificate holder's approved training programs. It is necessary to identify the following for each FSTD authorized:

- Aircraft Make/Model/Series
- FSTD Level *(Pick appropriate level from drop-down list)*
- GACA FSTD ID Number
- Manufacturer
- Model
- Sponsor Designator
- Location (indicate which satellite training center – see OpSpec A39 for listing of

authorized satellite training centers)

• Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the FSTD is authorized.

3) Table 3 of the OpSpec template is used to identify all ATDs authorized for use in the certificate holder's approved training programs. It is necessary to identify the following for each ATD authorized:

• Aircraft Make/Model/Series

• Manufacturer

• ATD Model

• Location (Principal base or satellite)

• Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the ATD is authorized.

G. Notes.

1) All FSTDs and ATDs listed in this OpSpec must have been approved under GACAR Part 60.

A39 – SATELLITE TRAINING BASES [Optional]

A. Purpose. This OpSpec is used to identify all approved satellite training center.

B. Applicability. This OpSpec is only required for GACAR Part 142 certificate holders who elect to establish and operate satellite training center(s).

C. Applicable GACAR Requirements.

• GACAR § 142.17, Satellite Training Center

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 8, The Certification Process for Part 142

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to record details of all authorized satellite training centers.

G. Notes.

1) The authorized training programs for each satellite training center are listed in OpSpec T1 and T2 and the authorized FSTD and ATD for each satellite training center are listed in OpSpec A35.

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CHAPTER 7. PART 141 & 142 OPERATIONS SPECIFICATIONS

Section 2. Part B - En-Route Authorizations and Limitations

15.7.2.1. INTRODUCTION. This section discusses Part B – En-Route Authorizations and Limitations OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.7.2.3. LISTING OF PART B OPSPECS.

OpSpec Number	Title
-	RESERVED.

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CHAPTER 7. PART 141 & 142 OPERATIONS SPECIFICATIONS

Section 3. Part C – Airplane Terminal Area Authorizations & Limitations

15.7.3.1. INTRODUCTION. This section discusses the Part C – Airplane Terminal Area Authorizations and Limitations OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.7.3.3. LISTING OF PART C OPSPECS.

OpSpec Number	Title
-	RESERVED.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 7. PART 141 & 142 OPERATIONS SPECIFICATIONS

Section 4. Part D – Airworthiness and Part E – Mass & Balance

15.7.4.1. INTRODUCTION. This section discusses the Part D – Airworthiness and Part E – Mass & Balance OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.7.4.3. LISTING OF PART D AND E OPSPECS.

OpSpec Number	Title
D73	AIRCRAFT INSPECTION PROGRAM
D85	AIRCRAFT LISTING
D95	MINIMUM EQUIPMENT LIST (MEL)

15.7.4.5. EXPLANATIONS OF THE PART D OPSPECS FOR BOTH GACAR PART 141 AND PART 142 CERTIFICATE HOLDERS.

D73 – AIRCRAFT INSPECTION PROGRAM [Optional]

A. Purpose. This OpSpec is used to authorize the operation of the certificate holder's aircraft under an approved aircraft inspection program (AAIP) as provided under GACAR § 91.449(f)(3).

B. Applicability. This OpSpec is only required for certificate holders who elect to implement an AAIP under the provisions of GACAR § 91.449(f)(3).

C. Applicable GACAR Requirements.

- GACAR§ 91.449, Inspections

D. Other Related OpSpecs.

- D85 – AIRCRAFT LISTING

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must the inspection document name and revision number for each aircraft listed. The listed aircraft are auto-generated from the aircraft listed in aircraft database listing in **AOSS>Operator**.

G. Notes.

1) The most current revision of the approved inspection document may be identified by "( )" in which case subsequent amendments should not require reissuance of this OpSpec unless the manual title or document number changes.

D85 – AIRCRAFT LISTING [Mandatory for GACAR Part 141, Optional for GACAR Part 142]

A. Purpose. This OpSpec is used to identify each individual aircraft that is authorized to be operated by the certificate holder for the purposes of flight training.

B. Applicability. This OpSpec is required for every GACAR Part 141 certificate holder and is only required for GACAR Part 142 certificate holders who operate aircraft for the purposes of flight training.

C. Applicable GACAR Requirements.

• GACAR §141.23, Contents of Operations Specifications

• GACAR § 141.63, Aircraft

• GACAR § 142.63, Aircraft Requirements

D. Other Related OpSpecs.

• A2 - AIRCRAFT AUTHORIZATION

E. Associated Guidance and References. None.

F. Procedures.

1) Table 1 of the OpSpec template is automatically populated with data derived from AOSS data entry screen at AOSS>Operators>Aircraft for the specific operator. Inspectors must ensure that the data presented in Table 1 is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators>Aircraft for the specific operator.

G. Notes.

1) For certificate holders who conduct flight training with commuter category airplanes and transport category aircraft, the aircraft are required to be operated by a certificate holder issued under GACAR Part 119. These aircraft must not be listed in OpSpec D85 as they are not “operated” by the GACAR Part 141 pilot school or the GACAR Part 142 training center.

D95 – MINIMUM EQUIPMENT LIST (MEL) [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder to use a Minimum Equipment List (MEL) subject to conditions and limitations specified within this OpSpec. Tolerances for maximum times between deferral and repair as well as requirements for management of the MEL program are also specified.

B. Applicability. This OpSpec is only required for certificate holders who elect to use a MEL.

C. Applicable GACAR Requirements.

• GACAR §91.309, Inoperable Instruments and Equipment

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 4, Section 2 - Approve/Revise a MEL for Part 121, 125, 133 and 135 Operators

o Volume 5, Chapter 4, Section 5 - Nonessential Equipment and Furnishings (NEF) Program

• Other Relevant References: None.

F. Procedures.

1) In order to issue this OpSpec the PI must ensure that the certificate holder has an approved Minimum Equipment List (MEL) for the aircraft and that the certificate holder has developed a comprehensive program for managing the repair of items listed in the approved MEL.

2) The PI must ensure that the certificate holder includes in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

a) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

b) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

c) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

d) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

G. Notes. None.

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CHAPTER 7. PART 141 & 142 OPERATIONS SPECIFICATIONS

Section 5. Part T – Training

15.7.5.1. INTRODUCTION. This section discusses Part T – Training OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.7.5.3. LISTING OF PART T OPSPECS.

OpSpec Number	Title
T1	TRAINING COURSE OUTLINES/CORE CURRICULUMS
T2	SPECIALTY CURRICULUMS
T3	PILOT SCHOOL RATINGS

15.7.5.5. EXPLANATIONS OF THE PART T OPSPECS FOR GACAR PART 141 CERTIFICATE HOLDERS.

NOTE: An explanation of the Part T OpSpecs for GACAR Part 142 certificate holders can be found in the following paragraph 15.7.5.7.

T1 – TRAINING COURSE OUTLINES [Mandatory]

A. Purpose. This OpSpec is used to approve a certificate holder’s training course outlines.

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

• GACAR Part 141, SUBPART E – TRAINING COURSE OUTLINE AND CURRICULUM

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 8, Section 2, Approve Training Course Outlines for Part 141

o Volume 4, Chapter 8, Section 3, Approve Examining Authority for a Part 141 Pilot School

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved Training Course Outline (Title and Author/Publisher), Identification Number (if any) and Date, whether Examining Authority has been granted (pick Knowledge Test, Practical Test or Both) and any Limitations & Conditions.

G. Notes.

1) Special Curriculums under GACAR § 141.109 are also approved with OpSpec T1 and they must be listed in Table 1 of the OpSpec template.

T3 – PILOT SCHOOL RATINGS [Mandatory]

A. Purpose. This OpSpec is used to specify the pilot school ratings for pilot schools operating under GACAR Part 141.

B. Applicability. This OpSpec is required for all GACAR Part 141 certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 141.11, Pilot School Ratings

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 7, The Certification Process for Part 141

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Certification and Rating Courses.* Table 1 of the OpSpec template is used is to clearly identify the certification and rating courses that the certificate holder is authorized to conduct as prescribed by GACAR § 141.11(b)(1). For each authorized course, the applicable aircraft category and class and effective date for the authorization must also be identified.

2) *Paragraph (b): Special Preparation Courses.* Table 2 of the OpSpec template is used is to clearly identify the special preparation courses that the certificate holder is authorized to conduct as prescribed by GACAR § 141.11(b)(2). For each authorized course, the applicable aircraft category and class and effective date for the authorization must also be identified.

3) *Paragraph (c): Pilot Ground School Courses.* Table 3 of the OpSpec template is used is to clearly identify the pilot ground school courses that the certificate holder is authorized to conduct as prescribed by GACAR § 141.11(b)(3). For each authorized course, the applicable aircraft category and class and effective date for the authorization must also be identified.

