REVISION NOTICE

ATTACHED IS APPENDIX 1, REVISION NO. 14-02 FOR THE FLIGHT OPERATIONS MANUAL

REVISION CONTROL DATE: 10-10-14 BY: CHIEF PILOTS OFFICE

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REMOVE PAGES	INSERT PAGES
Record of Revision, Pages 1-2	Record of Revision, Pages 1-2
APPENDIX 1-LEP, Pages 1-2	APPENDIX 1-LEP, Pages 1-2
APPENDIX 1-TOC, Pages i-ii	APPENDIX 1-TOC, Pages i-ii
APPENDIX 1, Operations Specifications Pages 1-164	APPENDIX 1, Operations Specifications Pages 1-166

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Note: If you wish to retain the above Remove/Insert Information to file in your manual, you may tear off and return only the bottom portion of this page below the double underline.

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FLIGHT OPERATIONS MANUAL, APPENDIX 1, REVISION #14-02

Please print name, employee number, and date, and return this page to ABX Air, Inc. Publications, Carolyn Click, cc7@abxair.com, Mail Code 2061-I.

PRINT NAME_____ EMP. NO._____ DATE_____

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RECORD OF REVISIONS - APPENDIX 1

REV. NO.	DATE ENTERED	INITIALS
14-01	02/25/14	RSG
14-02	10/10/14	RSG

REV. NO.	DATE ENTERED	INITIALS

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REV. NO.	DATE ENTERED	INITIALS

LEP/Contents

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APPENDIX 1: Operations Specifications

US Department of Transportation
Federal Aviation Administration

Air Carrier Certificate

This certifies that

ABX AIR, INC.
145 HUNTER DRIVE
WILMINGTON, OHIO 45177

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator

William C. Withycombe
WILLIAM C. WITHYCOMBE
(Signature)
MANAGER, FLIGHT STANDARDS DIVISION
(Title)
GREAT LAKES REGION
(Region/Office)

Certificate number ABXA001A

Effective date: NOVEMBER 28, 1979
REISSUED: FEBRUARY 2, 1989

Issued at GL 23

FAA Form 8430-18 (6-87)

FLX01209
Orig. 10-28-93

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U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

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Part A

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A001. Issuance and Applicability

HQ Control: 05/09/03
HQ Revision: 02c

a. These operations specifications are issued to ABX AIR INC, whose principal base of operation is located at:

Primary Business Address:
ABX Air Inc.
145 Hunter Drive
Wilmington, OH 45177

The holder of these operations specifications is the holder of Air Carrier Certificate Number ABXA001A and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

Supplemental	operations in	Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.21(a)(3)-Supplemental	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.

The certificate holder shall conduct these kinds of operations in accordance with the specific authorizations, limitations, and procedures in these operations specifications and all appropriate Parts of the CFR.

b. These operations specifications are effective as of the "Date Approval is effective" listed in each paragraph and shall remain in effect as long as the certificate holder continues to meet the requirements of Part 119 as specified for certification.

c. The certificate holder is authorized to use only the business name which appears on the certificate to conduct the operations described in subparagraph a.

d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember training, maintenance tests, ferrying, re-positioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization, provided the flights are not conducted for compensation or hire and no charge of any kind is made for the conduct of the flights.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 1/31/2008 3:18:56 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 01/31/2008 Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 1/31/2008 3:10:37 PM
Gunning, Rex S.
Director, Flt Tech. Trng & Compliance Date: 01/31/2008

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A002 . Definitions and Abbreviations

HQ Control: 05/22/2013
HQ Revision: 10b

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in Title 14 Code of Federal Regulations (CFR) and Title 49 United States Code as cited in Public Law 103-272, as amended. Additionally, the definitions listed below are applicable to operations conducted in accordance with these operations specifications.

Term or Terms	Definition
Air Ambulance Aircraft	An aircraft used in air ambulance operations. The aircraft must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft and the equipment need not be permanently installed.
Air Ambulance Operations	(a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider and (c) Uses an air ambulance aircraft, either fixed wing or helicopter.
Airways Navigation Facilities	Airways navigation facilities are those ICAO Standard Navigation Aids (VOR, VOR/DME, and/or NDB) which are used to establish the en route airway structure within the sovereign airspace of ICAO member states. These facilities are also used to establish the degree of navigation accuracy required for air traffic control and Class I navigation within that airspace.
Auto Flight Guidance System (AFGS)	Aircraft systems, such as an autopilot, auto throttles, displays, and controls, that are interconnected in such a manner so as to allow the crew to automatically control the aircraft's lateral and vertical flightpath and speed. A flight management system is sometimes associated with an AFGS.
Automatic Dependent Surveillance (ADS)	A function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from on-board navigation systems via a datalink. As a minimum, the data include aircraft identification and three-dimensional position. ADS is sometimes referred to as ADS-A or ADS-Contract (e.g., a communications contract between the aircraft communications/surveillance system and an air traffic facility or service provider only).
Automatic Dependent Surveillance-	ADS-B is a function on an aircraft or surface vehicle operating within the surface movement area that periodically broadcasts via datalink its state

Broadcast (ADS-B)	vector (horizontal and vertical position, horizontal and vertical velocity) and other information. ADS-B is Automatic in that it requires no external stimulus to elicit a transmission. ADS-B is Dependent because it relies on on-board navigation sources. ADS-B Surveillance information is provided, via data link, to any users (either aircraft or ground-based) within range of the Broadcast signal.
Available Landing Distance (ALD)	ALD is that portion of a runway available for landing and roll-out for aircraft cleared for land and hold short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.
Category I Instrument Approach	A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flights not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800 (for helicopters, 1/4 statute mile or RVR 1600).
Certificate Holder	In these operations specifications, the term "certificate holder" shall mean the holder of the certificate described in Part A paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under these operations specifications.
Class I Navigation	Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also includes en route flight operations over routes designated with a "MEA GAP" (or ICAO equivalent). En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.
Class II Navigation	Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent).
Cockpit Display of Traffic Information (CDTI)	A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, TCAS, and traffic information services) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see and avoid operations both in the air and on the ground.

