Commission Regulation (EU) No 965/2012

of 5 October 2012

laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC, and in particular Articles 8(5) and 10(5) thereof,

Whereas:

(1) Operators and personnel involved in the operation of certain aircraft have to comply with the relevant essential requirements set out in Annex IV to Regulation (EC) No 216/2008.

(2) Regulation (EC) No 216/2008 requires that Member States, in addition to their oversight of certificates that they have issued, conduct investigations, including ramp inspections, and shall take any measure, including the grounding of aircraft, to prevent the continuation of an infringement.

(3) In accordance with Regulation (EC) No 216/2008 the Commission should adopt the necessary implementing rules for establishing the conditions for the safe operation of aircraft.

(4) In order to ensure a smooth transition and a high level of civil aviation safety in the European Union, implementing measures should reflect the state of the art, including best practices, and scientific and technical progress in the field of air operations. Accordingly, technical requirements and administrative procedures agreed under the auspices of the International Civil Aviation Organisation (hereinafter 'ICAO') and the European Joint Aviation Authorities until 30 June 2009, as well as existing legislation pertaining to a specific national environment, should be considered.

(5) It is necessary to provide sufficient time for the aeronautical industry and Member State administrations to adapt to the new regulatory framework and to recognise under certain conditions the validity of certificates issued before this Regulation applies.

(6) As this Regulation constitutes an implementing measure referred to in Articles 8(5) and 10(5) of Regulation (EC) No 216/2008, Annex III to Council Regulation (EEC) No 3922/91 and Directive 2004/36/EC of the European Parliament and of the Council shall be considered repealed in accordance with Article 69(3) and 69(5) of Regulation (EC) No 216/2008. However, Annex III should remain in place temporarily until the transitional periods foreseen in this Regulation have expired and for those areas for which no implementing measures have yet been adopted. Similarly, Directive 2004/36/EC should remain applicable temporarily until the transitional periods foreseen in this Regulation have expired.

(7) The European Aviation Safety Agency prepared draft implementing rules and submitted them as an opinion to the Commission in accordance with Article 19(1) of Regulation (EC) No 216/2008.

(8) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 65 of Regulation (EC) No 216/2008,

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter and scope

1. This Regulation lays down detailed rules for ramp inspections of aircraft of operators under the safety oversight of another State when landed at Gibraltar Airport.

2. *Omitted*

Article 2

Definitions

For the purposes of this Regulation:

(1)

‘ aeroplane ’ means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings;

(1a) ‘ helicopter ’ means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

(1b) ‘ balloon ’ means a manned lighter-than-air aircraft which is not power-driven and sustains flight through the use of either a lighter-than-air gas or an airborne heater, including gas balloons, hot-air balloons, mixed balloons and, although power-driven, hot-air airships;

(1c) ‘ sailplane ’ means a heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine;

(1d) ‘ commercial operation ’ means any operation of an aircraft, in return for remuneration or other valuable consideration, which is available for the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator;

(1e) ‘ tethered gas balloon ’ means a gas balloon with a tether system that continuously anchors the balloon to a fixed point during operation;

(2) ‘performance class B aeroplanes’ means aeroplanes powered by propeller engines with a maximum operational passenger seating configuration of nine or less and a maximum take-off mass of 5 700 kg or less;

(3) ‘public interest site (PIS)’ means a site used exclusively for operations in the public interest;

(4) ‘operation in performance class 1’ means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs;

(5) ‘performance-based navigation (PBN)’ means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace;

(6) ‘ air taxi operation ’ means, for the purpose of flight time and duty time limitations, a non-scheduled on demand commercial air transport operation with an aeroplane with a maximum operational passenger seating configuration (‘ MOPSC ’) of 19 or less;

(7) *Omitted*

(8) *Omitted*

(9) ‘introductory flight ’ means any operation against remuneration or other valuable consideration consisting of an air tour of short duration for the purpose of attracting new trainees or new members, performed either by a training organisation referred to in Article 10a of Commission Regulation (EU) No 1178/2011 (1) or by an organisation created with the aim of promoting aerial sport or leisure aviation;

(10) ‘ competition flight ’ means any flying activity where the aircraft is used in air races or contests, as well as where the aircraft is used to practice for air races or contests and to fly to and from racing or contest events;

(11) ‘ flying display ’ means any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertised event open to the public, including where the aircraft is used to practice for a flying display and to fly to and from the advertised event.

(12) ‘Director’ means the Director of Civil Aviation, as defined in the Civil Aviation Act 2009;

(13) ‘Minister’ means the Minister with responsibility for Civil Aviation.

Additional definitions are laid down in Annex I for the purposes of Annexes II to VIII.

Article 3

Omitted

Article 4

Ramp inspections

Ramp inspections of aircraft of operators under the safety oversight of a third country shall be carried out in accordance with Subpart RAMP of Annex II.

Articles 5 to 9

Omitted

Article 9a

Omitted

Article 9aa

Omitted

Article 9b

Omitted

Article 10

Entry into force

1. This Regulation shall enter into force on the third day following that of its publication in the *Official Journal of the European Union* .

It shall apply from 28 October 2012 .

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ANNEX I

Definitions for terms used in Annexes II to VIII

For the purpose of this Regulation, the following definitions shall apply:

(1) ‘accelerate-stop distance available (ASDA)’ means the length of the take-off run available plus the length of stopway, if such stopway is declared available by the State of the aerodrome and is capable of bearing the mass of the aeroplane under the prevailing operating conditions;

(2) ‘acceptable means of compliance (AMC)’ means non-binding standards adopted by the Director to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules;

(3) ‘acceptance checklist’ means a document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met with;

(4) ‘adequate aerodrome’ means an aerodrome on which the aircraft can be operated, taking account of the applicable performance requirements and runway characteristics;

(5)

For the purpose of passenger classification:

(a) ‘adult’ means a person of an age of 12 years and above;

(b) ‘child/children’ means persons who are of an age of two years and above but who are less than 12 years of age;

(c) ‘infant’ means a person under the age of two years;

(6) . . . . .