G. Notes. None.

15.7.5.7. EXPLANATIONS OF THE PART T OPSPECS FOR GACAR PART 142 CERTIFICATE HOLDERS.

T1 – CORE CURRICULUMS [Mandatory]

A. Purpose. This OpSpec is used to approve a certificate holder’s core curriculums.

B. Applicability. This OpSpec is required for all GACAR Part 142 certificate holders.

C. Applicable GACAR Requirements.

• GACAR Part 142, SUBPART B – CURRICULUM AND SYLLABUS REQUIREMENTS

D. Other Related OpSpecs.

• T2 – SPECIALTY CURRICULUMS

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 9, PART 142 ADMINISTRATION

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved Core Curriculum for airplanes and must include the following information:

• Curriculum Title [GACAR Part 61 Reference]

• Certificate Holder Curriculum Title

• Aircraft M/M/S (enter N/A if this is not applicable)

• Facility (identify main base or identify the relevant satellite training center)

2) Table 2 of the OpSpec template must be populated with each approved Core Curriculum for rotorcraft and must include the following information:

• Curriculum Title [GACAR Part 61 Reference]

• Certificate Holder Curriculum Title

• Aircraft M/M/S (enter N/A if this is not applicable)

• Facility (identify main base or identify the relevant satellite training center)

G. Notes.

1) Specialty curriculums are approved with OpSpec T2 and they must not be listed in Table 1 of this OpSpec template.

2) See GACAR Part 1 for definitions of core and specialty curriculums.

T2 – SPECIALTY CURRICULUMS [Optional]

A. Purpose. This OpSpec is used to authorize a certificate holder's specialty curriculums.

B. Applicability. This OpSpec is only required for GACAR Part 142 certificate holders who elect to offer training of specialty curriculums.

C. Applicable GACAR Requirements.

- GACAR § 142.41, Approval of Flight Training Program
- GACAR § 142.101, Conduct of Other Approved Courses

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 9, Part 142 Administration
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved Specialty Curriculum and must include the following information:

- Curriculum Title
- Aircraft M/M/S (enter N/A if this is not applicable – example RVSM training)
- Facility (identify main base or identify satellite training center)

• Remarks (add any relevant information)

G. Notes.

1) See GACAR Part 1 for definitions of core and specialty curriculums.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 8. PART 143 & 144 OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.8.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.8.1.3. LISTING OF PART A OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A5	EXEMPTIONS
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	TRAINING AND PROCEDURES MANUAL
A25	ELECTRONIC RECORDKEEPING SYSTEM
A35	FLIGHT SIMULATION TRAINING DEVICES /SIMULATOR TRAINING DEVICES
A39	SATELLITE TRAINING BASES

15.8.1.5. EXPLANATIONS OF THE PART A OPSPECS FOR GACAR PART 143 CERTIFICATE HOLDERS.

NOTE: An explanation of the Part A OpSpecs for GACAR Part 144 certificate holders can be found in the following paragraph 15.8.1.7.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the certificate number, the primary business address, the primary base of training operations and the applicable regulatory basis under which the training is to be conducted.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 143.21, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 9, The Certification Process for Part 143
- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures
- GACAR § 143.21, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 4, Chapter 2, Section 2, Waivers and Authorizations
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Accountable Manager
- Person Designated to Apply For and Receive Operations Specifications

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 143.37, Appointment of Personnel

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - Volume 3, Chapter 9, The Certification Process for Part 143

• Other Relevant References: None.

F. Procedures.

1) Paragraph (a): Management and Technical Personnel.

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 143. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

2) Paragraph (b): Agent for Service.

3) Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A and Part T) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

G. Notes. None.

A7 – TRAINING AND PROCEDURES MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's training and procedures manual which is accepted by the President and required under GACAR Part 143.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 143.53, General

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 1, Chapter 1, Section 1, General Handbook Information

o Volume 4, Chapter 12, Manuals, Procedures and Checklists

o Volume 3, Chapter 9, The Certification Process for Part 143

• Other Relevant References: None.

F. Procedures.

1) Paragraph (a): Identification of Accepted Training and Procedures Manual.

a) Table 1 of the OpSpec template is used to identify the Training and Procedures Manual required under GACAR § 143.53 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a “signature/sign-off” is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required for certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

• GACAR § 143.121, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping

• Other Relevant References:

o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 143.121(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A35 – FLIGHT SIMULATION TRAINING DEVICES [Optional]

A. Purpose. This OpSpec is used to authorize the use of FSTD in the certificate holder's approved training courses.

B. Applicability. This OpSpec is only required for GACAR Part 143 certificate holders who elect to utilize FSTD in their approved training courses.

C. Applicable GACAR Requirements.

• GACAR § 143.21, Contents of Operations Specifications

• GACAR § 141.43 Flight Simulation Training Devices

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 9, The Certification Process for Part 143

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify all FSTDs authorized for use in the certificate holder's approved training course. It is necessary to identify the following for each FSTD authorized:

• Aircraft Make/Model/Series

• FSTD Level (*Pick appropriate level from drop-down list*)

• GACA FSTD ID Number

• Manufacturer

• Model

• Sponsor Designator

• Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the FSTD is authorized.

2) Table 2 of the OpSpec template is used to identify all FSTDs located at the certificate holder's satellite training center(s) which are authorized for use in the certificate holder's approved training programs. It is necessary to identify the following for each FSTD authorized:

- Aircraft Make/Model/Series
- FSTD Level (*Pick appropriate level from drop-down list*)
- GACA FSTD ID Number
- Manufacturer
- Model
- Sponsor Designator
- Location (indicate which satellite training center – see OpSpec A39 for listing of authorized satellite training centers)
- Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the FSTD is authorized.

G. Notes.

1) All FSTDs listed in this OpSpec must have been approved under GACAR Part 60.

A39 – SATELLITE TRAINING BASES [Optional]

A. Purpose. This OpSpec is used to identify all approved satellite training bases.

B. Applicability. This OpSpec is only required for GACAR Part 143 certificate holders who elect to establish and operate satellite training bases.

C. Applicable GACAR Requirements.

- GACAR § 143.21, Contents of Operations Specifications
- GACAR § 143.103, Satellite Base

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 9, The Certification Process for Part 143

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify each approved satellite training base.

G. Notes. None.

15.8.1.7. EXPLANATIONS OF THE PART A OPSPECS FOR GACAR PART 144 CERTIFICATE HOLDERS.

NOTE: An explanation of the Part A OpSpecs for GACAR Part 143 certificate holders can be found in the following paragraph 15.8.1.5.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the certificate number, the primary business address, the primary base of training operations and the applicable regulatory basis under which the training is to be conducted.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 144.13, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 10, The Certification Process for Part 144

• Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

• GACAR Part 11, General Rulemaking Procedures

• GACAR § 144.13, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 2, Section 2, Waivers and Authorizations

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Accountable Manager
- Person Designated to Apply For and Receive Operations Specifications

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 144.43, Appointment of Personnel

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 10, The Certification Process for Part 144
- Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 144. Inspectors must ensure that all required management

positions are listed along with the name of the qualified individual who is assuming the position.

2) *Paragraph (b): Agent for Service.*

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A and Part T) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

G. Notes. None.

A7 – TRAINING AND PROCEDURES MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's training and procedures manual which is accepted by the President and required under GACAR Part 144.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 144.51, General

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 1, Chapter 1, Section 1, General Handbook Information
  - o Volume 4, Chapter 12, Manuals, Procedures and Checklists
  - o Volume 3, Chapter 10, The Certification Process for Part 144

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Training and Procedures Manual.*

a) Table 1 of the OpSpec template is used to identify the Training and Procedures Manual required under GACAR § 144.51 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional].

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a "signature/sign-off" is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required for certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

• GACAR § 144.117, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping

• Other Relevant References:

o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 144.117(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A35 –SIMULATION TRAINING DEVICES [Optional]

A. Purpose. This OpSpec is used to authorize the use of simulation training devices in the certificate holder's approved training courses.

B. Applicability. This OpSpec is only required for GACAR Part 144 certificate holders who elect to utilize simulation training devices (STD) in their approved training courses.

C. Applicable GACAR Requirements.

• GACAR § 144.13, Contents of Operations Specifications

• GACAR § 144.43 Simulation Training Devices

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 10, The Certification Process for Part 144

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify all STDs authorized for use in the certificate holder's approved training course. It is necessary to identify the following for each STD authorized:

- Manufacturer
- Model
- Location
- Remarks

If necessary, the Remarks column may be used to specifically identify the approved training courses for which the STD is authorized.