Decision Altitude (Height)	DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Dual-Certificated-Noise Compliance	For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747's, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.
Fault Detection and Exclusion (FDE)	FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.
Flight Management Systems (FMS)	An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress monitoring.
Free Flight	A safe and efficient flight operating capability under instrument flight rules (IFR) in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.
Global Position System (GPS) Landing System (GLS)	GLS is a differential GPS-based landing system providing both vertical and lateral position fixing capability. The term GLS may also be applied to any GNSS-based differentially corrected landing system.
Helicopter Emergency Medical Service	Helicopter emergency medical service (HEMS) is: (a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider. (c) Helicopter emergency medical evacuation service (HEMES)

ILS - PRM	Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14 CFR Part 97 as "ILS PRM." ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCLs). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.
Imported Airplane-Noise Compliance	For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non-addition rule (see 14 CFR Part 91, § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]
JAA JAR OPS-1	Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAR-OPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.
Localizer-Type Directional Aid (LDA) PRM	See definition of SOIA.
Life Vest (Non-Quick-Donning)	A non-quick-donning life vest is one which must be removed from its container, placed over the wearer's head, and/or requires additional steps beyond inflation to make it ready to use for its intended purpose.
Life Vest, Quick-Donning	A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over his/her head. At this point the life vest needs only to be inflated to be ready to use for its intended purpose.
Local Flying Area	An area designated by the operator in which air ambulance services will be conducted. Each local flying area should be defined in a manner acceptable to the operator, the local Flight Standards District Office, and the Principal Operations Inspector, taking into account the operating environment, the geographic terrain features, and the capabilities of the aircraft.
Major Contract Training	Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of air carrier flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Parts 61, 121, or 135; or in SFAR 58 Advanced Qualification Program (AQP), as applicable.

Medical Crewmember	A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight.
Minimum Descent Altitude (Height)	MDA(H) is the lowest altitude in an instrument approach procedure to which a descent is authorized on final approach or during circle-to-land maneuvering. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) or height above airport (HAA) published elevation. The (H) is used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Operational Service Volume	The Operational Service Volume is that volume of airspace surrounding a NAVAID which is available for operational use and within which a signal of usable strength exists and where that signal is not operationally limited by co-channel interference. Operational Service Volume includes all of the following: (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted. (2) The Expanded Service Volume. (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.
Outsourced Training	Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.
Parabolic Flight Operations	Parabolic flight operations are aerobatic maneuvers in which the aircraft is intentionally pitched in excess of 30 degrees above and 30 degrees below the horizon in a repeated fashion for the specific purpose of exposing the participants to reduced or zero gravity conditions.
Planned Redispatch or ReRelease EnRoute	The term "planned redispatch or rerelease en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispatched or rereleased, in accordance with 14 CFR 121.631(f), at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.
Polar Area (North)	The north polar area of operations is that area that lies north of latitude N 78º 00'.
Qualified Local Observer	A person who provides weather, landing area, and other information as required by the operator, and has been trained by the operator under a training program approved by the Principal Operations Inspector.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Raw Terrain	Raw terrain is devoid of any person, structure, vehicle or vessel.
Receiver Autonomous Integrity Monitoring (RAIM)	RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its route. When insufficient signal integrity is detected an alarm is provided to the flightcrew. Using the predictive RAIM software flightcrews and dispatchers know in advance whether or not suitable GPS navigation will be available throughout the flight. This predictive information may also be determined during flight planning by contacting an FAA Flight Service Station.
Reliable Fix	A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities, and the fix lies within the designated operational service volumes of both facilities which define the fix.
Required Navigation Performance (RNP)	A statement of navigation performance necessary for operations within a defined airspace.
Required Navigation Performance (RNP) Time Limit	Applies to aircraft equipped with INS or IRU systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. The FAA-approved time in hours--after the system is placed in navigation mode or is updated en route--that the specific INS or IRU make/model can meet a specific RNP type on a 95% probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate.
Required Navigation Performance (RNP) Type	A value typically expressed as a distance in nautical miles from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP-4 represents a lateral and longitudinal navigation accuracy of 4 nm on a 95 percent basis. Note: Applications of RNP to terminal area and other operations may also include a vertical component.
RNAV (GPS) PRM	Area navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.
Runway	In these operations specifications the term "runway" in the case of land airports, water airports and heliports, and helipads shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.
Simultaneous Offset Instrument Approach (SOIA)	This operation comprises one ILS and one LDA with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset,

this operation is also known as an SOIA.

VFR Station-Referenced Class I Navigation	VFR station-referenced Class I navigation is any operation conducted within the operational service volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an area navigation system which is certificated for IFR flights over the routes being flown.
Wide Area Augmentation System (WAAS)	WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety critical system consisting of a ground network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 2/6/2014, [2] AMENDMENT #: 11
DATE: 2014.02.06 15:50:17 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.01.30 14:26:01 -06:00

A003 . Airplane Authorization

HQ Control: 03/10/2011
HQ Revision: 02g

The certificate holder is authorized to conduct operations under the provisions of Title 14 CFR Part 121 using airplanes with the approved configuration and operations described in the following table:

M/M/S	Type Section 119	Operation Configuration	En Route	Condition of Flight	Seats Demonstrated	Number Flt. Att.
B-767-223	119.21(a)(3) - Supplemental (S)	All Cargo	IFR	Day/Night	0	0
B-767-232	119.21(a)(3) - Supplemental (S)	All Cargo	IFR	Day/Night	0	0
B-767-281	119.21(a)(3) - Supplemental (S)	All Cargo	IFR	Day/Night	0	0
B-767-338	119.21(a)(3) - Supplemental (S)	All Cargo	IFR	Day/Night	0	0
B-767-383	119.21(a)(3) - Supplemental (S)	All Cargo	IFR	Day/Night	0	0

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2012.04.13 14:14:54 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan, Principal
Operations Inspector (GL23)

4. Date Approval is effective: 04/13/2012 Amendment Number: 16
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

2012.04.13 12:34:08 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/13/2012

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A004 . Summary of Special Authorizations and Limitations **HQ Control: 08/03/2001**
HQ Revision: 000

a. The certificate holder, in accordance with the reference paragraphs, is authorized to:

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Conduct special en route IFR operations in Class G airspace.	A014
Use an approved electronic recordkeeping system.	A025
Use an approved CASS and/or FDAR program to allow eligible persons under 14 CFR Subsection 121.547(a)(3) access to the flightdeck.	A048
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Conduct en route data link communications.	A056
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Conduct flight operations under contract to the sponsoring U.S. Government Agency(s) within the Tripoli (HLLL) FIR in accordance with the permitted operations requirements of SFAR-112.	A532
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
Conduct operations using approved driftdown or fuel dumping procedures.	B029
Conduct Class I navigation using an area navigation system.	B034
Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct Class II navigation using multiple long-range navigation systems.	B036
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic minimum navigation performance specifications (NAT/MNPS) airspace.	B039
Conduct North Atlantic Operations (NAT/OPS) with two-engine airplanes under Part 121 without deviation to CFR Section 121.161.	B041
Use special fuel reserves in international operations.	B043
Conduct planned redispatch or rerelease en route.	B044
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Conduct Class II navigation using single long-range navigation system (S-LRNS).	B054
Conduct extended operations (ETOPS) with two-engine airplanes.	B342
Conduct certain international operations in accordance with a deviation to 14 CFR Section 121.645.	B343

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Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050.	B450
Derive alternate airport weather minimums from the standard table for airplanes.	C055
Conduct airplane Category II instrument approach and landing operations.	C059
Conduct airplane Category III instrument approach and landing operations.	C060
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs) and Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA).	C063
Conduct nonscheduled passenger and/or all-cargo, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C064
Conduct airplane operations into certain airports.	C067
Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068
Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 121, § 121.579 and the limitations and provisions of operations specification C071.	C071
Use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach (NPA).	C073
Conduct airplane IFR circle-to-land approach maneuvers.	C075
Conduct 14 CFR Part 121 IFR airplane operations using lower than standard takeoff minima.	C078
Use a reliability program for the entire aircraft.	D074
Use short-term escalation.	D076
Use the provisions of contractual agreements limited to specific maintenance functions.	D078
Conduct ferry flights under special flight permits with continuing authorization.	D084
Use an Extended-Range Operation (ER-OPS) aircraft maintenance program.	D086
Use coordinating agencies for suppliers evaluation (CASE).	D090
Use an appproved maintenance program for listed airplanes used in operations in designated RVSM airspace.	D092

b. The certificate holder is *not authorized* and *shall not* :

	Reference Paragraphs
Conduct operations to certain airports outside the 48 contiguous United States and Alaska under CFR Part 121 domestic rules.	A012
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Conduct airplane air ambulance operations under 14 CFR Part 121.	A024
Conduct operations of certain Stage 2 airplanes.	A026

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Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1.	A027
Conduct aircraft wet lease arrangements.	A028
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Conduct supplemental operations using domestic/flag rules between the city pairs listed in C070.	A030
Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 121.402.	A031
Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions.	A032
Conduct certain CFR Part 121 operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273.	A033
Conduct operations using an approved Advanced Qualification Program in accordance with 14 CFR Part 121, Subpart Y, subsection 121.901 - 121.925.	A034
Use an electronic flight bag.	A061
Use any combination of actual, standard average (or segmented), or survey-derived average weights in its small cabin aircraft passenger and baggage weight program.	A097
Use any combination of actual, standard average (or segmented), or survey-derived average weights for its medium cabin aircraft.	A098
Use any combination of actual, standard average (or segmented), or survey-derived average weights for its large cabin aircraft.	A099
Conduct augmented flightcrew operations under 14 CFR Part 117 using the classification of onboard flightcrew member rest facilities listed in operations specification A117.	A117
Conduct ADS-B OUT Operations outside of U.S.-Designated Airspace	A153
Conduct Title 14 CFR Part 121 operations subject to the requirements of special limitations for flightcrew members.	A300
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct IOE using check airmen employed by United Airlines in lieu of FAA inspectors.	A316
Conduct flight operations under 14 CFR Part 117 using an FAA-approved Fatigue Risk Management System (FRMS) according to the conditions and limitations in A318.	A318
Conduct flight operations to or from Erbil International Airport or Sulaymaniyah International Airport within the territory and airspace of Iraq in accordance with SFAR 77, paragraphs (b) and (d).	A321
Conduct operations with airplane wet lease agreements IAW nonstandard OpSpec A328.	A328
Conduct ultra long range flag operations in excess of 16 hours block time.	A332
Use ADS-B for certain UPS operational applications.	A352
Conduct Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) operations outside of U.S.-designated Airspace.	A353