(7) ‘aided night vision imaging system (NVIS) flight’ means, in the case of NVIS operations, that portion of a visual flight rules (VFR) flight performed at night when a crew member is using night vision goggles (NVG);

(8)

‘aircraft’ means a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

(8a) ‘ aircraft tracking ’ means a ground based process that maintains and updates, at standardised intervals, a record of the four dimensional position of individual aircraft in flight;

(8b) ‘ aircraft tracking system ’ means a system that relies on aircraft tracking in order to identify abnormal flight behaviour and provide alert;

(9) ‘alternative means of compliance’ means those means that propose an alternative to an existing acceptable means of compliance or those that propose new means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules for which no associated AMC have been adopted by the Director;

(10) ‘anti-icing’, in the case of ground procedures, means a procedure that provides protection against the formation of frost or ice and accumulation of snow on treated surfaces of the aircraft for a limited period of time (hold-over time);

(11) ‘ approach procedure with vertical guidance (APV) operation ’ means an instrument approach which utilises lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a decision height (DH) not lower than 250 ft and a runway visual range (RVR) of not less than 600 m;

(12) ‘cabin crew member’ means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;

(13) ‘category I (CAT I) approach operation’ means a precision instrument approach and landing using an instrument landing system (ILS), microwave landing system (MLS), GLS (ground-based augmented global navigation satellite system (GNSS/GBAS) landing system), precision approach radar (PAR) or GNSS using a satellite-based augmentation system (SBAS) with a decision height (DH) not lower than 200 ft and with a runway visual range (RVR) not less than 550 m for aeroplanes and 500 m for helicopters;

(14) ‘category II (CAT II) operation’ means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH below 200 ft but not lower than 100 ft; and

(b) RVR of not less than 300 m;

(15) ‘category IIIA (CAT IIIA) operation’ means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft; and

(b) RVR not less than 200 m;

(16) ‘category IIIB (CAT IIIB) operation’ means a precision instrument approach and landing operation using ILS or MLS with:

(a) DH lower than 100 ft, or no DH; and

(b) RVR lower than 200 m but not less than 75 m;

(17) ‘ category A with respect to helicopters ’ means a multi-engined helicopter designed with engine and system isolation features specified in the applicable certification specification and capable of operations using take-off and landing data scheduled under a critical engine failure concept that assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off in the event of engine failure;

(18) ‘category B with respect to helicopters’ means a single-engined or multi-engined helicopter that does not meet category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and unscheduled landing is assumed;

(19) ‘certification specifications’ (CS) means technical standards adopted by the Director indicating means to show compliance with Regulation (EC) No 216/2008 and its Implementing Rules and which can be used by an organisation for the purpose of certification;

(20) ‘circling’ means the visual phase of an instrument approach to bring an aircraft into position for landing on a runway/FATO that is not suitably located for a straight-in approach;

(21) ‘clearway’ means a defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height;

(22)

‘cloud base’ means the height of the base of the lowest observed or forecast cloud element in the vicinity of an aerodrome or operating site or within a specified area of operations, normally measured above aerodrome elevation or, in the case of offshore operations, above mean sea level;

(22a) ‘ cockpit voice recorder (CVR) ’ means a crash-protected flight recorder that uses a combination of microphones and other audio and digital inputs to collect and record the aural environment of the flight crew compartment and communications to, from and between the flight crew members;

(23)

‘code share’ means an arrangement under which an operator places its designator code on a flight operated by another operator, and sells and issues tickets for that flight;

(23a) ‘ competency ’ means a dimension of human performance that is used to reliably predict successful performance on the job and which is manifested and observed through behaviours that mobilise the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions;

(23b) ‘ competency-based training ’ means assessment and training programmes that are characterised by a performance orientation, emphasis on standards of performance and their measurement and the development of training to the specified performance standards;

(23c) ‘ competency framework ’ means a complete set of identified competencies that are developed, trained and assessed in the operator’s evidence-based training programme utilising scenarios that are relevant to operations and which is wide enough to prepare the pilot for both foreseen and unforeseen threats and errors;

(24) ‘congested area’ means in relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes;

(25) ‘ contaminated runway ’ means a runway of which a significant portion of its surface area (whether in isolated areas or not) within the length and width being used is covered by one or more of the substances listed under the runway surface condition descriptors;

(26) ‘contingency fuel’ means the fuel required to compensate for unforeseen factors that could have an influence on the fuel consumption to the destination aerodrome;

(27) ‘continuous descent final approach (CDFA)’ means a technique, consistent with stabilised approach procedures, for flying the final-approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre shall begin for the type of aircraft flown;

(28) ‘converted meteorological visibility (CMV)’ means a value, equivalent to an RVR, which is derived from the reported meteorological visibility;

(29) ‘crew member’ means a person assigned by an operator to perform duties on board an aircraft;

(30) ‘critical phases of flight’ in the case of aeroplanes means the take-off run, the take-off flight path, the final approach, the missed approach, the landing, including the landing roll, and any other phases of flight as determined by the pilot-in-command or commander;

(31) ‘critical phases of flight’ in the case of helicopters means taxiing, hovering, take-off, final approach, missed approach, the landing and any other phases of flight as determined by the pilot-in-command or commander;

(32) . . . . .