G. Notes. None.

A39 – SATELLITE TRAINING BASES [Optional]

A. Purpose. This OpSpec is used to identify all approved satellite training bases.

B. Applicability. This OpSpec is only required for GACAR Part 144 certificate holders who elect to establish and operate satellite training bases.

C. Applicable GACAR Requirements.

- GACAR § 144.13, Contents of Operations Specifications
- GACAR § 144.99, Satellite Base

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

o Volume 3, Chapter 10, The Certification Process for Part 144

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify each approved satellite training base.

G. Notes. None.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 8. PART 143 & 144 OPERATIONS SPECIFICATIONS

Section 2. Part T - Training

15.8.2.1. INTRODUCTION. This section discusses Part T – Training OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.8.2.3. LISTING OF PART T OPSPECS.

OpSpec Number	Title
T1	APPROVED CURRICULUMS
T2	SPECIAL CURRICULUMS

15.8.2.5. EXPLANATIONS OF THE PART T OPSPECS FOR GACAR PART 143 CERTIFICATE HOLDERS.

NOTE: An explanation of the Part T OpSpecs for GACAR Part 144 certificate holders can be found in the following paragraph 15.8.2.7.

T1 – APPROVED CURRICULUMS [Mandatory]

A. Purpose. This OpSpec is used to approve the certificate holder’s training course curriculums.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 143.21, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

o Volume 3, Chapter 9, The Certification Process for Part 143

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved curriculum and any associated Limitations and Conditions.

G. Notes. None.

T2 – SPECIAL CURRICULUMS [Optional]

A. Purpose. This OpSpec is used to approve a certificate holder's special course curriculums for training as provided for under GACAR § 143.83.

B. Applicability. This OpSpec is only required for certificate holders who elect to offer specialty training as provided for under GACAR § 143.83.

C. Applicable GACAR Requirements.

• GACAR § 143.21, Contents of Operations Specifications

• GACAR § 143.83, Special Curriculums

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved special curriculum and any associated Limitations and Provisions.

G. Notes. None.

15.8.2.7. EXPLANATIONS OF THE PART T OPSPECS FOR GACAR PART 144 CERTIFICATE HOLDERS.

NOTE: An explanation of the Part T OpSpecs for GACAR Part 143 certificate holders can be found in the following paragraph 15.8.2.5.

T1 – APPROVED CURRICULUMS [Mandatory]

A. Purpose. This OpSpec is used to approve the certificate holder's training course curriculums.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 144.13, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 10, The Certification Process for Part 144
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved curriculum and any associated Limitations and Conditions.

G. Notes. None.

T2 – SPECIAL CURRICULUMS – Not applicable to GACAR 144

VOLUME 15. AUTHORIZING DOCUMENTS

CHAPTER 9. PART 145 - OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.9.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.9.1.3. LISTING OF PART A OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A3	RATINGS AND LIMITATIONS
A5	EXEMPTIONS
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	REPAIR STATION MANUALS
A25	ELECTRONIC RECORDKEEPING SYSTEM
A101	ADDITIONAL FIXED LOCATIONS
A900	AIR AGENCY CERTIFICATE (for Repair Station)

15.9.1.5. EXPLANATIONS OF THE PART A OPSPECS.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the certificate number, the primary business address, the primary base of operations and the applicable regulatory basis under which the repair station must conduct its operations.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 145.5 Certificate and Operations Specifications Requirements.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:

  o Volume 1, Chapter 4, Section 1, General Information and the Approval or Acceptance Process

  o Volume 3, Chapter 11, THE CERTIFICATION PROCESS FOR PART 145

- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A3 – RATINGS AND LIMITATIONS [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's limited ratings and any limitations associated with those ratings.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 145.27, Ratings

- GACAR § 145.97, Capability List

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 11, The Certification Process For Part 145

o Volume 4, Chapter 10, Part 145 Administration

• Other Relevant References: None.

F. Procedures:

1) *Paragraph (a). Limited Ratings.*

a) Table 1 of the OpSpec template is used to specify each limited rating that the certificate holder is issued. The ***Scope of Work*** column in Table 1 is a listing of all possible limited ratings and is derived from GACAR § 145.27(b).

b) For each possible scope of work, the PMI must select whether this limited rating is authorized (Yes or No). If **NO** is selected then **N/A** must be entered in the columns ***Make/Model*** and ***Limitations***. If **YES** is selected then the PMI must identify each authorized Make/Model and any associated Limitations. When the Make/Model cell is "greyed-out" then that indicates that identifying the Make/Model is not required.

c) Table 1 allows the PMI to select ***"Subject to Capability List"*** for certain limited ratings involving articles as permitted under GACAR § 145.97. If the automatic selection of ***"Subject to Capability List"*** is not available then this text must never be entered as free text because the use of a capability list is not permitted in these circumstances.

2) *Paragraph (b). Limited Ratings, Specialized Services.*

a) Table 2 of the OpSpec template is used to specify each specialized service that the certificate holder is authorized to perform under the provisions of GACAR § 145.27(c).

b) For each specialized service, the PMI must select the specification approved by the President and any associated Limitations.

G. Notes: None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 2, Section 2, Waivers and Authorizations
- Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

- Repair Station Manager
- SMS Accountable Executive

• SMS Management Representative

B. Applicability. This OpSpec is required for every certificate holder.

C. Applicable GACAR Requirements.

• GACAR § 5.25, Designation and Responsibilities of Required Safety Management Personnel

• GACAR § 145.55(a), Personnel Requirements.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 2, Safety Management Systems – General

o Volume 3, Chapter 11, THE CERTIFICATION PROCESS FOR PART 145

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 145. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

b) A certificate holder's management personnel may have titles different from titles of the management positions prescribed in the GACARs. The Company Equivalent Position Title field is used to indicate the Company Equivalent Position Title if it is different than the position titles prescribed under GACAR § 145.55(a).

2) *Paragraph (b): Agent for Service.*

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A, Part D, etc.) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

4) *Paragraph (d): SMS Management Positions.*

a) Table 3 of the OpSpec template is used is to clearly identify the certificate holder's Safety Management System (SMS) management personnel who are fulfilling positions required under GACAR Part 5. Inspectors must ensure that all required management positions are listed along with the name of the individual who is assuming the position.

b) GACAR § 5.25 require the following SMS management positions: *Accountable Executive* and *SMS Management Representative.*

G. Notes.

1) *Combined Positions.* Any certificate holder who requests approval to combine two or more required management positions into one position must ensure that the person who will serve in that position meets the qualifications for, or receives relief for, each management position to be combined in addition to receiving an approval to combine the management positions. The size, scope, complexity, and work load of the operations that the applicant has been involved with, and will be involved with in the combined management position, must be considered when evaluating this request. Applicants who serve in a combined management position should not be assigned to any additional duties. The combining of the GACAR Part 5 SMS positions may be acceptable depending on the size and complexity of the operator. Requests for one individual to fill this position for more than one certificate holder concurrently will not be considered.

A7 – REPAIR STATION MANUALS [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's Repair Station Manual (RSM) which is accepted by the President and required under GACAR § 145.87. Additionally, this OpSpec is used to explicitly approve certain content of the RSM that is not otherwise approved via other OpSpecs. This OpSpec is also used to identify the certificate holder's Quality Control Manual (QCM) which is accepted by the President and required under GACAR § 145.91(c).

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 145.67, Training Requirements
- GACAR § 145.87, Repair Station Manual
- GACAR § 145.89, Repair Station Manual Contents
- GACAR § 145.91(c), Quality Control System.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 10, Section 1, Review/Approve a Part 145 Repair Station's Training Program
  - o Volume 4, Chapter 10, Section 2, Evaluate Repair Station Manual and Quality Control Manual or Revision for Part 145
- Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Repair Station Manual.*

a) Table 1 of the OpSpec template is used to identify the Repair Station Manual

required under GACAR § 145.87 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

2) *Paragraph (b): Approved Content.*

a) Paragraph (b) of this OpSpec is used to indicate approval of specific content of the Repair Station Manual.

b) Inspectors must ensure that each applicable content item requiring GACA approval is selected in the OpSpec template and that the RSM includes this approved content as required by GACAR Part 145.

3) *Paragraph (c): Identification of Accepted Quality Control Manual.*

a) Table 2 of the OpSpec template is used to identify the QCM required under GACAR § 145.91(c) that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a “signature/sign-off” is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

- GACAR § 145.102, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping
- Other Relevant References:
  - o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 145.102(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

A101 – ADDITIONAL FIXED LOCATIONS [Optional]

A. Purpose. This OpSpec is used to authorize the certificate holder to perform work in additional fixed locations (other than their main location) as permitted under GACAR § 145.39(c).