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Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354
Use ADS-B IN equipment and procedure(s) as specified in paragraph A355.	A355
Conduct parabolic flight operations.	A362
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
Conduct a ferry flight under Part 91 in accordance with a temporary Letter of Deviation Authority as a Special Flight Authorization (SFA).	A510
Conduct sales demonstration flights under Part 91 in accordance with a temporary Letter of Deviation Authority as a Special Flight Authorization (SFA).	A511
Conduct training flights under Part 91 in accordance with a temporary Letter of Deviation Authority as a Special Flight Authorization (SFA).	A512
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct flight operations within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77.	A520
Conduct operations with deviations for flight time, rest periods, and sleeping quarters to meet Air Mobility Command needs.	A521
Conduct military charter operations only in accordance with deviation provisions and limitations for its flightdeck doors.	A523
Use a temporary deviation IAW the requirements of 14 CFR Section 119.55, to permit its flight crewmembers to exceed 30-& 60-day flight time limitations for certain operations.	A524
Conduct certain international supplemental operations with a deviation from supplemental oxygen requirements of 14 CFR 121.333(e)(2).	A525
Use a temporary deviation IAW the reqs of 14 CFR Section 119.55, to conduct operations under this deviation without assigning a flight attendant to a scheduled duty period of more than 14 hours, but no more than 16 hours.	A526
Conduct emergency operations to support a temporary regional disaster recovery.	A529
Conduct flight operations under contract to U.S. Transportation Command or Air Mobility Command within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77.	A530
Conduct Substitute Scheduled Operations at authorized airports in order to conduct Domestic or Flag Operations.	A545
Use an extension, as specified in Section 121.1117(k), of the compliance dates in Section 121.1117(e).	A570
Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97.	B030
Conduct operations in areas of magnetic unreliability.	B040
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Conduct Part 121 en route VFR operations.	B051
Conduct north polar operations.	B055
Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Conduct operations using FAA certified Enhanced Flight Vision Systems (EFVS).	C048
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Use manually flown flight control guidance systems certified for airplane landing operations.	C062
Use powerplant reversing systems for rearward taxi in specific airplane operations.	C065
Conduct scheduled operations at authorized airports.	C070
Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Conduct airplane contact approaches using IFR Category I landing minimums.	C076
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C080
Conduct IFR operations using special non CFR Part 97 instrument approach or departure procedures.	C081
Conduct operations using an airplane design group VI airplane (ICAO Group F).	C091
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C300
Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Use landing performance assessment procedures that increase landing distances by at least an additional 15% at time of arrival for its turbojet airplane operations.	C382
Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Conduct 14 CFR Part 121 terminal instrument approach operations with obstacle assessments.	C390
Use a reliability program for airframe, powerplant, systems, or selected items.	D075
Use contractual maintenance for the entire aircraft.	D077
Participate in a reliability program under a contractual agreement.	D079
Use leased maintenance program authorization: U.S.-registered aircraft.	D080
Participate in a parts pool agreement.	D081
Use specific aircraft for which prorated times have been established.	D082
Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.	D083
Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use maintenance time limitations for operators without a reliability program.	D089

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106
Use the CAEVL program as a means of qualifying a vendor for services, parts, and materials to satisfy the requirements of 14 CFR Section 121.373.	D300
Conduct operations using aircraft subject to a manufacturer's recommended Aircraft Network Security Program.	D301
Use deviation authority to extend maintenance time limitations for certain aircraft when conducting military charter operations carrying only military personnel.	D500

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Lawrence C. Ward on behalf of Ryan, Patrick M., Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 8/19/2014, [2] AMENDMENT #: 74
DATE: 2014.08.19 14:43:06 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.08.19 14:39:55 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A005 . Exemptions and Deviations

HQ Control: 02/11/2005
HQ Revision: 020

a. The certificate holder is authorized to conduct operations in accordance with the provisions, conditions, and/or limitations set forth in the following exemptions and deviations issued in accordance with Title 14 of the Code of Federal Regulations (CFR). The certificate holder is not authorized and shall not conduct any operations under the provisions of any other exemptions and/or deviations issued under Title 14 of the CFR.

b. Exemptions.

Exemption Number	Date of Expiration	Remarks and/or References
4416 P	09/30/2016	ABX Air Inc. is authorized an exemption from 14 CFR, Parts 61.157(a): item (b) of appendix A to part 61.121.424(a), (b), and (d)(1); item I (a) of appendix E to part 121; and item I (b) of appendix F to part 121. (The exemption allows ATA member airlines and other part 121 certificate holders to conduct training and checking of pilots on airplanes that require two flight crewmembers for the required preflight inspection, both interior and exterior, using approved advanced pictorial means.
5318 L	07/31/2015	ABX Air, Inc., is authorized an exemption from 14 CFR, Parts 91.203 (a) & (b) and 47.49 of the Federal Aviation Regulations until expiration date unless sooner superceded or rescinded. (The exemption permits operation of certain U.S. registered aircraft on a temporary basis following the incidental loss or mutilation of a Certificate of Airworthiness, Aircraft Registration Certificate or both. (Operations with mutilated or missing Airworthiness and/or Registration Certificates.)
5487 K	07/31/2016	ABX Air, Inc., is authorized an exemption from 14 CFR, Part 61.3 (a) And (c) and 121.383 (a)(2) of the Federal Aviation Regulations, until expiration date unless sooner superceded or rescinded. (Operator allowed to issue written confirmation of airman's qualifications based on approved record keeping system.)
5549 K	01/31/2015	ABX Air, Inc., is authorized an exemption from 14 CFR, Part 121.652 (a) and (c) of the Federal Aviation Regulations, until expiration date unless sooner superceded or rescinded. (The exemption permits a pilot in command (PIC) conducting operations under Part 121 to perform an instrument approach procedure to the weather minima prescribed by this exemption during the first 100 hours of service as PIC, in the type of airplane he or she is operating, using an alternate means approved by the Administrator to satisfy the requirements of Part 121.652 (a) and (c).

c. Deviations.

Deviation Authority	Deviation From	Description	Conditions and Limitations
N/A	N/A	N/A	N/A

The certificate holder is not authorized to conduct any operations under the provisions of any deviations.