(33) ‘dangerous goods (DG)’ means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the technical instructions or which are classified according to those instructions;

(34) ‘dangerous goods accident’ means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage;

(35)

‘dangerous goods incident’ means:

(a) an occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained;

(b) any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants;

(36) ‘de-icing’, in the case of ground procedures, means a procedure by which frost, ice, snow or slush is removed from an aircraft in order to provide uncontaminated surfaces;

(37) ‘defined point after take-off (DPATO)’ means the point, within the take-off and initial climb phase, before which the helicopter’s ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required;

(38) ‘defined point before landing (DPBL)’ means the point within the approach and landing phase, after which the helicopter’s ability to continue the flight safely, with the critical engine inoperative, is not assured and a forced landing may be required;

(39) ‘distance DR’ means the horizontal distance that the helicopter has travelled from the end of the take-off distance available;

(40) ‘ dry lease agreement ’ means an agreement between undertakings pursuant to which the aircraft is operated under the air operator certificate (AOC) of the lessee or, in the case of commercial operations other than CAT, under the responsibility of the lessee;

(41) ‘dry operating mass’ means the total mass of the aircraft ready for a specific type of operation, excluding usable fuel and traffic load;

(42) ‘ dry runway ’ means a runway whose surface is free of visible moisture and not contaminated within the area intended to be used;

(42a) ‘ EFB application ’ means a software application installed on an EFB host platform that provides one or more specific operational functions which support flight operations;

(42b) ‘ EFB host platform ’ means the hardware equipment in which the computing capabilities and basic software reside, including the operating system and the input/output software;

(42c) ‘ EFB system ’ means the hardware equipment (including any battery, connectivity provisions, input/output components) and software (including databases and the operating system) needed to support the intended EFB application(s);

(42d) ‘ EBT module ’ means a combination of sessions in a qualified flight simulation training device as part of the 3-year period of recurrent assessment and training;

(43) ‘ ELA1 aircraft ’ means the following manned European Light Aircraft:

(a) an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;

(b) a sailplane or powered sailplane of 1 200 kg MTOM or less;

(c) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m^3 for hot air balloons, 1 050 m^3 for gas balloons, 300 m^3 for tethered gas balloons;

(44)

‘ ELA2 aircraft ’ means the following manned European Light Aircraft:

(a) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;

(b) a sailplane or powered sailplane of 2 000 kg MTOM or less;

(c) a balloon;

(d) a Very Light Rotorcraft with a MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and/or rocket engines; restricted to VFR day operations;

(44a) ‘ electronic flight bag (EFB) ’ means an electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties;

(45)
‘elevated final approach and take-off area (elevated FATO)’ means a FATO that is at least 3 m above the surrounding surface;

(45a) ‘ emergency exit ’ means an installed exit-type egress point from the aircraft that allows maximum opportunity for cabin and flight crew compartment evacuation within an appropriate time period and includes floor level door, window exit or any other type of exit, for instance hatch in the flight crew compartment and tail cone exit;

(46)
‘en-route alternate (ERA) aerodrome’ means an adequate aerodrome along the route, which may be required at the planning stage;

(47)
‘enhanced vision system (EVS)’ means a system to display electronic real-time images of the external scene achieved through the use of imaging sensors;

(47a) ‘ enrolment ’ means the administrative action carried out by the operator where a pilot participates in the operator’s EBT programme;

(47b) ‘ enrolled pilot ’ means the pilot that participates in the EBT recurrent training programme;

(47c) ‘equivalency of approachesmeans all the approaches that place an additional demand on a proficient crew regardless of whether they are used or not in the EBT modules;

(47d) ‘ equivalency of malfunctions ’ means all the malfunctions that put a significant demand on a proficient crew regardless of whether they are used or not in the EBT modules;

(47e) ‘ evaluation phase ’ means one of the phases of an EBT modulewhich is a line-orientated flight scenario, representative of the operator’s environment during which there are one or more occurrences to evaluate key elements of the defined competency framework;

(47f) ‘ evidence-based training (EBT) ’ means assessment and training based on operational data that is characterised by developing and assessing the overall capability of a pilot across a range of competencies (competency framework) rather than by measuring the performance in individual events or manoeuvres;

(48)
‘final approach and take-off area (FATO)’ means a defined area for helicopter operations, over which the final phase of the approach manoeuvre to hover or land is completed, and from which the take-off manoeuvre is commenced. In the case of helicopters operating in performance class 1, the defined area includes the rejected take-off area available;

(48a) ‘ flight crew member ’ means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;

(49)

‘flight data monitoring (FDM)’ means the proactive and non-punitive use of digital flight data from routine operations to improve aviation safety;

(49a) ‘ flight operations officer ’ or ‘ flight dispatcher ’ means a person designated by the operator to engage in the control and supervision of flight operations, who is suitably qualified, who supports, briefs or assists, or both, the pilot-in-command in the safe conduct of the flight;

(49b) ‘ flight data recorder (FDR) ’ means a crash-protected flight recorder that uses a combination of data sources to collect and record parameters that reflect the state and performance of the aircraft;

(49c) ‘ flight recorder ’ means any type of recorder that is installed on the aircraft for the purpose of facilitating accident or incident safety investigations;

(50)

‘flight simulation training device (FSTD)’ means a training device which is:

(a) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT), or a basic instrument training device (BITD);

(b) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT);

(51)

‘fuel ERA aerodrome’ means an ERA aerodrome selected for the purpose of reducing contingency fuel;

(52)

‘GBAS landing system (GLS)’ means an approach landing system using ground based augmented global navigation satellite system (GNSS/GBAS) information to provide guidance to the aircraft based on its lateral and vertical GNSS position. It uses geometric altitude reference for its final approach slope;

(53)

‘ground emergency service personnel’ means any ground emergency service personnel (such as policemen, firemen, etc.) involved with helicopter emergency medical services (HEMSs) and whose tasks are to any extent pertinent to helicopter operations;

(54)

‘grounding’ means the formal prohibition of an aircraft to take-off and the taking of such steps as are necessary to detain it;

(55)

‘head-up display (HUD)’ means a display system which presents flight information to the pilot’s forward external field of view and which does not significantly restrict the external view;

(56)

‘head-up guidance landing system (HUDLS)’ means the total airborne system that provides head-up guidance to the pilot during the approach and landing and/or missed approach procedure. It includes all sensors, computers, power supplies, indications and controls;

(57)

. . . . .

