

# **Operations Specifications Review**

**Compiled by Lionel Largmann**

**For training purposes only**

**July 17<sup>th</sup> 2014**

# Operations Specifications Overview

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## **PART A**

### **A:02 Definitions**

#### **A:05 Exemptions & Deviations:**

Permit to waive the rest req. FAR 131.485 if a flight is scheduled for 12 hours or less with an airplane having 3 or more pilots and an additional flight crewmember.

#### **A:06-07 Management personnel / other designated Persons**

**A:08 Operational Control:** Atlas Air Cargo / Polar Air Cargo assumes OPC. Polar Air Cargo, PIC and Dispatcher are jointly responsible for completion of any flight. PIC is responsible for relaying company messages on each flight leg to the company:

1. Departure times
2. Enroute estimates
3. Arrival times

#### **A:09 Airport Aeronautical Data**

Jepps / DOD charts / Notams via WSI / Honeywell International Nav-Data Base / OPS

#### **A:10 Aeronautical Weather Data:**

Providers Jepp / WSI / Aviation Weather Center

#### **A:14 IFR Ops in Class G Airspace: Approval**

#### **A.30 Part 121 Supplemental Operations**

Reference ops spec C70 for determining Flag operations approval

#### **A.48 Verification of Personal on the Flight Deck**

Compliance with Cass and Company policy note the traveling individual must possess a Passport for identification verification purposes.

**Note:** Section A primarily deals with Certificate Holder authorizations: Including but not limited to the following: Operational issues / Aircraft equipment / Training program's & other approvals that require specific FAA authorizations to conduct such operations legally.

## **PART B**

### **B:31 Areas of En-route Operations:**

### **B:32 Enroute Limitations**

### **B:34 IFR Class I / Terminal and En-route Navigation**

B-RNAV / RNAV = must be within +/- 5 nm.

P-RNAV = must be within +/- 1 nm.

### **B:36 Class II Navigation (Long Range)**

(1) Error must not exceed 25nm. Along route specified.

(4) Accuracy Check

(6) Must have at least:

(a.) 2 independent INS systems

(b.) 2 FMS

(c.) 2 GPS

(d.) / (e.) 2 Inertial Navigation systems

### **B:38 Operations in NOPAC Airspace**

Authorization to conduct operations where RNP 10 / RVSM approval are **not** required.

### **B:39 Operations in NAT/MNPS Airspace**

### **B:40 Operations in Areas of Magnetic Unreliability**

### **B:44 Planned Re-dispatch Re-release Criteria:**

PIC must be provided within 2 hours of re-dispatch point with updated aeronautical information. PIC must accept re-release for flight to continue.

### **B:46 Operations in RVSM Airspace and Requirements**

1. Two independent altitude measuring systems
2. One Alt. reporting transponder
3. One Alt. alerting system
4. One Alt. controlling system (alt hold autopilot)

### **B:50 Authorized Areas of En-route operations / limitations & Provisions:**

Special Routes / Airports are listed here

### **B:450 Sensitive International Areas:**

Listing of Countries that require special permits or procedures / or not auth.

## **PART C**

### **C:50 Special Pilot-in Command Qualifications Airports**

#### **In the proceeding 12 calendar months:**

PIC or SIC must have entered into the specified airport as a crewmember i.e.

Takeoff / Landing Or PIC has reviewed a Jepp approved pictorial of the airport.

If not the PIC must add 1,000 to IAA, MOCA, MEA and 3 miles visibility

### **C:51 Terminal IFR Procedures**

Terps, Metric conversions / Lighting tables

### **C:52 Straight in Non-Prec. Approaches / Category I / Prec. Approach & Landing Minima**

#### **A. Authorized Instrument Approaches Listed**

#### **B. Conditions & Limitations:**

TDZ RVR is controlling for all approaches and landings

Mid & Rollout RVR values are advisory information

Mid RVR may be substituted for the TDZ RVR if TDZ is inop.