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Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 40
DATE: 2014.09.23 16:23:48 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 14:57:48 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A006 . Management Personnel

HQ Control: 02/10/1998
HQ Revision: 02b

The certificate holder is authorized the following management positions:

a. The certificate holder uses the following named personnel in the 14 CFR Part 121 management positions listed below.

Part 119 Position Title	Name	Company Equivalent Position Title
Chief Pilot, Part 121	Bienert, Gregory F.	System Chief Pilot
Dir. of Operations, Part 121	Boja, Robert N.	Director, Flight Operations
Dir. of Maintenance, Part 121	Flowers, Philip A	V. P., Maintenance
Chief Inspector	Hendershott, Daniel L.	Director, Quality Control/Chief Inspector
Director of Safety	Janasov, Steve A.	Director of Safety

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Alan J Wilkinson, Principal Maintenance Inspector (GL23)
[1] SUPPORT INFO: Update with new DOM. Deleted VP of Flight Ops
[2] EFFECTIVE DATE: 4/1/2014, [3] AMENDMENT #: 15
DATE: 2014.04.01 15:06:11 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.04.01 13:29:20 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A007 . Other Designated Persons

HQ Control: 12/19/2006
HQ Revision: 020

a. The following person is designated as the certificate holder's Agent for Service:

Silverberg, Robert P.
Bagileo, Silverberg & Goldman, L.L.P.
Suite 120, 1101 30th Street, N.W.
Washington, District Of Columbia 20007
United States

b. The following personnel are designated to officially apply for and receive operations specifications for the certificate holder as indicated below.

Table 1 – Personnel Designated to Apply for and Receive Operations Specifications

Title	Name	Parts Authorized
Director, Quality Control/Chief Inspector	Hendershott, Daniel L.	D,E
Agent for Service	Silverberg, Robert P.	
Manager, Flight Operations Compliance	Gunning, Rex S.	A,B,C
Director, Flight Operations	Boja, Robert N.	A,B,C
Vice President of Maintenance	Flowers, Phillip A	D,E
Vice President, Flight Operations	Gray, Robert D	A,B,C

c. The following personnel or company email boxes are designated to receive Safety Alert for Operators (SAFO) and/or Information for Operators (INFO) messages for the certificate holder as indicated below. A receipt of the information by an air carrier or person is not required.

Table 2 – Personnel Designated to Receive SAFOs and/or INFOs

Name	Email Address	Telephone No.	Type of Information to Receive
Boja, Robert N.	bob.boja@abxair.com	937-366-2281	OPS
Gray, Robert D.	bob.gray@abxair.com	937-366-2288	OPS
Gunning, Rex S.	rex.gunning@abxair.com	937-366-2505	OPS
Flowers, Philip A.	phil.flowers@abxair.com	937-366-2235	AW
Hendershott, Daniel	dan.hendershott@abxair.com	937-366-2279	AW
Janasov, Steve	steve.janasov@abxair.com	937-366-2492	Both OPS/AW
Woodford, Michael	mike.woodford@abxair.com	937-366-2564	OPS
Bienert, Gregory	greg.bienert@abxair.com	937-366-2217	OPS

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Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Alan J Wilkinson, Principal Maintenance Inspector (GL23)
[1] SUPPORT INFO: Updated for new Director of Maintenance
[2] EFFECTIVE DATE: 4/2/2014, [3] AMENDMENT #: 19
DATE: 2014.04.02 06:15:04 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.04.02 06:21:31 -05:00

U.S. Department
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Federal Aviation
Administration

Operations Specifications

A008 . Operational Control

HQ Control: 04/28/1998
HQ Revision: 01d

a. The system described or referenced in this paragraph is used by the certificate holder to provide operational control of flight operations.

(1) Operational Control and Flight-Following shall be performed in accordance with the responsibilities and procedures set forth in the Chapters and Appendicies of the ABX Air Flight Operations Manual and Flight Operations Control Procedures Manual.

(2) Flight-Following System. The Certificate Holder is authorized to use the Flight-Following System specified below at the location indicated:
(a) The Certificate Holder will contract Global Flight Source as their primary flight-following vendor located at the Wilmington Airpark, 145 Hunter Drive, Wilmington, Ohio 45177. If for any reason Global Flight Source is unable to perform flight following services and functions, the operational control function will be performed by the Director of Operations and the Flight Operations Officer qualified, ABX Air Manager of Flight Operations Control.
(b) Qualified flight-following personnel shall be on duty a minimum of 1 hour prior to any departure and shall be on continuous duty while flights are in progress.

(3) Flight-Following Communications:
(a) Ground - by telephone (watts or commercial) or by teletypewriter/FAX or e-mail, or via a website.
(b) In Flight - through Atlanta Radio/Delta Radio, Sockholm Radio, Gander Radio, ARINC, Iridium SAT COM system or through enroute flight service stations.

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Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 11/2/2012, [2] AMENDMENT #: 7
DATE: 2012.11.02 10:50:53 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2012.11.02 09:40:32 -05:00

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

A009 . Airport Aeronautical Data

HQ Control: 04/29/1998
HQ Revision: 01b

a. The system described or referenced in this paragraph is used by the certificate holder to obtain, maintain, and distribute current aeronautical data for the airports it uses.

(1) The certificate holder shall obtain, maintain and distribute current aeronautical data for airports that it uses.

(2). This data must include that listed in Far 121 and be presented in the form of:
(a). Jeppesen Inc. Operational Data Services Publications.
(b). Jeppesen E-link
(c). United States Government Flight Information Publications, (NOAA).
(d). Company Flight Operation Bulletins, flight dispatch releases and NOTAMS.
(e). Aerodata inc.