B. Applicability. This OpSpec is only required for certificate holders who elect to perform maintenance, preventive maintenance, or alterations on articles at additional fixed locations.

C. Applicable GACAR Requirements.

- GACAR § 145.39, Housing and Facilities Requirements

D. Other Related OpSpecs.

- D100 - TEMPORARY WORK AT ANOTHER LOCATION

E. Associated Guidance and References:

- Handbook Guidance:

  o Volume 4, Chapter 10, Section 3, Evaluate Repair Station Facilities and Equipment for Part 145

- Other Relevant References: None.

F. Procedures.

1) In Table 1 of the OpSpec template, identify each additional fixed location that provides suitable facilities that meet the requirements of GACAR § 145.39(a) so that the work can be done in accordance with the requirements of GACAR Part 43. Include the following information for each location:

- Address
- City
- Country
- Postal Code
- Limitations

G. Notes:

1) Additional fixed locations in the Kingdom of Saudi Arabia (KSA) may not be authorized for repair stations located outside of the KSA.

2) This OpSpec is used to identify additional fixed locations that are permanent in nature. Temporary work locations are addressed under OpSpec D100.

A900 – AIR AGENCY CERTIFICATE (for Repair Station) [Mandatory]

A. Purpose. This OpSpec template is used to produce the Air Agency Certificate for the repair station.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 145.17, Issue of Certificate
- GACAR § 145.19, Duration of Certificate

D. Other Related OpSpecs. All.

E. Associated Guidance and References:

- Handbook Guidance:
  - o Volume 3, Chapter 11, THE CERTIFICATION PROCESS FOR PART 145
- Other Relevant References: None.

F. Procedures.

1) All fields are auto-populating except the issue date. The issue date should be the date of initial issue or the renewal date.

G. Notes: None.

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CHAPTER 9. PART 145 OPERATIONS SPECIFICATIONS

Section 2. Part D - Airworthiness

15.9.2.1. INTRODUCTION. This section discusses the Part D – Airworthiness OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.9.2.3. LISTING OF PART D OPSPECS.

OpSpec Number	Title
D93	CONTRACT MAINTENANCE FUNCTIONS
D100	TEMPORARY WORK AT ANOTHER LOCATION
D107	LINE MAINTENANCE AUTHORIZATION

15.9.2.5. EXPLANATIONS OF THE PART D OPSPECS.

D93 – CONTRACT MAINTENANCE FUNCTIONS [Optional]

A. Purpose. This OpSpec is used to approve the maintenance functions that the certificate holder is authorized to contract to an outside source under the provisions of GACAR § 145.99. The approved maintenance functions only pertain to an article requiring maintenance and are not approved for maintenance functions performed on complete products.

B. Applicability. This OpSpec is only required for certificate holders who elect to contract maintenance functions with an outside source under the provisions of GACAR § 145.99. This OpSpec applies to contract maintenance functions carried out by both certificated repair stations and noncertificated persons.

C. Applicable GACAR Requirements.

- GACAR § 145.89(h), Repair Station Manual Contents.
- GACAR § 145.91, Quality Control System.

• GACAR § 145.99, Contract Maintenance

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 3, Chapter 11, The Certification Process for Part 145

o Volume 12, Chapter 13, Section 13, Contract Maintenance Program Inspection for Part 145

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template is used to identify the approved Contract Maintenance Functions along with any Limitations or relevant remarks.

2) Prior to issuing this OpSpec the PMI must ensure that the RSM/QCM include procedures for managing contract maintenance. There should be procedures for both sending the article out to the contract maintenance provider and receiving the article back into the repair station. Make sure each procedure includes details explaining who, what, when, where, and how. There should be procedures on how to carry out specific repair instructions and the steps that the contractors should follow to ensure they accomplish the instructions. There should be detailed procedures on how the receiving repair station should inspect the work to assure that the contractors accomplish the work in accordance with repair station work scope, manufacturer’s specifications, and if applicable, approved data.

3) Additionally, the PMI must ensure that the certificate holder has procedures in play for establishing and maintaining a list of all certificated and noncertificated maintenance providers who have been contracted by the certificate holder including an identification of each approved maintenance function that they have been authorized to perform.

G. Notes.

1) For the purpose of this OpSpec, contracting maintenance is defined as work performed by certificated GACAR Part 145 repair stations or noncertificated entities when the certificate holder (the originating repair station) assumes responsibility for the work performed by the contracted entity by issuing an approval for return to service.

2) Certificate holders may only contract maintenance functions for which they hold a rating under GACAR § 145.27 and OpSpec A3.

D100 - TEMPORARY WORK AT ANOTHER LOCATION [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders under the provisions of GACAR § 145.81(b) to perform work on a temporary, but recurring basis, at a location other than the repair stations fixed location(s)

B. Applicability. This OpSpec is only required for certificate holders who elect to perform work on a temporary, but recurring basis, under the provisions of GACAR § 145.81(b). If the repair station only anticipates the need to work at another location for special circumstances, and not as part of day-to-day operations, the repair station must submit a request to the GACA for authorization on a case-by-case basis. Temporary work due to special circumstances under the provisions of GACAR § 145.81(a) is authorized by letter and not this OpSpec.

C. Applicable GACAR Requirements.

- GACAR § 145.81, Work Performed at Another Location

D. Other Related OpSpecs:

- A101 – ADDITIONAL FIXED LOCATIONS

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 10, Part 145 Administration
- Other Relevant References: None

F. Procedures.

1) It is necessary to populate Table 1 of the OpSpec template with a description of the temporary work, the location where the work will be performed and the references in the RSM and QCM where the procedures that govern how the repair station will perform work on a recurring basis at a place other than the repair station.

G. Notes:

1) The work authorized in Table 1 could be within the scope of the repair station's entire ratings or only portions thereof.

2) Issuance of this OpSpec does not authorize continuous operations at a location away from the repair station.

3) This OpSpec is not to be issued for a line maintenance authorization. Line maintenance is authorized under OpSpec D107.

D107 - LINE MAINTENANCE AUTHORIZATION [Optional]

A. Purpose. This OpSpec is used to authorize certificate holders to perform line maintenance under the provision s of GACAR § 145.83(c).

B. Applicability. This OpSpec is only required for certificate holders who elect to perform line maintenance for other certificate holders operating under GACAR Part 121 or 135 under the provisions of GACAR § 145.83(c).

C. Applicable GACAR Requirements.

• GACAR § 145.83, Maintenance, Preventive Maintenance, and Alterations Performed for Certificate Holders Operating Under GACAR Part 121, 125, 133 or 135.

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 10, Part 145 Administration

• Other Relevant References: None

F. Procedures.

1) For each air carrier operating under GACAR Part 121 or 135 for whom line maintenance is performed it is necessary to populate Table 1 of the OpSpec template with the following information:

• Air Carrier Name

• Air Carrier ICAO Three-Letter Designator

• Aircraft M/M

• ICAO Aerodrome Identifier and Name of Aerodrome

• Physical Address Where Line Maintenance is Being Performed

• Line Maintenance Limitation(s)

G. Notes:

1) This OpSpec will only be issued when the repair station is performing line maintenance at an aerodrome other than the aerodrome at which their fixed base(s) of operation is located, or if the repair station is limited to “line maintenance only” in OpSpec A3.

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CHAPTER 10. PART 147 OPERATIONS SPECIFICATIONS

Section 1. Part A - General

15.10.1.1. INTRODUCTION. This section discusses Part A - General OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.10.1.3. LISTING OF PART A OPSPECS.

OpSpec Number	Title
A1	ISSUANCE AND APPLICABILITY
A5	EXEMPTIONS
A6	MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL
A7	TRAINING AND PROCEDURES MANUAL
A25	ELECTRONIC RECORDKEEPING SYSTEM

15.10.1.5. EXPLANATIONS OF THE PART A OPSPECS.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This OpSpec is used to identify the legal name of the certificate holder, the certificate number, the primary business address, the primary base of training operations and the applicable regulatory basis under which the training is to be conducted.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 147.21, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 12, The Certification Process for Part 147
  - o Volume 4, Chapter 29, Part 147 Administration
- Other Relevant References: None.

F. Procedures.

1) This OpSpec is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A5 – EXEMPTIONS [Optional]

A. Purpose. This OpSpec authorizes an operator to conduct operations under the provisions of an exemption issued to the operator under the provisions of GACAR Part 11.

B. Applicability. This OpSpec is only required for certificate holders who wish to operate under the provisions of an exemption issued under GACAR Part 11.

C. Applicable GACAR Requirements.

- GACAR Part 11, General Rulemaking Procedures
- GACAR § 147.21, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 4, Chapter 2, Section 2, Waivers and Authorizations

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with the exemption number, exemption expiry date and a brief description of the subject exemption and the GACAR requirement(s) that have been exempted.