Certificate holder must comply with C073 for reduced landing minima.

#### **C. Reduced Precision Cat I Landing Minima:**

Cat 1 minima 200 ft. DH & 1800 RVR

TDZ required and controlling (Mid may substitute TDZ)

A/C Must be equipped with: FD / AP

F/D or autopilot required below RVR 2400 (750m)

#### **D. IAP's at Foreign Airports:**

Must have the following visual criteria before descending below DH / MDA

1. Runway, markings or lights
2. Approach lights system
3. Threshold, markings, or lights
4. TDZ, markings, or lights
5. VASI or PAPI
6. Runway end identifier lights

### **C.54 High Minimums Captains**

Add 100 Feet and a ½ mile visibility to lowest minima

RVR Publ.	High Mins Equiv.
1800	4500
2400	5000
4000	6000
5000	6000

Not less than ¾ mile or 4000 RVR. Unless Additional 15% R/W length available  
Prec. All weather marking and centerline lights are operational on that R/W.

### C.55 Alternate Weather Minima required

#### One Approach

Non, or precision 1 Nav. Facility	Ceiling	add 400 feet
	Visibility	add 1 sm. To lowest minima

#### Two Approaches

Non, or precision to different R/W	Ceiling	add 200 feet
2 Nav. Facilities	Visibility	add ½ sm. To lowest minima

One usable Auth. Cat II ILS	Ceiling	300
	Visibility	Vis ¾ (1200m) /RVR 4000 (1200)

One usable Auth. Cat III ILS	Ceiling	200
	Visibility	Vis ½ (800m) RVR 1800 (550m)

### C.56 IFR Takeoff Minimums

**Standard** = 2 or more engines ½ mile visibility.  
TDZ RVR is controlling

### C.59 Category II Landing Operations (Revised by TA 14-6)

Not Less than DH 100 ft.  
RVR not less than 1000 (300m)  
Crew Qualified / Auto Pilot req. with Auto-land & its use is required  
Required R/W lights: ALSF 1 or 2 / HIRL, & TDZ & CL  
Standard: TDZ RVR 1600 / Mid “Not req.” / RO “Not req.”  
Reduced: TDZ 1200 / Mid 600 / RO 300  
Reduced: TDZ 1000 (300) / Mid 600 (175m) / RO 300 (75m)

Note: If only TDZ RVR avail not less than 1600  
IF RVR is less than 1600:

TDZ & RO Req. and controlling  
Mid if available is controlling  
Mid may be substituted for inop. RO

Autoland is *required* to touchdown for all Cat. II approaches.  
Max crosswind 15kts  
Additional 15% of R/W available for landing  
If “RA NA” inner marker must be avail to determine DH

**Note:** Authorized Foreign Airports & Runways for Cat II are listed in this section.

Catt II MID or Far end RVR may be substituted for RO RVR, if inop. MID must report RVR 600, and far end must report a RVR 300 or greater. Far end is advisory only unless substituted for RO RVR

## **C.60 Category III Instrument Approach & Landing Operations (Rev. by TA 14-6)**

Not Less than AH 100 ft.

RVR not less than 300 (75m)

Crew Qualified / Auto Pilot req. with Auto-land & its use is required

Fail Operational (FO) / Fail Passive (FP) degradations are authorized subject to RVR restrictions found in table 2.

Standard: TDZ RVR 600 / Mid 600 (175m) / RO 300

Reduced: TDZ RVR 300 / Mid 300 / RO 300 (75m)

Required: Localizer / GS / OM or other means to identify it.

Required: R/W lights: ALSF 1 or 2 / HIRL, & TDZ & CL / SMGCS or ICAO equiv.

TDZ & Mid must not be lower than Appr. Chart Minima

Both TDZ & MID RVR's if operable are controlling

Any ONE RVR may be inop.

Autoland is required to touchdown for all Cat. III approaches.