(58)

‘helicopter hoist operation (HHO) crew member’ means a technical crew member who performs assigned duties relating to the operation of a hoist;

(59) ‘helideck’ means a FATO located on a floating or fixed offshore structure;

(60) ‘HEMS crew member’ means a technical crew member who is assigned to a HEMS flight for the purpose of attending to any person in need of medical assistance carried in the helicopter and assisting the pilot during the mission;

(61) ‘HEMS flight’ means a flight by a helicopter operating under a HEMS approval, the purpose of which is to facilitate emergency medical assistance, where immediate and rapid transportation is essential, by carrying:

(a) medical personnel;

(b) medical supplies (equipment, blood, organs, drugs); or

(c) ill or injured persons and other persons directly involved;

(62) ‘HEMS operating base’ means an aerodrome at which the HEMS crew members and the HEMS helicopter may be on stand-by for HEMS operations;

(63) ‘HEMS operating site’ means a site selected by the commander during a HEMS flight for helicopter hoist operations, landing and take-off;

(64) ‘HHO flight’ means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist;

(65) ‘HHO offshore’ means a flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist from or to a vessel or structure in a sea area or to the sea itself;

(66) ‘HHO passenger’ means a person who is to be transferred by means of a helicopter hoist;

(67) ‘HHO site’ means a specified area at which a helicopter performs a hoist transfer;

(68) ‘hold-over time (HoT)’ means the estimated time the anti-icing fluid will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aeroplane;

(69) ‘ hostile environment ’ means:

(a) an area in which:

(i) a safe forced landing cannot be accomplished because the surface is inadequate; or

(ii) the helicopter occupants cannot be adequately protected from the elements; or

(iii) search and rescue response/capability are not provided consistent with anticipated exposure; or

(iv) there is an unacceptable risk of endangering persons or property on the ground;

(b) in any case, the following areas:

(i) for overwater operations, the open sea area north of 45 N and south of 45 S, unless any part is designated as non-hostile by the responsible authority of the State in which the operations take place; and

(ii) those parts of a congested area without adequate safe forced landing areas;

(69a) ‘ human–machine interface (HMI) ’ means a component of certain devices that is capable of handling human–machine interactions. The interface consists of hardware and software that allow user inputs to be interpreted and processed by machines or systems that, in turn, provide the required results to the user;

(69b) ‘ in-seat instruction ’ means a technique used in the manoeuvres training phase or the scenario-based training phase, where the instructors can:

(a) provide simple instructions to one pilot; or

(b) perform predetermined exercises acting, in a pilot seat, as pilot flying (PF) or pilot monitoring (PM) for:

(1) the demonstration of techniques; and/or

(2) triggering the other pilot to intervene or interact;

(69c) ‘ instructor concordance ’ means the consistency or stability of scores between different EBT instructorswhich gives a score (or scores) of how much homogeneity, or consensus, there is in the ratings given by instructors (raters);

(70)
‘landing decision point (LDP)’ means the point used in determining landing performance from which, an engine failure having been recognised at this point, the landing may be safely continued or a balked landing initiated;

(70a) ‘ landing distance at time of arrival (LDTA) ’ means a landing distance that is achievable in normal operations based on landing performance data and associated procedures determined for the prevailing conditions at the time of landing;

(71)
‘landing distance available (LDA)’ means the length of the runway which is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane landing;

(72)
‘landplane’ means a fixed wing aircraft which is designed for taking off and landing on land and includes amphibians operated as landplanes;

(72a) ‘ line-orientated flight scenario ’ means the assessment and training involving a realistic, ‘ real-time ’ , full mission simulation of scenarios that are representative of line operations;

(73)
‘local helicopter operation’ means a commercial air transport operation of helicopters with a maximum certified take-off mass (MCTOM) over 3 175 kg and a maximum operational passenger seating configuration (MOPSC) of nine or less, by day, over routes navigated by reference to visual landmarks, conducted within a local and defined geographical area specified in the operations manual;

(74)

‘low visibility procedures (LVP)’ means procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than standard category I, other than standard category II, category II and III approaches and low visibility take-offs;

(75)
‘low visibility take-off (LVTO)’ means a take-off with an RVR lower than 400 m but not less than 75 m;

(76)
‘lower than standard category I (LTS CAT I) operation’ means a category I instrument approach and landing operation using category I DH, with an RVR lower than would normally be associated with the applicable DH but not lower than 400 m;

(76a) ‘ maintenance check flight (“ MCF ”) ’ means a flight of an aircraft with an airworthiness certificate or with a permit to fly which is carried out for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance, if the functioning of the systems, parts or appliances cannot be established during ground checks and which is carried out in any of the following situations:

(a) as required by the aircraft maintenance manual (‘ AMM ’) or any other maintenance data issued by a design approval holder being responsible for the continuing airworthiness of the aircraft;

(b) after maintenance, as required by the operator or proposed by the organisation responsible for the continuing airworthiness of the aircraft;

(c) as requested by the maintenance organisation for verification of a successful defect rectification;(d) to assist with fault isolation or troubleshooting;

(76b) ‘ manoeuvres training phase ’ means a phase of an EBT module during which, according to aircraft generation, crews have time to practise and improve performance in largely psychomotor skill-based exercises by achieving a prescribed flight path or performing a prescribed event to a prescribed outcome;

(76c) ‘ mixed EBT programme ’ means an operator’s recurrent training and checking programme as per ORO.FC.230, a portion of which is dedicated to the application of EBT but which does not replace proficiency checks as per Appendix 9 to Annex I (Part-FCL) to Regulation (EU) No 1178/2011;

(77)
‘maximum operational passenger seating configuration (MOPSC)’ means the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operations manual. Taking as a baseline the maximum passenger seating configuration established during the certification process conducted for the type certificate (TC), supplemental type certificate (STC) or change to the TC or STC as relevant to the individual aircraft, the MOPSC may establish an equal or lower number of seats, depending on the operational constraints;

(78)
‘medical passenger’ means a medical person carried in a helicopter during a HEMS flight, including but not limited to doctors, nurses and paramedics;