(3). Aircraft take off, enroute and landing performance data for departure, destination and alternate airports shall be provided in the form of computer generated airport analysis information provided by Aerodata Inc.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2009.11.03 12:47:51 Central Standard Time
Location: WebOPSS
Digitally signed by Burt L Sills on behalf of
Innes, Ted I, Principal Operations Inspector

4. Date Approval is effective: 10/30/2009 Amendment Number: 6

5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manger, Flight Operations Compliance

2009.10.30 12:57:45 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manger, Flight Operations
Compliance

Date: 10/30/2009

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A010 . Aviation Weather Information

HQ Control: 03/12/2013
HQ Revision: 040

a. The certificate holder conducting 14 CFR Part 121 operations shall use the sources of aviation weather information described in this operations specification.

b. In accordance with § 121.101, a certificate holder conducting domestic or flag operations is authorized to use the following sources of aviation weather information:

(1) For operations within the 48 contiguous United States and the District of Columbia, use weather reports and forecasts prepared by the U.S. National Weather Service or a source approved by the U.S. National Weather Service, in accordance with § 121.101(b)(1).

(2) Except as provided in subparagraph b(3) or d of this operations specification, for operations outside the 48 contiguous United States and the District of Columbia, the Administrator approves the certificate holder to use the following source(s) of weather reports in accordance with § 121.101(b)(2).

See Table 2

(3) The certificate holder is approved to use the Adverse Weather Phenomena Reporting and Forecast System(s) referenced in Table 1 below. If the certificate holder is approved to use an Enhanced Weather Information System (EWINS) in Table 2 of this operations specification, select "See Table 2" in the first column of Table 1 below.

Table 1 - Adverse Weather Phenomena Reporting and Forecast System

Name of Weather Source	Name of Manual Containing The Adverse Weather Phenomena Reporting and Forecast System	Date of Initial Approval of The Adverse Weather Phenomena Reporting and Forecast System	Date of Latest Revision of The Adverse Weather Phenomena Reporting and Forecast System
See Table 2	N/A	N/A	N/A

(4) In accordance with § 121.101(c): When using forecasts to control domestic and flag flight movements, the certificate holder will use weather forecasts prepared from the weather reports provided by a source listed in subparagraph b(1), b(2) or b(3) of this operations specification.

c. In accordance with § 121.119, a certificate holder conducting supplemental operations may use the following sources of aviation weather information:

(1) Within the United States, use weather reports prepared and released by the U.S. National Weather Service or a source approved by the Weather Bureau in accordance with § 121.119(a). For the purpose of this operations specification, the "Weather Bureau" is represented by the U.S. National Weather Service.

(2) Except as provided in subparagraph d of this operations specification, outside of the United States, or at U.S Military Airports, where U.S. National Weather Service issued or approved reports are not available, the Administrator approves the certificate holder to use the following source(s) of weather reports in accordance with § 121.119(a).

See Table 2

The National Weather Services for those United States and its territories located outside of the 48 contiguous States

U.S. and North Atlantic Treaty Organization (NATO) military observing and forecasting sources

Members of the World Meteorological Organization (WMO)

Active meteorological offices operated by a foreign state that subscribe to the standards and practices of the International Civil Aviation Organization (ICAO) conventions

A meteorological station, or automated observation weather product, authorized by an ICAO member State.

(3) In accordance with § 121.119(b): When using forecasts to control supplemental flight movements, the certificate holder will use weather forecasts prepared from the weather reports provided by a source listed in subparagraphs c(1) or c(2) of this operations specification.

d. The certificate holder is approved to use an EWINS to obtain and disseminate aviation weather information for the control of flight operations. If EWINS is not authorized, select N/A in the first column of Table 2 below.

Table 2 - EWINS

Name of Weather Source	Name of Manual Containing EWINS	Date of Initial Approval of EWINS	Date of Latest Revision of EWINS
(GFS) Global Flight Source	ABX Air EWINS Manual	10/31/2001	07/17/2013
(WSI) Weather Service International	ABX Air EWINS Manual; Appendix 1	10/31/2001	07/17/2013

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 7/31/2013, [2] AMENDMENT #: 17
DATE: 2013.07.31 14:23:33 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2013.07.31 14:20:18 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A011 . Approved Carry-On Baggage Program

HQ Control: 08/11/2004
HQ Revision: 020

a. The certificate holder is authorized to use the approved carry-on baggage program required by 14 CFR Section 121.589 described or referenced in this paragraph.

The ABX Air Carry-On Baggage program processes and procedures can be referenced in the Flight Operations Manual, Chapter 1, paragraph titled Crew & Jumpseater Baggage, Flight Operations Manual Appendix 3, titled Aviation Security/Safety, paragraph 11, Flight Operations Manual, Appendix 4, titled Jump Seat Travel, paragraphs 4 & 6 and Ground Operations Manual Chapter, Appendix D Section D.2 pages 28 & 37. Information about Carry On-Baggage can also be found in the TSA Full Cargo Aircraft Operator Standard Security Program Chapter 4 section 4.3 and TSA approved ABX Air Aviation Security Manual, Chapter 4, Section 4.2.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Lawrence C. Ward on behalf of Ryan, Patrick M., Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 8/13/2014, [2] AMENDMENT #: 3
DATE: 2014.08.13 13:29:43 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.08.13 06:53:33 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A014. Special En Route IFR Operations in Class G Airspace

HQ Control: 09/20/1999
HQ Revision: 040

The certificate holder is authorized to conduct en route IFR operations in Class G airspace provided the following provisions are met:

a. All such IFR operations are conducted within the areas of Class G airspace specifically authorized for IFR flight in operations specification paragraph B050 of these operations specifications.
b. All such operations are conducted in accordance with the limitations and provisions of operations specification paragraph B032 of these operations specifications.
c. The facilities and services necessary to safely conduct IFR operations in Class G airspace are available and operational during the period of operation in Class G airspace.
d. Except as provided in operations specification paragraph B051 of these operations specifications, all Title 14 CFR Part 135 turbojet and all 14 CFR Part 121 en route operations in Class G airspace are conducted under instrument flight rules.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/ 2/ 2006 1:09:06 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 08/02/2006 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/ 27/ 2006 9:23:49 AM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 07/27/2006

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A022 . Approved Exit Seat Program

HQ Control: 05/08/1998
HQ Revision: 01c

a. The certificate holder is authorized to use the approved exit seat program as described or referenced in this paragraph.