Max crosswind 15kts

Anti-skid must be operative. \*\*\*

Additional 15% of R/W available for landing

Approach & Landing may be continued if approach lights become inop.

Seq. flasher lights may be inop (both for Cat II & III)

**Note:** Authorized Foreign Airports & Runways for Cat III are listed in this section.

If RVR goes below minima when established on Final Appr. Segment

(<1000' HAA) in India, Japan, S. Africa, UAE & UK appr. May be cont.

Catt III MID or Far end RVR may be substituted for RO RVR if inop.

MID must report RVR 600 and far end must report a RVR 300 or greater.

Far end is advisory only unless substituted for RO RVR.

One-Engine inoperative Cat. III approaches are authorized. (See \*\*\*)

## **C.61 Flight Control Guidance systems other than Category II & III Operations**

## **C.63 RNAV & RNP Terminal Operations: (Authorization)**

## **C.64 Term Area IFR Ops in Class G Airspace & Non Controlled Tower Airports**

### **PAX / Cargo:**

Authorized provided the following criteria is met:

- (1) Airport has an authorized Instrument approach procedure.
- (2) Airport has approved source of WX information
- (3) PIC has ability to get timely traffic information and advisories.
- (4) Facilities and services are avail to conduct IFR operations.

## **C.67 Special Authorizations, Provisions & Limitations for Certain Airports:**

Listed is in Table 1 is the Special provisions, Limitations, & Flt Crew qualifications.

**C.68 Noise Abatement Departure Profiles:**

NADP 1 = Close in: 1,500 Thrust reduction / 3,000 cleanup.

NADP 2 = Distant: High speed; 1,000 cleanup / Flaps 5 Thrust reduction.

**C.70 Authorized Airports for Scheduled Operations\*\*\***

**Listing of all approved Airports:**

Regular Airports- Scheduled service

Refueling Airports- Dispatched for refueling only

Provisional Airports- Approved for service if regular airport is not available

Alternated Airports- Airport of landing if inadvisable to land at primary airports

**C.71 Auto Pilot Engagement During Initial Climb for AFGS**

Minimum altitude for autopilot engagement is: 250 Ft. AGL

**C.73 IFR Approach Procedures using V-Nav**

V-Nav path angle must be between 2.75-3.77 degrees

**C.75 Circle to Land Operations**

Weather must be at basic VFR criteria ceiling 1,000 and 3 miles visibility.

**C.77 Terminal VFR Limitations and provisions**

Greater than 1,000 ft AGL and 3 miles visibility

**C78: Lower than Standard Takeoff Minimums**

**RVV ¼ or 1600 RVR**

TDZ controlling Mid RVR may be substituted.

HIRL

RCLM

CL

If none of the above is present on runway, runway markings are adequate.

**TDZ 1200 RVR / 1000 RVR Rollout**

2 must be operational Mid RVR may be substituted for TDZ or Rollout both are controlling.

Operative runway centerline lighting required (CL) Or HIRL /RCLM

Two operative and controlling RVR's. Mid may be substituted for TDZ or Rollout if failed.

**TDZ 600, MID 600, Rollout 600 (175M) / RVR 500 (150M) Not below.**

HIRL

CL

TDZ and Rollout required and controlling.

If 3 are operative all are controlling.

One may be considered failed and takeoff authorized provided other two are @ or above 600 RVR.

## **Part D Aircraft Maintenance Section**

### **D:95 MEL Authorization:**

#### **Max Time between Deferral & Repair:**

**Category A** Specified Time interval

**Category B** Repaired within 3 Calendar days (72 Hours)

**Category C** Repaired within 10 Calendar days (240 Hours)

**Category D** Repaired within 120 Calendar das (2880 Hours)

## **Part E Weight & Balance Control Procedures**

### **Foreign Operations Certificates**

### **Insurance Certificates**

### **Landing Permits**

### **Fleet Noise Certificate**

### **Air Carrier Certificate**