(78a) ‘ minor failure condition ’ means a failure condition that would not significantly reduce aircraft safety, and which involves flight crew actions that are well within their capabilities;

(78b) ‘ misuse of substances ’ means the use of one or more psychoactive substances by flight crew, cabin crew members and other safety-sensitive personnel in a way that:

(a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or

(b) causes or worsens an occupational, social, mental or physical problem or disorder;

(79)

‘night’ means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other time from half an hour after sunset until half an hour before sunrise (both times inclusive), sunset and sunrise being determined at surface level;

(80)
‘night vision goggles (NVG)’ means a head-mounted, binocular, light intensification appliance that enhances the ability to maintain visual surface references at night;

(81)
‘night vision imaging system (NVIS)’ means the integration of all elements required to successfully and safely use NVGs while operating a helicopter. The system includes as a minimum: NVGs, NVIS lighting, helicopter components, training and continuing airworthiness;

(82)
‘non-hostile environment’ means an environment in which:

(a) a safe forced landing can be accomplished;

(b) the helicopter occupants can be protected from the elements; and

(c) search and rescue response/capability is provided consistent with the anticipated exposure.

In any case, those parts of a congested area with adequate safe forced landing areas shall be considered non-hostile;

(83)
‘non-precision approach (NPA) operation’ means an instrument approach with a minimum descent height (MDH), or DH when flying a CDFA technique, not lower than 250 ft and an RVR/CMV of not less than 750 m for aeroplanes and 600 m for helicopters;

(84)
‘NVIS crew member’ means a technical crew member assigned to an NVIS flight;

(85)
‘NVIS flight’ means a flight under night visual meteorological conditions (VMC) with the flight crew using NVGs in a helicopter operating under an NVIS approval;

(86)
‘ offshore operation ’ means a helicopter operation that has a substantial proportion of any flight conducted over open sea areas to or from an offshore location;

(86a) ‘ offshore location ’ means a facility intended to be used for helicopter operations on a fixed or floating offshore structure or a vessel;

(86b) ‘ open sea area ’ means the area of water to seaward of the coastline;

(87)
‘operating site’ means a site, other than an aerodrome, selected by the operator or pilot-in-command or commander for landing, take-off and/or external load operations;

(88)
‘operation in performance class 1’ means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs;

(89)

‘operation in performance class 2’ means an operation that, in the event of failure of the critical engine, performance is available to enable the helicopter to safely continue the flight, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required;

(90) ‘operation in performance class 3’ means an operation that, in the event of an engine failure at any time during the flight, a forced landing may be required in a multi-engined helicopter and will be required in a single-engined helicopter;

(91) ‘operational control’ means the responsibility for the initiation, continuation, termination or diversion of a flight in the interest of safety;

(92) ‘other than standard category II (OTS CAT II) operation’ means a precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach category II light system are not available, and with:

(a) DH below 200 ft but not lower than 100 ft; and

(b) RVR of not less than 350 m;

(93) ‘performance class A aeroplanes’ means multi-engined aeroplanes powered by turbo-propeller engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg, and all multi-engined turbo-jet powered aeroplanes;

(94) ‘performance class B aeroplanes’ means aeroplanes powered by propeller engines with an MOPSC of nine or less and a maximum take-off mass of 5 700 kg or less;

(95) ‘performance class C aeroplanes’ means aeroplanes powered by reciprocating engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg;

(95a) ‘ personnel-carrying device system (PCDS) ’ means a system including one or more devices that is either attached to a hoist or cargo hook or mounted to the rotorcraft airframe during human external cargo (HEC) or helicopter hoist operations (HHO). The devices have the structural capability and features needed to transport occupants external to the helicopter e.g. a life safety harness with or without a quick release and strop with a connector ring, a rigid basket or a cage;

(95b) ‘ simple personnel carrying device system (simple “ PCDS ”) ’ means a PCDS that complies with the following conditions:

(a) meets a harmonised standard under Regulation (EU) 2016/425 of the European Parliament and of the Council (1) or Directive 2006/42/EC of the European Parliament and of the Council (2) ;

(b) is designed to restrain no more than a single person (for instance, hoist or cargo hook operator, task specialist or photographer) inside the cabin, or to restrain no more than two persons outside the cabin;

(c) is not a rigid structure such as a cage, a platform or a basket;

(96) ‘pilot-in-command’ means the pilot designated as being in command and charged with the safe conduct of the flight. For the purpose of commercial air transport operations, the ‘pilot-in-command’ shall be termed the ‘commander’;

(96a) ‘ portable EFB ’ means a portable EFB host platform, used on the flight deck, which is not part of the configuration of the certified aircraft;

(96b) ‘ portable electronic device (PED) ’ means any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft by crew members, passengers, or as part of the cargo, that is not included in the configuration of the certified aircraft. It includes all equipment that is able to consume electrical energy. The electrical energy can be provided from internal sources such as batteries (chargeable or non-rechargeable) or the devices may also be connected to specific aircraft power sources;

(97)
‘principal place of business’ means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;

(98)
‘prioritisation of ramp inspections’ means the dedication of an appropriate portion of the total number of ramp inspections conducted by the Director on an annual basis as provided in Part-ARO;

(98a) ‘ proficient ’ means having demonstrated the necessary skills, knowledge and attitudes that are required to perform any defined tasks to the prescribed standard;

(99)
‘public interest site (PIS)’ means a site used exclusively for operations in the public interest;

(100)
‘ramp inspection’ means the inspection of aircraft, of flight and cabin crew qualifications and of flight documentation in order to verify the compliance with the applicable requirements;

(101)
‘rectification interval’ means a limitation on the duration of operations with inoperative equipment;

(102)
‘rejected take-off distance available (RTODAH)’ means the length of the final approach and take-off area declared available and suitable for helicopters operated in performance class 1 to complete a rejected take-off;