(1) ABX Air is an all cargo supplemental airline. A third of it's aircraft fleet have a single row of seating outside of the flight deck in a supernumerary compartment. That row of seats in the supernumerary compartment on those aircraft are considered exit seats. The exit row program and procedures can be found in the Flight Operations Manual, Appendix 4. The Passenger Information Card and aircraft seating floor plan contents can be found in the Aircraft Operating Manual Chapter 5, Section 2, under the heading of B767-200SF Passenger Information Card.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 2/27/2013, [2] AMENDMENT #: 1
DATE: 2013.02.27 12:39:18 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2013.02.27 07:50:31 -06:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A023. Authorization to Use an Approved Procedure for Determining Operations During Ground Icing Conditions

HQ Control: 02/10/1998
HQ Revision: 02b

The certificate holder is authorized to use the following approved procedure, as applicable, to determine operations during ground icing conditions as described below.

a. Approved ground deicing/anti-icing program. (1) The certificate holder is authorized to use the following approved ground deicing/anti-icing program described or referenced in this paragraph.

(1) The certificate holder is authorized to use the following approved ground Deicing/Anti-icing program described or referenced in this paragraph.

ABX Air, Inc. has an FAA approved Deicing/Anti-icing Program. The program is described in the ABX AirDeice Anti-ice Operating Manual.

1. Included in the Deice/Anti-ice Operating Manual are managment responsibilities, descriptions of requiredinspections, and holdover charts. These charts were developed from the FAA approved charts. In no case will the ABX Air charts be less restrictive than the FAA approved charts.

2. All training requirements are contained in the ABX Air Training Manual, Chapter 11. This chapter includes training/testing requirements for flight crews, ground personnel, mechanics and ABX contracted deicing/anti-icing operations.

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1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2009.10.08 13:53:17 Central Daylight Time
Location: WebOPSS
Digitally signed by Burt L Sills on behalf of Innes, Ted I (POI)

4. Date Approval is effective: 10/05/2009 Amendment Number: 4

5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manger, Flight Operations Compliance

2009.10.05 13:33:20 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of Gunning, Rex S., Manger, Flight Operations Compliance

Date: 10/5/2009

U.S. Department
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Federal Aviation
Administration

Operations Specifications

A025 . Electronic Recordkeeping System

HQ Control: 02/22/2007
HQ Revision: 020

The certificate holder is authorized to use an approved electronic recordkeeping system, described and/or referenced in this paragraph.

1. Aircraft takeoff weight and balance computations are based on an onboard computer, weight & balance desk or with a manual backup. Instructions are contained in the Aircraft Operating Manual in the Weight and Balance Chapter.

2. Flight Crewmember & Flight Follower training records are computer stored and tracked. The description is contained in the ABX Air Flight Operations Manual (FOM), Chapter 13.

3. Flight Crewmember Certificates (licenses and medical) are computer stored. The description is contained in the ABX Air Flight Operations Manual (FOM), Chapter 13.

4. Flight, Duty and Rest time data is computer stored. The description is contained in the ABX Air Flight Operations Manual (FOM), Chapter 13.

5. Electronic Ground Operations Manual (GOM) usage and descriptive guidance can be found in the Ground Operations Manual (GOM), Chapter 1.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2011.04.15 08:25:58 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 04/14/2011 Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

2011.04.14 14:40:39 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/14/2011

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A048 . Verification of Personnel for Access to Flightdeck **HQ Control: 07/26/2011**
HQ Revision: 01b

a. The certificate holder is authorized to allow persons eligible under 14 CFR Section 121.547 (a)(3) access to the flightdeck using the Cockpit Access Security System (CASS) program and/or the Flight Standards Flightdeck Access Restriction (FDAR) program in accordance with the limitations and provisions of this operations specification.

b. Description of Policies and Procedures and Approved Program(s). The applicable approved flightdeck access eligibility program(s), i.e., CASS, FDAR, or CASS/FDAR and the location in the certificate holder's manual where the approved applicable policies and procedures are described must be listed in Table 1 of this operations specification.

Table 1 – Approved CASS and/or FDAR Program

Approved CASS and/or FDAR Program	Location in Manual of Applicable Policies and Procedures
CASS	Flight Operations Manual, Appendix 4

c. Other Limitations and Provisions.

(1) Granting Access to the Flightdeck. At check-in time, the certificate holder must verify the identity and eligibility of the person requesting access to the flightdeck using the applicable program policies and procedures approved in Table 1 of this operations specification. The person requesting access must provide to the certificate holder their Part 119-certificated employer-issued (in accordance with TSR Part 1544) photo identification card for granting access to the flightdeck.

(2) Audits and Status Changes. The Director of Operations must ensure the following is available to the POI upon request:

(a) Completion of an initial audit to confirm accuracy of employee records used under this operations specification.

(b) One hundred percent audit of the eligible employee database must be completed annually.

(c) Any and all employee status changes of the employee records used in accordance with this authorization must be updated within 12 hours of the time that the change in status occurred.