G. Notes. None.

A6 – MANAGEMENT, TECHNICAL AND DESIGNATED PERSONNEL [Mandatory]

A. Purpose. This OpSpec is used to authorize and/or identify the following management, technical and designated personnel:

• Accountable Manager

• Person Designated to Apply For and Receive Operations Specifications

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 5.25, Designation and Responsibilities of Required Safety Management Personnel

• GACAR § 147.61, Appointment of Personnel

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 2, Safety Management Systems - General

o Volume 3, Chapter 12, The Certification Process for Part 147

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Management and Technical Personnel.*

a) Table 1 of the OpSpec template is used is to clearly identify the certificate holder's management, technical and designated personnel who are fulfilling positions required under GACAR Part 147. Inspectors must ensure that all required management positions are listed along with the name of the qualified individual who is assuming the position.

2) *Paragraph (b): Agent for Service.*

3) *Paragraph (c): Personnel Designated to Apply for and Receive Operations Specifications.*

a) The names and titles of persons designated by the certificate holder as authorized to apply for and receive OpSpecs must be entered in Table 2 of the OpSpec template. The OpSpec "Parts" (i.e. Part A and Part T) of the certificate holder's authorizations for which the designated person is responsible must also be entered.

G. Notes. None.

A7 – TRAINING AND PROCEDURES MANUAL [Mandatory]

A. Purpose. This OpSpec is used to identify the certificate holder's training and procedures manual which is accepted by the President and required under GACAR Part 147.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

• GACAR § 147.7, Training and Procedures Manual

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 1, Chapter 1, Section 1, General Handbook Information

o Volume 4, Chapter 12, Manuals, Procedures and Checklists

o Volume 3, Chapter 12, The Certification Process for Part 147

• Other Relevant References: None.

F. Procedures.

1) *Paragraph (a): Identification of Accepted Training and Procedures Manual.*

a) Table 1 of the OpSpec template is used to identify the Training and Procedures Manual required under GACAR § 147.7 that has been accepted by the President.

b) Inspectors must ensure that the revision status of the manual is identified using some unambiguous means. Acceptable methods include, but are not limited to, document revision numbers, document revision dates, and list of effective pages.

G. Notes. None.

A25 – ELECTRONIC RECORDKEEPING SYSTEM [Optional]

A. Purpose. This OpSpec is used to authorize the use of electronic recordkeeping systems incorporating electronic signature systems for records required by the GACARs that specify or imply that a “signature/sign-off” is necessary in order to validate those records. The approved system must include a secure digital signature system to properly validate the signature, record the signature and securely retain the records for the period of time required by the appropriate GACAR.

B. Applicability. This OpSpec is only required for certificate holders who elect to use an electronic signature system for records requiring a certifying statement.

C. Applicable GACAR Requirements.

• GACAR § 147.107, Electronic Recordkeeping

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 11, Section 4, Electronic Recordkeeping

• Other Relevant References:

o FAA AC 120-78 (as amended), Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals

F. Procedures.

1) This OpSpec must describe or reference the approved electronic recordkeeping system that utilizes electronic signatures as required by GACAR § 147.107(a). Reference to the approved procedures/program in the template must be controlled by revision number and/or date, as appropriate.

G. Notes. None.

VOLUME 15. OPERATIONS SPECIFICATIONS (OPSPECS)

CHAPTER 10. PART 147 OPERATIONS SPECIFICATIONS

Section 2. Part T - Training

15.10.2.1. INTRODUCTION. This section discusses Part T – Training OpSpec templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.10.2.3. LISTING OF PART T OPSPECS.

OpSpec Number	Title
T1	APPROVED CURRICULUMS
T2	SPECIALTY CURRICULUMS

15.10.2.5. EXPLANATIONS OF THE PART T OPSPECS.

T1 – APPROVED CURRICULUMS [Mandatory]

A. Purpose. This OpSpec is used to approve the certificate holder’s training course curriculums.

B. Applicability. This OpSpec is required for all certificate holders.

C. Applicable GACAR Requirements.

- GACAR § 147.21, Contents of Operations Specifications

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

- Handbook Guidance:
  - o Volume 3, Chapter 12, The Certification Process for Part 147
  - o Volume 4, Chapter 29, Section 1, Evaluate and Approve Curriculum and Instructor

Qualifications for Part 147

o Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved curriculum and any associated Limitations and Conditions.

G. Notes.

1) AMT School ratings are listed on the Air Agency Certificate and not in OpSpecs.

T2 – SPECIALTY CURRICULUMS [Optional]

A. Purpose. This OpSpec is used to approve a certificate holder's specialty course curriculums for training concerning the performance of specialty inspection and preventive maintenance programs for a primary category aircraft type certificated under GACAR Part 21 as provided for under GACAR § 147.31(e).

B. Applicability. This OpSpec is only required for certificate holders who elect to offer training concerning the performance of specialty inspection and preventive maintenance programs for a primary category aircraft type certificated as provided for under GACAR § 147.31(e).

C. Applicable GACAR Requirements.

• GACAR § 147.21, Contents of Operations Specifications

• GACAR § 147.31, General Curriculum Requirements

D. Other Related OpSpecs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 29, Part 147 Administration

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the OpSpec template must be populated with each approved Specialty Curriculum and any associated Limitations and Conditions.

G. Notes.

1) Inspectors should review a sample of the certificate holder’s Certificate of Competency to ensure that it meets the requirements of GACAR § 147.31(e).

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CHAPTER 11. AMENDMENT, SURRENDER OR SUSPENSION OF OPSPECS

Section 1. Amendment, Surrender or Suspension of OpSpecs

15.11.1.1. APPLICABILITY. The General Authority of Civil Aviation Regulations (GACARs) provide that Operations Specifications (OpSpecs) can be amended as a result of a certificate holder's request or because the General Authority of Civil Aviation (GACA) determines that aviation safety is affected and the change is in the public interest. In addition, a certificate holder's OpSpecs may be amended by the GACA due to a change in the certificate holder's operating environment. This section contains direction and guidance to be used by GACA aviation safety inspectors (Inspectors) for the amendment, surrender, and suspension of all issued OpSpecs.

15.11.1.3. AMENDMENT PROCESS AVIATION OPERATIONS SAFETY SYSTEM (AOSS). Regardless of who initiates the amendment of a certificate holder's OpSpecs, the automation process involves the same basic procedures.

15.11.1.5. AMENDMENT OF OPSPECS. An amendment may be initiated either at the certificate holder request or by GACA initiation. The procedures for these two methods of initiating an amendment are as follows:

A. Amendment of OpSpecs at Certificate Holder's Request. A certificate holder may initiate an application to amend its OpSpecs by submitting a letter or electronic proposal within the AOSS to the GACA. The certificate holder's request should include: a formal request for the desired changes, an explanation of the reasons for those changes, and any supporting information. The certificate holder must file the application for amendment at least 15 days before the proposed effective date of the amendment.

1) *Incomplete Application.* If the application is incomplete, the Inspector should inform the applicant that the application is not acceptable in its present form but will be considered upon the receipt of additional, specified supporting documents and/or information.

2) *Unacceptable Application.* GACA may determine that the application is not acceptable because: the certificate holder's request does not provide for an adequate level of aviation safety; it would not be in the best interest of the public; or it is in conflict with GACA policy or the GACARs. In such a case, the applicant should be informed, in writing, that

the application is unacceptable and include a statement explaining why it is not acceptable. The certificate holder will have certain rights of appeal by submitting a petition for reconsideration under provisions of GACAR Part 13.

B. GACA Initiated Amendment of OpSpecs. If GACA determines that an amendment to the certificate holder's OpSpecs is justified, GACA should amend the OpSpecs. In the case of a change in a certificate holder's operating environment or when GACA has specific safety concerns, the following procedures apply:

1) *Change in the Certificate Holder's Operating Environment*. In some cases, GACA may decide to amend a certificate holder's OpSpecs due to a change in the operator's operational environment. For example, GACA may create a new OpSpec to ensure uniform compliance with a certain aspect of the GACAR. In such cases, the Inspector may initiate and amend an operator's OpSpecs due to the change, without the operator having to apply for the change. Once the operator has demonstrated compliance with all appropriate parts of the GACAR and operational and airworthiness requirements, the OpSpec may be issued in accordance with the normal procedures for issuance.