(103)
‘rejected take-off distance required (RTODRH)’ means the horizontal distance required from the start of the take-off to the point where the helicopter comes to a full stop following an engine failure and rejection of the take-off at the take-off decision point;

(103a) ‘ required navigation performance (RNP) specification ’ means a navigation specification for PBN operations which includes a requirement for on-board navigation performance monitoring and alerting;

(103b) rules of the air’ means the rules established in Commission Implementing Regulation (EU) No 923/2012 (3) ;

(103c) ‘ runway condition report (RCR) ’ means a comprehensive standardised report relating to the conditions of the runway surface and their effect on the aeroplane landing and take-off performance, described by means of runway conditions code;

(104)
‘runway visual range (RVR)’ means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;

(105)

‘safe forced landing’ means an unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface;

(105b) ‘ scenario-based training phase ’ means a phase of an EBT module which focuses on the development of competencies, whilst the pilot is trained to mitigate the most critical risks identified for the aircraft generation. It should include the management of specific operator’s threats and errors in a real-time line-orientated environment;

(106) ‘seaplane’ means a fixed wing aircraft which is designed for taking off and landing on water and includes amphibians operated as seaplanes;

(107) ‘separate runways’ means runways at the same aerodrome that are separate landing surfaces. These runways may overlay or cross in such a way that if one of the runways is blocked, it will not prevent the planned type of operations on the other runway. Each runway shall have a separate approach procedure based on a separate navigation aid;

(107a) ‘ specially prepared winter runway ’ means a runway with a dry frozen surface of compacted snow or ice which has been treated with sand or grit or has been mechanically treated to improve runway friction;

(108) ‘special VFR flight’ means a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC;

(109) ‘stabilised approach (SAp)’ means an approach that is flown in a controlled and appropriate manner in terms of configuration, energy and control of the flight path from a pre-determined point or altitude/height down to a point 50 ft above the threshold or the point where the flare manoeuvre is initiated if higher;

(109a) ‘ sterile flight crew compartment ’ means any period of time when the flight crew members are not disturbed or distracted, except for matters critical to the safe operation of the aircraft or the safety of the occupants;

(110) ‘take-off alternate aerodrome’ means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and if it is not possible to use the aerodrome of departure;

(111) ‘take-off decision point (TDP)’ means the point used in determining take-off performance from which, an engine failure having been recognised at this point, either a rejected take-off may be made or a take-off safely continued;

(112) ‘take-off distance available (TODA)’ in the case of aeroplanes means the length of the take-off run available plus the length of the clearway, if provided;

(113) ‘take-off distance available (TODAH)’ in the case of helicopters means the length of the final approach and take-off area plus, if provided, the length of helicopter clearway declared available and suitable for helicopters to complete the take-off;

(114) ‘take-off distance required (TODRH)’ in the case of helicopters means the horizontal distance required from the start of the take-off to the point at which take-off safety speed (V_{TOSS}), a selected height and a positive climb gradient are achieved, following failure of the critical engine being recognised at the TDP, the remaining engines operating within approved operating limits;

(115) ‘take-off flight path’ means the vertical and horizontal path, with the critical engine inoperative, from a specified point in the take-off for aeroplanes to 1 500 ft above the surface and for helicopters to 1 000 ft above the surface;

(116) ‘take-off mass’ means the mass including everything and everyone carried at the commencement of the take-off for helicopters and take-off run for aeroplanes;

(117)

‘take-off run available (TORA)’ means the length of runway that is declared available by the State of the aerodrome and suitable for the ground run of an aeroplane taking off;

(117a) ‘ task specialist ’ means a person assigned by the operator or a third party, or acting as an undertaking, who performs tasks on the ground directly associated with a specialised task or performs specialised tasks on board or from the aircraft;

(118) ‘technical crew member’ means a crew member in commercial air transport HEMS, HHO or NVIS operations other than a flight or cabin crew member, assigned by the operator to duties in the aircraft or on the ground for the purpose of assisting the pilot during HEMS, HHO or NVIS operations, which may require the operation of specialised on-board equipment;

(119) ‘technical instructions (TI)’ means the latest effective edition of the ‘Technical instructions for the safe transport of dangerous goods by air’, including the supplement and any addenda, approved and published by the International Civil Aviation Organisation;

(120) ‘ traffic load ’ means the total mass of passengers, baggage, cargo and carry-on specialist equipment and including any ballast;

(120a) ‘ type A EFB application ’ means an EFB application whose malfunction or misuse has no safety effect;

(120b) ‘ type B EFB application ’ means an EFB application:

(a) whose malfunction or misuse is classified as minor failure condition or below; and

(b) which neither replaces nor duplicates any system or functionality required by airworthiness regulations, airspace requirements, or operational rules;

(121) ‘unaided NVIS flight’ means, in the case of NVIS operations, that portion of a VFR flight performed at night when a crew member is not using NVG;

(122) ‘undertaking’ means any natural or legal person, whether profit-making or not, or any official body whether having its own personality or not;

(123) ‘V_1’ means the maximum speed in the take-off at which the pilot must take the first action to stop the aeroplane within the accelerate-stop distance. V_1 also means the minimum speed in the take-off, following a failure of the critical engine at V_{EF}, at which the pilot can continue the take-off and achieve the required height above the take-off surface within the take-off distance;

(124) ‘V_{EF}’ means the speed at which the critical engine is assumed to fail during take-off;

(125) ‘visual approach’ means an approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain;

(126) ‘ weather-permissible aerodrome ’ means an adequate aerodrome where, for the anticipated time of use, weather reports, or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the required aerodrome operating minima, and the runway surface condition reports indicate that a safe landing will be possible;

(127) ‘ wet lease agreement ’ means an agreement:

- in the case of CAT operations, between air carriers pursuant to which the aircraft is operated under the AOC of the lessor; or

- in the case of commercial operations other than CAT, between operators pursuant to which the aircraft is operated under the responsibility of the lessor;

(128) ‘ wet runway ’ means a runway whose surface is covered by any visible dampness or water up to and including 3 mm deep within the area intended to be used.

ANNEX II

AUTHORITY REQUIREMENTS FOR AIR OPERATIONS [PART-ARO]

SUBPART GEN

ARO.GEN.305

Oversight programme

(a) The Director shall establish and maintain an oversight programme covering the oversight activities required by ARO.RAMP.

(b)

For organisations certified by the competent authority, the oversight programme shall be developed taking into account the specific nature of the organisation, the complexity of its activities, the results of past certification and/or oversight activities required by ARO.GEN and ARO.RAMP and shall be based on the assessment of associated risks. It shall include within each oversight planning cycle:

(1) audits and inspections, including ramp and unannounced inspections as appropriate; and

(2) meetings convened between the accountable manager and the competent authority to ensure both remain informed of significant issues.

(c)

For organisations certified by the competent authority an oversight planning cycle not exceeding 24 months shall be applied.

The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation has decreased.

The oversight planning cycle may be extended to a maximum of 36 months if the competent authority has established that, during the previous 24 months:

(1) the organisation has demonstrated an effective identification of aviation safety hazards and management of associated risks;

(2) the organisation has continuously demonstrated under ORO.GEN.130 that it has full control over all changes;

(3) no level 1 findings have been issued; and

(4) all corrective actions have been implemented within the time period accepted or extended by the competent authority as defined in ARO.GEN.350(d)(2).

The oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the above, the organisation has established, and the competent authority has approved, an effective continuous reporting system to the competent authority on the safety performance and regulatory compliance of the organisation itself.

(d)

For organisations declaring their activity to the competent authority, the oversight programme shall be based on the specific nature of the organisation, the complexity of its activities and the data of past oversight activities and the assessment of risks associated with the type of activity carried out. It shall include audits and inspections, including ramp and unannounced inspections, as appropriate.

(d1) For organisations holding a specialised operations authorisation, the oversight programme shall be established in accordance with (d) and shall also take into account the past and current authorisation process and the validity period of the authorisation.

(e) For persons holding a licence, certificate, rating, or attestation issued by the competent authority the oversight programme shall include inspections, including unannounced inspections, as appropriate.

(f) The oversight programme shall include records of the dates when audits, inspections and meetings are due and when such audits, inspections and meetings have been carried out.

SUBPART OPS

Omitted

SUBPART RAMP

RAMP INSPECTIONS OF AIRCRAFT OF OPERATORS UNDER THE REGULATORY OVERSIGHT OF ANOTHER STATE

ARO.RAMP.005

Scope

This Subpart establishes the requirements to be followed by the Director when exercising his tasks and responsibilities regarding the performance of ramp inspections of aircraft used by third country operators when landed at aerodromes located in Gibraltar.

ARO.RAMP.100

General

(a) Aircraft, as well as their crew, shall be inspected against the applicable requirements.

(b) In addition to conducting ramp inspections included in its oversight programme established in accordance with ARO.GEN.305, the Director shall perform a ramp inspection of an aircraft suspected of not being compliant with the applicable requirements.

(c)

Within the development of the oversight programme established in accordance with ARO.GEN.305, the Director shall establish an annual programme for the conduct of ramp inspections of aircraft. This programme shall:

(1) be based on a calculation methodology that takes into account historical information on the number and nature of operators and their number of landings at its aerodromes, as well as safety risks

(2) *Omitted*

ARO.RAMP.110

Collection of information

The Director shall collect and process any information deemed useful for conducting ramp inspections.

ARO.RAMP.115

Qualification of ramp inspectors

(a) The Director shall have qualified inspectors to conduct ramp inspections.

(b)

Ramp inspectors shall:

(1) possess the necessary aeronautical education or practical knowledge relevant to their area(s) of inspection;

(2) have successfully completed:

(i) appropriate specific theoretical and practical training, in one or more of the following areas of inspection:

(A) flight deck;

(B) cabin safety;

(C) aircraft condition;

(D) cargo;

(ii) appropriate on-the-job training delivered by a senior ramp inspector appointed by the Director;

(3) maintain the validity of their qualification by undergoing recurrent training and by performing a minimum of 12 inspections per calendar year.

(c) The training in (b)(2)(i) shall be delivered by the Director or by any training organisation approved in accordance with ARO.RAMP.120(a).

(d) The Director shall develop and maintain training syllabi and promote the organisation of training courses and workshops for inspectors to improve the understanding and uniform implementation of this Subpart.

ARO.RAMP.120

Approval of training organisations

(a)

The Director shall approve a training organisation, having its principal place of business in Gibraltar, when satisfied that the training organisation:

(1) has nominated a head of training possessing sound managerial capability to ensure that the training provided is in compliance with the applicable requirements;

(2) has available training facilities and instructional equipment suitable for the type of training provided;

(3) provides training in accordance with the syllabi developed by the Director in accordance with ARO.RAMP.115(d);

(4) uses qualified training instructors.

(b) *Omitted*

(c)

The training organisation shall be approved to provide one or more of the following types of training:

(1) initial theoretical training;

(2) initial practical training;

(3) recurrent training.

ARO.RAMP.125

Conduct of ramp inspections

(a) Ramp inspections shall be performed in a standardised manner.

(b) When performing a ramp inspection, the inspector(s) shall make all possible efforts to avoid an unreasonable delay of the aircraft inspected.

(c) On completion of the ramp inspection, the pilot-in-command or, in his/her absence, another flight crew member or a representative of the operator shall be informed of the ramp inspection's results.

ARO.RAMP.130

Categorisation of findings

For each inspection item, three categories of possible non-compliance with the applicable requirements are defined as findings. Such findings shall be categorised as follows:

(1) a category 3 finding is any detected significant non-compliance with the applicable requirements or the terms of a certificate that has a major influence on safety;

(2) a category 2 finding is any detected non-compliance with the applicable requirements or the terms of a certificate that has a significant influence on safety;

(3) a category 1 finding is any detected non-compliance with the applicable requirements or the terms a certificate that has a minor influence on safety.