2) *Safety Concerns*. The GACARs provides the authority for the President to unilaterally amend a certificate holder's OpSpecs when GACA has determined that aviation safety and the public interest necessitates such an amendment. When amending a certificate holder's OpSpecs under these regulations, GACA is required to notify the certificate holder in writing and then allow a minimum of seven days for comments regarding the proposal. The seven day period provides the certificate holder or operator with an opportunity to submit written information, views, and arguments on the proposal. After reviewing the comments, GACA either rescinds or adopts the amendment. If GACA decides to amend the OpSpecs, the final amended OpSpecs should have an effective date of not less than 30 days after receipt by the certificate holder. The operator has certain appeal rights under the reconsideration of petition provision of Part 13. Examples of the types of GACA initiated amendments due to safety concerns are as follows:

a) GACA will propose to amend a certificate holder's OpSpecs when it is determined that the certificate holder's operating environment or its operational capability is no longer consistent with the operating authorizations, conditions, and limitations contained in its OpSpecs. Examples of such cases are when the certificate holder:

- Terminates operations with a specific make/model/series of aircraft authorized in

its OpSpecs

• Has a series of accidents or incidents involving a particular type of operation (such as low visibility takeoffs and/or landings at a time when the OpSpecs authorize lower than standard weather minimums)

• Terminates a particular type or kind of operation or area of operation (such as when the operator no longer conducts minimum navigation performance specifications (MNPS) operations)

b) GACA also amends a certificate holder's OpSpecs when the OpSpec templates have been revised and GACA has requested that the Inspectors amend all of their certificate holder's OpSpecs. In this case, the OpSpecs should be amended in accordance with guidelines and procedures that have been established by GACA as a part of the AOSS.

15.11.1.7. EMERGENCY AMENDMENT OF OPSPECS. The GACARs provide that the President may amend a certificate holder's OpSpecs without a stay and also that the amendment will become effective immediately upon receipt by the certificate holder. This case applies only when an emergency exists which requires immediate action with respect to aviation safety and when the normal to amend OpSpecs are impractical or contrary to the public interest. One example of when an emergency amendment to a certificate holder's OpSpecs would be justified would be when the certificate holder is knowingly operating a make/model/series of aircraft that is authorized in OpSpec A3 of its OpSpecs, but is doing so either with unqualified crew members or with the aircraft not in an airworthy condition (OpSpec D85). Another example would be when the certificate holder is continuing to operate flights into an aerodrome or area that has been shown to be unsafe due to inadequate or unavailable facilities either because of a natural disaster or civil strife.

A. Contents of Emergency Order. If an emergency amendment is made to a certificate holder's OpSpecs, the amendment must contain the finding of the emergency action and the reasons for the action.

15.11.1.9. CERTIFICATE HOLDER'S APPEAL RIGHTS. In all situations involving OpSpec amendments or GACA initiated, non emergency amendments, a certificate holder has certain appeal rights. These appeal rights are provided in GACAR Part 13, and are exercised according to the way in which the amendment was initiated, as follows:

A. Operator Requested Amendments. If GACA has determined that a certificate holder's

request for an amendment to its OpSpecs is unacceptable, the certificate holder may, within 30 days after receipt of the notice of disapproval, petition the President to reconsider the GACA's refusal to amend the OpSpecs. During the course of the reconsideration time period, no amendments to the OpSpecs will be made. A petition made by a certificate holder more than 30 days after receiving the notice of disapproval will not be considered by GACA. If GACA determines that an amendment to a certificate holder's OpSpecs is justified, the Inspector will be notified and instructed to amend the OpSpecs either as requested by the certificate holder or as amended by GACA.

B. GACA Initiated Amendments. When GACA determines that an amendment to a certificate holder's OpSpecs is necessary, a notice of the proposed amendment must be provided, in writing, to the certificate holder. The notice provides for not less than a seven day period within which the certificate holder may submit to the GACA any written data, views, and arguments concerning the proposed amendment. If, after considering any objections the operator may have, the GACA determines that the proposed amendment should be made, the Inspector will notify the certificate holder, and send the amended OpSpec. The OpSpec will have an effective date of not less than 30 days after the date that the certificate holder received the notice. The certificate holder may, within the 30 day period, appeal the proposed amendment to the President. If the certificate holder elects to petition the President for reconsideration of the proposed amendment, the effective date of the amendment is stayed until a decision has been made by the President as to the final disposition of the proposed amendment. If the President determines that the proposed amendment to the certificate holder's OpSpecs is justified, the Inspector will be notified to amend the OpSpecs. If the President determines, after considering the operator's petition, that the proposed amendment is not appropriate, the certificate holder will be notified that there will be no amendment.

C. Emergency Amendments. An emergency order amending a certificate holder's OpSpecs must contain a statement that the certificate holder has 30 days to reply in writing to the order or to request a hearing in accordance with GACAR Part 13. The emergency amendment to the OpSpecs remains effective until the matter is finally adjudicated.

15.11.1.11. SURRENDER OF OPSPECS. Upon a change in its operating environment, a certificate holder should exchange the appropriate sections of its OpSpecs for the amended sections that reflect the new operating environment. The Inspectors are responsible for updating the OpSpecs of the certificate holder's certificate status and date of a change in the operating environment, as applicable.

A. Criteria. The criteria to hold a particular OpSpec authorization is no less than that necessary

for its original issuance. For example, if a certificate holder or operator was issued an authorization to conduct operations in MNPS airspace, but no longer has aircraft equipped to conduct that kind of operation, the certificate holder must surrender the MNPS authorization.

1) If a certificate holder ceases all operations and is no longer equipped, or able to conduct any kind of operation, GACA shall request that the certificate holder voluntarily surrender all of the OpSpecs. Depending upon the circumstances, GACA may also request that the certificate holder voluntarily surrender the certificate.

2) Seasonal operators who are equipped to resume operations are not required to surrender OpSpecs during the inactive season.

B. Refusal to Surrender. If a certificate holder does not meet the requirement to hold a specific OpSpec, but refuses to surrender that OpSpec, the Inspector shall amend the OpSpec as discussed in this section. If aviation safety is affected then an emergency amendment is appropriate.

C. Voluntary Surrender. If a certificate holder voluntarily surrenders a part of its OpSpecs, an amended OpSpec must be issued to reflect the certificate holder's new operating environment. If a certificate holder surrenders all of its OpSpecs, the OpSpecs shall be archived.

15.11.1.13. SUSPENSION OF OPSPECS. The suspension of a certificate holder's OpSpecs generally occurs after remedial enforcement action. The GACA Compliance Enforcement Program contains the information, policies, and procedures to be followed by Inspectors when taking remedial enforcement action against a certificate holder including the suspension of the certificate holder's OpSpecs (See Volume 13, Chapter 3, GACA Compliance Enforcement Program for further guidance). The Inspector is responsible for updating the OpSpecs of the certificate holder's certificate status and date of change in the operating environment, as applicable.

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CHAPTER 12. EMERGENCY AMENDMENTS TO OPSPECS

Section 1. Emergency Actions Involving Operators Certificated under GACAR Part 119

15.12.1.1. GENERAL. Emergency conditions such as military actions, insurrections, or natural disasters may make it necessary for the General Authority of Civil Aviation (GACA) to immediately restrict, suspend, or amend the approvals of commercial or non-commercial operators certificated under General Authority of Civil Aviation Regulation (GACAR) Part 119. An authorization for deviation from GACARs for operations under emergency conditions is contained in GACAR § 119.105. The authorization for deviation from applicable GACARs during emergency conditions is normally made by an emergency amendment to the operations specifications (OpSpecs). This section contains direction and guidance to be used by aviation safety inspectors (Inspectors) when handling such emergencies.

15.12.1.3. NOTIFICATION PROCEDURES.

A. Emergencies Occurring During Regular Working Hours. During regular working hours, Inspectors shall immediately notify the Safety and Economic Regulation (S&ER) Vice President (VP) through their supervisor of the emergency need for amendment to the OpSpecs. The VP is responsible for then deciding whether to elevate the matter to the President.

B. Emergencies Occurring During Non-Duty Hours. If the event occurs on a weekend or during other non-duty hours when supervisors cannot be reached, the Inspector shall notify VP. If the VP cannot be reached the Inspector should make every effort to contact the VP through the on call duty officer using established GACA communication protocols.

15.12.1.5. ADDITIONAL GUIDANCE. For additional procedures and information in regard to “Obtaining Special Authority to Perform an Emergency Operation” the Inspector should follow the regulatory procedures described in GACAR § 119.105(b). This regulation provides a means for the President to grant special authority for certain operations under emergency conditions as follows:

A. When the operator makes a request, the President will issue an appropriate amendment to the certificate holder’s OpSpecs using his emergency authority.

B. If the nature of the emergency does not permit a timely amendment of the OpSpecs, the

President may grant special authority orally, however the certificate holder must provide documentation describing the emergency with 24-hours after completion of the operation.