ARO.RAMP.135

Follow-up actions on findings

(a)

For a category 2 or 3 finding the Director, shall:

(1) communicate the finding in writing to the operator, including a request for evidence of corrective actions taken; and

(2) inform the aviation authority of the State of the operator and, where relevant, the State in which the aircraft is registered and where the licence of the flight crew was issued. Where appropriate, the Director shall request confirmation of their acceptance of the corrective actions taken by the operator in accordance with ARO.GEN.350 or ARO.GEN.355.

(b)

In addition to (a), in the case of a category 3 finding, the Director shall take immediate steps by:

(1) imposing a restriction on the aircraft flight operation;

(2) requesting immediate corrective actions;

(3) grounding the aircraft in accordance with ARO.RAMP.140; or

(4) suspending permission under regulation 98 of the Civil Aviation (Air Navigation) Regulations 2009 in accordance with Article 6 of Regulation (EC) No 2111/2005.

ARO.RAMP.140

Grounding of aircraft

(a)

In the case of a category 3 finding where it appears that the aircraft is intended or is likely to be flown without completion by the operator or owner of the appropriate corrective action, the Director shall:

(1) notify the pilot-in-command/commander or the operator that the aircraft is not permitted to commence the flight until further notice; and

(2) ground that aircraft.

(b) The Director shall immediately inform the aviation authority of the State of the operator and of the State in which the aircraft is registered, if relevant.

(c) The Director shall, in coordination with the State of the operator or the State of Registry, prescribe the necessary conditions under which the aircraft can be allowed to take-off.

(d)

If the non-compliance affects the validity of the certificate of airworthiness of the aircraft, the grounding shall only be lifted by the Director when the operator shows evidence that:

(1) compliance with the applicable requirements has been re-established;

(2) *Omitted*

(3) a permit-to-fly or equivalent document of the State of Registry or the State of the operator; and

(4) permission from third countries which will be overflown, if applicable.

ARO.RAMP.145

Reporting

(a) Information collected in accordance with ARO.RAMP.125(a) shall be entered into the Director database, within 21 calendar days after the inspection.

(b) The Director shall enter into the database any information useful for the application of Regulation (EC) No 216/2008 and its Implementing Rules and for the accomplishment by the Director of the tasks assigned to him by this Annex, including the relevant information referred to in ARO.RAMP.110.

(c) *Omitted*

(d) Whenever information concerning aircraft deficiencies is given by a person to the Director, the information referred to in ARO.RAMP.110 and ARO.RAMP.125(a) shall be de-identified regarding the source of such information.

Appendix I

Omitted

Appendix II

[a] Telephone and fax contact details of the competent authority, including the country code. Email to be provided if available.
[b] Insertion of associated air operator certificate (AOC) number.
[c] Insertion of the operator's registered name and the operator's trading name, if different. Insert ‘ Dba ’ before the trading name (for ‘ Doing business as ’).
[d] Issue date of the operations specifications (dd-mm-yyyy) and signature of the competent authority representative.
[e] Insertion of ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232).
[f] Either the registration marks are listed in the operations specifications or in the operations manual. In the latter case, the related operations specifications must make a reference to the related page in the operations manual. In case not all specific approvals apply to the aircraft model, the registration marks of the aircraft may be entered in the remark column to the related specific approval.
[g] Other type of transportation to be specified (e.g. emergency medical service).
[h] Listing of geographical areas of authorised operation (by geographical coordinates or specific routes, flight information region, or national or regional boundaries).
[i] Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
[j] List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
[l] Insertion of applicable precision approach category: LTS CAT I, CAT II, OTS CAT II, CAT IIIA, CAT IIIB or CAT IIIC. Insertion of minimum runway visual range (RVR) in meters and decision height (DH) in feet. One line is used per listed approach category.
[k] Insertion of approved minimum take-off RVR in metres. One line per approval may be used if different approvals are granted.
[m] The Not Applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.
[n] Extended range operations (ETOPS) currently applies only to two-engined aircraft. Therefore, the not applicable (N/A) box may be checked if the aircraft model has less or more than two engines.
[o] The threshold distance may also be listed (in NM), as well as the engine type.
[p] Performance-based navigation (PBN): one line is used for each complex PBN specific approval (e.g. RNP AR APCH), with appropriate limitations listed in the ‘ Specifications ’ or ‘ Remarks ’ columns, or in both. Procedure-specific approvals of specific RNP AR APCH procedures may be listed in the operations specifications or in the operations manual. In the latter case, the related operations specifications must have a reference to the related page in the operations manual.
[q] Specify if the specific approval is limited to certain runway ends or aerodromes, or both.
[r] Insertion of the particular airframe or engine combination.

EASA FORM 139 Issue 6

OPERATIONS SPECIFICATIONS

(subject to the approved conditions in the operations manual)

Issuing Authority Contact Details

Telephone a : …; Fax …;

Email: …

AOC b :	Operator Name c :	Date d :	Signature:
	Dba Trading Name		

Operations Specifications #:

Aircraft Model e :

Registration Marks f :

Types of operations: Commercial operations

?Passengers	?Cargo	?Others g : …

Area of operation h :

Special Limitations i :

Specific Approvals:	Yes	No	Specification j	Remarks
Dangerous Goods	?	?		
Low Visibility Operations			CAT l …	
Take-off			RVR k : m	
Approach and Landing	?	?	DA/H: ft RVR: m	
RVSM m ?N/A	?	?		
ETOPS n ?N/A	?	?	Maximum Diversion Time o : min.	
Complex navigation specifications for PBN operations p	?	?		q

Minimum navigation performance specification	?	?		
Operations of single-engined turbine aeroplane at night or in IMC (SET-IMC)	?	?	r	
Helicopter operations with the aid of night vision imaging systems	?	?		
Helicopter hoist operations	?			
Helicopter emergency medical service operations	?	?		