C. When granting a special authority verbally, ensure the following:

• A complete record of the authority granted is documented by the Inspector

• Any limitation or other condition associated with the authority granted must be included in the record

• The record must also contain the name of the person who was granted the authority verbally, the name of the GACA management official that was advised and the date and time that the advisory took place

• The certificate holder must provide written confirmation of receipt of the granted authority

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CHAPTER 13. PART 91 – CERTIFICATES OF AUTHORIZATION

Section 1. Part A - General

15.13.1.1. INTRODUCTION. This section discusses Part A - General Certificates of Authorization (COA) templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.13.1.3. LISTING OF CERTIFICATES OF AUTHORIZATION.

COA Number	Title
A1	ISSUANCE AND APPLICABILITY

15.13.1.5. EXPLANATIONS OF THE PART A CERTIFICATES OF AUTHORIZATION.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This COA is used to identify the legal name of the operator, the location of the principal base of operations, and the applicable regulatory basis under which the operations are to be conducted.

B. Applicability. This COA is required for all operators who receive a Certificate of Authorization under GACAR Part 91.

C. Applicable GACAR Requirements. None.

D. Other Related COAs. None.

E. Associated Guidance and References.

- Handbook Guidance: None.
- Other Relevant References: None.

F. Procedures.

1) This COA is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in the COA template is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in **AOSS>Operators** for the specific operator.

G. Notes. None.

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CHAPTER 13. PART 91 – CERTIFICATES OF AUTHORIZATION

Section 2. Part B - En-Route Authorizations and Limitations

15.13.2.1. INTRODUCTION. This section discusses the Part B – Enroute Certificates of Authorization (COA) templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.13.2.3. LISTING OF CERTIFICATES OF AUTHORIZATION.

COA Number	Title
B34	IFR NAVIGATION IN AIRSPACE WITH A PRESCRIBED NAVIGATION SPECIFICATION (PERFORMANCE BASED NAVIGATION)

15.13.2.5. EXPLANATIONS OF THE PART B CERTIFICATES OF AUTHORIZATION.

B34 – IFR NAVIGATION IN AIRSPACE WITH A PRESCRIBED NAVIGATION SPECIFICATION (PERFORMANCE BASED NAVIGATION) [Optional]

A. Purpose. This COA is used to authorize an operator to conduct Enroute and terminal operations in airspace with a prescribed navigation specification. This COA is used to specify all approved PBN aircraft and the types of PBN operations they are certified to perform. Instrument approach operations using Global Navigation Satellite Systems (GNSS) are authorized with OpSpec C83 and C84.

B. Applicability. This COA is required only for those operators who desire to conduct operations in airspace with a prescribed navigation specification.

C. Applicable GACAR Requirements.

- GACAR § 91.405, Performance-Based Navigation Operations

D. Other Related COAs.

• A1 - ISSUANCE AND APPLICABILITY

• C83 – REQUIRED NAVIGATION PERFORMANCE APPROACH (RNP APCH)

• C84 – REQUIRED NAVIGATION PERFORMANCE AUTHORIZATION REQUIRED APPROACH (RNP AR APCH)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 1, Air Navigation and Communications

o Volume 5, Chapter 2, All-Weather Terminal Area Operations

• Other Relevant References:

o ICAO Doc 9613 (as amended), Performance-Based Navigation Manual

F. Procedures.

1) Each Make/Model/Series (M/M/S) of aircraft operated by the operator in PBN operations must be identified in Table 1 of the COA template.

2) For each M/M/S the aviation safety inspector (Inspector) must select the PBN navigation specifications that have been authorized for each M/M/S for each phase of flight.

G. Notes.

1) Other Part C COAs may be required to fully approve some types of PBN navigation specifications (e.g. C84 - REQUIRED NAVIGATION PERFORMANCE PROCEDURES, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)).

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Section 3. Part C - Airplane Terminal Area Authorizations and Limitations

15.13.3.1. INTRODUCTION. This section discusses the Part C – Airplane Terminal Area Certificates of Authorization (COA) templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.13.3.3. LISTING OF PART C CERTIFICATES OF AUTHORIZATIONS.

COA Number	Title
C83	REQUIRED NAVIGATION PERFORMANCE APPROACHES (RNP APCH)
C84	REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH)

15.13.3.5. EXPLANATIONS OF THE PART C CERTIFICATES OF AUTHORIZATION.

C83 – REQUIRED NAVIGATION PERFORMANCE APPROACHES (RNP APCH) [Optional]

A. Purpose. This COA is used to authorize RNP APCH operations.

B. Applicability. This COA is only required for operators who elect to conduct RNP APCH operations.

C. Applicable GACAR Requirements.

- GACAR § 91.405, Performance Based Navigation Operations

D. Other Related COAs.

- A1 - ISSUANCE AND APPLICABILITY
- B34 – IFR NAVIGATION IN AIRSPACE WITH A PRESCRIBED NAVIGATION SPECIFICATION (PERFORMANCE BASED NAVIGATION)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 5, Non-Precision, APV and Category I

• Other Guidance:

o ICAO DOC. 9683, Performance-Based Navigation (PBN) Manual, Volume 2, Chapter 5

F. Procedures.

1) Inspectors must populate Table 1 with the authorized aircraft M/M/S, any operating limitations and the lowest landing minima authorized (LNAV, LNAV/VNAV, LP, LPV).

G. Notes. None.

C84 – REQUIRED NAVIGATION PERFORMANCE, AUTHORIZATION REQUIRED APPROACHES (RNP AR APCH) [Optional]

A. Purpose. This COA is used to authorize RNP AR APCH operations.

B. Applicability. This COA is only required for operators who elect to conduct RNP AR APCH operations.

C. Applicable GACAR Requirements.

• GACAR § 91.405, Performance Based Navigation Operations

D. Other Related COAs.

• A1 - ISSUANCE AND APPLICABILITY

• B34 – IFR NAVIGATION IN AIRSPACE WITH A PRESCRIBED NAVIGATION SPECIFICATION (PERFORMANCE BASED NAVIGATION)

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 2, Section 10, RNP AR APCH

• Other Guidance:

o ICAO DOC. 9683, Performance-Based Navigation (PBN) Manual, Volume 2, Chapter 6

o FAA AC 90-101 (as amended), Approval Guidance for RNP Procedures with AR

F. Procedures.

1) Inspectors must populate Table 1 with the authorized aircraft M/M/S, any operating limitations and the lowest landing minima authorized (if applicable).

G. Notes. None.

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CHAPTER 13. PART 91 – CERTIFICATES OF AUTHORIZATION

Section 4. Part D – Airworthiness

15.13.4.1. INTRODUCTION. This section discusses the Part D – Maintenance Certificates of Authorization (COA) templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.13.4.3. LISTING OF CERTIFICATES OF AUTHORIZATION.

COA Number	Title
D73	AIRCRAFT INSPECTION PROGRAM
D95	MINIMUM EQUIPMENT LIST (MEL)

15.13.4.5. EXPLANATIONS OF THE PART D CERTIFICATES OF AUTHORIZATIONS.

D73 – AIRCRAFT INSPECTION PROGRAM [Optional]

A. Purpose. This COA is used to authorize the operation of the operator's aircraft under an approved aircraft inspection program as prescribed under GACAR § 91.449(g).

B. Applicability. This COA is required for every operator required to have an approved aircraft inspection program as prescribed under GACAR § 91.449(g).

C. Applicable GACAR Requirements.

- GACAR § 91.449, Inspections
- GACAR § 91.455, Changes to Aircraft Inspection Programs.

D. Other Related COAs.

- A1 - ISSUANCE AND APPLICABILITY

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 12, Chapter 5, Section 4, Aircraft/Inspection Program Inspection for Part 91

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the COA template must the inspection document name and revision number for each aircraft listed. The listed aircraft are auto-generated from the aircraft listed in aircraft database listing in **AOSS>Operator**.

G. Notes.

1) The most current revision of the approved inspection document may be identified by "( )" in which case subsequent amendments should not require reissuance of this COA unless the manual title or document number changes.

D95 – MINIMUM EQUIPMENT LIST (MEL) [Optional]

A. Purpose. This COA is used to authorize an operator to use a Minimum Equipment List (MEL) subject to conditions and limitations specified within this COA. Tolerances for maximum times between deferral and repair as well as requirements for management of the MEL program are also specified.

B. Applicability. This COA is only required for an operator who elects to utilize a MEL.

C. Applicable GACAR Requirements.

• GACAR §91.309 Inoperative Instruments and Equipment

D. Other Related COAs. None.

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 5, Chapter 4, Section 1, Approve/Revise a MEL for Part 91 Operators

• Other Relevant References: None.

F. Procedures:

1) Table 1 of the OpSpec template must be populated with the aircraft M/M/S, registration marks, serial number and the applicable Master Minimum Equipment List (including revision status).

G. Notes.

1) Inspectors are reminded that the applicable MMEL is always the FAA MMEL unless no FAA MMEL exists.

2) Operators must establish their own O and M procedures manual to accompany the MMEL.

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CHAPTER 14. PART 91 – CERTIFICATE OF WAIVER

Section 1. General

15.14.1.1. INTRODUCTION. This section discusses the Certificate of Waiver (COW) templates available for issuance by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.14.1.3. LISTING OF CERTIFICATE OF WAIVER.

COW Number	Title
A1	ISSUANCE AND APPLICABILITY
A505	WAIVERS

15.14.1.5. EXPLANATIONS OF THE CERTIFICATE OF WAIVER.

A1 – ISSUANCE AND APPLICABILITY [Mandatory]

A. Purpose. This COW is used to identify the legal name of the operator, the location of the principal base of operations, and the applicable regulatory basis under which the operations are to be conducted.

B. Applicability. This COW is required for all operators who receive a waiver under GACAR Part 91.

C. Applicable GACAR Requirements. None.

D. Other Related COAs.

- A505 - WAIVERS

E. Associated Guidance and References.

- Handbook Guidance: None.

• Other Relevant References: None.

F. Procedures.

1) This COW is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in the COW template is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

G. Notes. None.

A505 – WAIVERS [Optional]

A. Purpose. This COW authorizes an operator to conduct operations under the provisions of a waiver under the provisions of Subpart H of GACAR Part 91.

B. Applicability. This COW is a nonstandard, time limited, authorization that requires coordination with, and approval from the Director, Flight Operations Division prior to issuance. This COW is only required for operators who wish to operate under the provisions of a waiver issued under GACAR Part 91.

C. Applicable GACAR Requirements.

• GACAR Part 91, Subpart H, Waivers

D. Other Related COAs.

• A1 - ISSUANCE AND APPLICABILITY

E. Associated Guidance and References.

• Handbook Guidance:

o Volume 4, Chapter 2, Section 2, Waivers and Authorizations

• Other Relevant References: None.

F. Procedures.

1) Table 1 of the COA template must be populated with the requirement that has been waived and any associated conditions, limitations and expiration date.

G. Notes.

1) Only the requirements listed in GACAR § 91.611 may be waived. No other requirements are eligible for waiver.

2) The maximum permitted validity period for a waiver is 2 years. If the operator requires longer periods they must reapply and get a new waiver.

3) Prior approval of the Director, Flight Operations division is required prior to the issuance of this COA.

4) If the waiver is to be limited to one or several aircraft, the limitations in Table 1 should list the registration marks and make/model of the aircraft for which the waiver is limited to.

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CHAPTER 15. FOREIGN OPERATOR AUTHORIZATIONS

Section 1. Part 129 Authorizations

15.15.1.1. INTRODUCTION. GACAR Part 129 prescribed the requirements for authorizing a foreign air carrier to operate to, from or within the Kingdom of Saudi Arabia. Once compliance with GACAR Part 129 requirements has been established, the formal authorization is granted by way of the issuance of a Foreign Operator Authorization. This section discusses the template used for the issuance of a Foreign Operator Authorization by the General Authority of Civil Aviation (GACA), utilizing the Aviation Operations Safety System (AOSS).

15.15.1.3. LISTING OF PART 129 FOREIGN OPERATOR AUTHORIZATIONS (FOA).

FOA Number	Title
A1	SCHEDULED (DESIGNATED)
B1	UNSCHEDULED (NON-DESIGNATED)

15.15.1.5. EXPLANATIONS OF THE PART 129 FOREIGN OPERATOR AUTHORIZATION.

A1 – SCHEDULED

A. Purpose. This authorization is used to authorize foreign air carriers who conduct ongoing commercial air transport operations (i.e. designated air carriers) under GACAR Part 129. This document is comprised of two parts. The first part contains all of the relevant details of the foreign air carrier including its address, key personnel, aircraft, aerodromes, routes and its authorized operations. The second part contains standardized text of all relevant limitations.

B. Applicability. This authorization is required for all foreign air carriers who are authorized under GACAR Part 129 to conduct ongoing commercial air transport operations (i.e. designated air carriers). For the purposes of this authorization these foreign air carriers are considered to be conducting scheduled operations. This designation applies even if the foreign air carrier conducts all-cargo operations only.

C. Applicable GACAR Requirements.

• GACAR § 129.3, Authorizations and Prohibitions

D. Associated Guidance and References.

• Handbook Guidance:

o VOLUME 10, CHAPTER 2. FOREIGN AIR CARRIERS OPERATING TO/FROM THE KSA

• Other Relevant References: None.

E. Procedures.

1) The GACAR Part 129 Foreign Operator Authorization is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in the template is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

2) A few important points to consider:

• **AOC#** is the number issued to the operator by the State of Operator.

• **Designator** is the ICAO 3-letter designator (Ref. ICAO Doc. 8585).

• **Authorization** # is the GACAR Part 129 authorization number.

• **"Special Authorizations"** are populated from the **Edit Operator>Authorizations** data entry screen.

• Table A1 must be populated with all aerodromes authorized for use in the KSA.

• Aircraft Information in Table A2 and A3 is populated from the **Edit Aircraft** data entry screens. Except for leased aircraft with crew, only the Aircraft Make/Model/Series needs to be listed – not the Serial Numbers of individual aircraft. In Table A3 for aircraft leased with crew, each individual aircraft must be listed.

• Lowest landing and takeoff minima in Table A2 and A3 are populated from the **Edit**

Aircraft/Detail data entry screen (ensure **Low Visibility Operations - Approach & Landing** and **Low Visibility Operations - Takeoff** has been selected in **"Special Authorizations"**).

• Lowest navigation specification in Table A2 and A3 is populated from the Edit Aircraft/Detail data entry screen (ensure Performance-Based Navigation has been selected in "Special Authorizations").

F. Notes.

1) Only one Foreign Operator Authorization may be issued to a foreign air carrier under GACAR Part 129 (i.e. A1 - SCHEDULED or B-1 UNSCHEDULED, but not both).

B1 – UNSCHEDULED

A. Purpose. This authorization is used to authorize foreign air carriers who conduct short term charter operations (i.e. non-designated air carriers) under GACAR Part 129. This document is comprised of two parts. The first part contains all of the relevant details of the foreign air carrier including its address, key personnel, aircraft, aerodromes, routes and its authorized operations. The second part contains standardized text of all relevant limitations.

B. Applicability. This authorization is required for all foreign air carriers who are authorized under GACAR Part 129 to conduct short term charter operations (i.e., non-designated air carriers). For the purposes of this authorization these foreign air carriers are considered to be conducting unscheduled operations.

C. Applicable GACAR Requirements.

• GACAR § 129.3, Authorizations and Prohibitions

D. Associated Guidance and References.

• Handbook Guidance:

o VOLUME 10, CHAPTER 2. FOREIGN AIR CARRIERS OPERATING TO/FROM THE KSA

• Other Relevant References: None.

E. Procedures.

1) The GACAR Part 129 Foreign Operator Authorization is auto filled with data from the operator database. Review the draft template and insure that all the appropriate data fields are filled. Aviation safety inspectors (Inspectors) must ensure that the data presented in the template is accurate. If corrections, additions or deletions are required the data must be corrected in the appropriate data entry screen in AOSS>Operators for the specific operator.

2) A few important points to consider:

• **AOC**# is the number issued to the operator by the State of Operator.

• **Designator** is the ICAO 3-letter designator (Ref. ICAO Doc. 8585).

• **Authorization** # is the GACAR Part 129 authorization number.

• **"Special Authorizations"** are populated from the **Edit Operator>Authorizations** data entry screen.

•Table A1 must be populated with all aerodromes authorized for use in the KSA.

•Table A2 must be populated with all authorized routes to, from and within the KSA.

• Aircraft Information in Table A3 and A4 is populated from the **Edit Aircraft** data entry screens. Each individual aircraft must be listed by M/M/S and Serial Number.

• Lowest landing and takeoff minima in Table A3 and A4 are populated from the **Edit Aircraft/Detail** data entry screen (ensure **Low Visibility Operations - Approach & Landing** and **Low Visibility Operations - Takeoff** has been selected in **"Special Authorizations"**).

• Lowest navigation specification in Table A3 and A4 is populated from the Edit Aircraft/Detail data entry screen (ensure **Performance-Based Navigation** has been selected in "**Special Authorizations**").

F. Notes.

1) Only one Foreign Operator Authorization may be issued to a foreign air carrier under GACAR Part 129 (i.e. A1 - SCHEDULED or B-1 UNSCHEDULED, but not both).