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Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2012.04.17 10:21:34 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 04/17/2012 Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

2012.04.17 10:04:54 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/17/2012

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A055 . Carriage of Hazardous Materials (HazMat)

HQ Control: 05/27/2009
HQ Revision: 01a

a. The certificate holder is authorized by the Federal Aviation Administration to accept, handle, and carry materials regulated as Hazardous Materials (HazMat) including hazardous COMAT (company hazmat material), in accordance with 49 CFR parts 171 through 180 and 14 CFR part 121, subpart Z and Appendix O or part 135 subpart K, as applicable.

b. The certificate holder that conducts operations outside of the United States certifies that it complies with the HazMat training standards established by the International Civil Aviation Organization (ICAO) and International Air Transport Association (IATA) for the safe transport of dangerous goods by air.

c. The certificate holder must notify its repair stations regulated by 49 CFR parts 171 through 180 of its Will Carry status.

d. The certificate holder that is issued HazMat exemptions or permits should list those in Table 1 below (*if there are no additional exemptions or permits, enter N/A in the cells*):

Table 1 – HazMat Exemptions or Permits Issued by Other Agencies

Exemption/Permit Number	Date of Expiration	Agency Issuing, Remarks and/or References
DOT-SP-7573	12/31/2014	US DOT/PHMSA

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 2/6/2014, [2] AMENDMENT #: 3
DATE: 2014.02.06 15:50:17 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.02.06 10:42:26 -06:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A096 . Actual Weight Program For All Aircraft

HQ Control: 05/27/2005
HQ Revision: 010

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance.

(1) This includes the passenger weights, carry-on bag weights, checked bag weights, plane-side loaded bag weights, and heavy bag weights, and/or

(2) Actual weights of all passengers and bags or solicited ("asked") passenger weight plus 10 pounds and actual weight of bags.

b. If this operations specification is issued, operations specifications A097, A098 and A099 must not be issued.

c. Operations specification A011 must be issued if the certificate holder has a carry-on baggage program.

d. The following aircraft must use actual weights:

(1) All single-engine aircraft, with the exception of single engine turbine-powered EMS helicopters operations

(2) All reciprocating-powered aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered EMS helicopters operations

e. Cargo-Only aircraft jumpseat and/or additional crewmembers.

(1) For large and medium cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, solicited ("asked")-weight plus ten pounds, or the standard average flight crewmember weight of 190 pounds (as revised by AC 120-27).

(2) For small cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, or solicited ("asked")-weight plus ten pounds.

(3) Each bag carried aboard a cargo-only aircraft by a jumpseat occupant and/or additional crewmember will be accounted for as 30 pounds each (as revised by AC 120-27).

(4) For cargo-only operated aircraft, standard flight crewmember average weights and flight crewmember average bag weights, as listed in AC 120-27 (as revised) may be included in the basic empty weight of the aircraft.

f. The following loading schedules and instructions shall be used for routine operations:

Table 1 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure
B-767-223	Ground Operations Manual, Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7.	Ground Operations Manual, Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7.	General Maintenance Manual Chapter 1, Section 6.
B-767-232	Ground Operations Manual, Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7.	Ground Operations Manual, Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7.	General Maintenance Manual Chapter 1, Section 6.
B-767-281	Ground Operations Manual, Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7.	Ground Operations Manual, Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7.	General Maintenance Manual Chapter 1, Section 6.
B-767-383	Ground Operations Manual Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7. Differences Section.	Ground Operations Manual Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7. Differences Section.	General Maintenance Manual Chapter 1, Section 6.
B-767-338	Ground Operations Manual Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7. Differences Section.	Ground Operations Manual Chapter 7, Section 7. Aircraft Operating Manual, Chapter 7. Differences Section.	General Maintenance Manual Chapter 1, Section 6.

ABX Air's weight and balance progam is reflected in Operational Specification E096. Flight Crew and Jumpseat rider standard average weights are calculated and included in the aircraft's load calculator programming in accordance with AC120-27D.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2012.04.13 14:14:55 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 04/13/2012 Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

2012.04.13 12:59:10 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/13/2012

A317 . Acceptance of a Fatigue Risk Management Plan

HQ Control: 01/10/2011
HQ Revision: 000

a. In accordance with the Airline Safety and Federal Aviation Administration (FAA) Extension Act of 2010 (Public Law 111-216), Section 212, each air carrier conducting operations under 14 CFR Part 121 shall submit a Fatigue Risk Management Plan (FRMP) to the Administrator for review and acceptance. The issuance of this operations specification requires AFS-200 approval and signifies the FAA has reviewed the certificate holder's FRMP, determined it meets the requirements prescribed in Public Law 111-216, and it is acceptable to the FAA. The FAA authorizes the use of the FRMP, under the following limitations and conditions outlined in this operations specification.

b. The certificate holder is responsible for developing, maintaining, implementing, and complying with the contents of its FAA-accepted FRMP.

c. Whenever the certificate holder's type of operations change, the certificate holder shall be responsible for updating, and submitting its FRMP for FAA review reflecting its appropriate fatigue management and mitigation strategies based upon the new type of operations. For the purposes of this operations specification, types of operations include, but are not limited to, multiple segments, continuous duty overnights, night vs. day operations, cargo vs. passenger operations, and short-haul vs. long-haul operations, etc.

d. The duration of this FRMP shall not exceed 24-calendar months from the date of issuance and will expire on: 05/20/2016.

e. The certificate holder shall be responsible for updating and submitting a draft FRMP to the FAA for review and acceptance at least once every 24-calendar months.

f. The certificate holder shall develop and maintain a system for keeping its FRMP current. The certificate holder shall develop and maintain a system for revising its FRMP as a result of any amendment to a document that supports its FRMP and references that policy or procedure in its FRMP.

g. The certificate holder shall be responsible for amending and updating its FRMP whenever the Administrator determines such amendments are necessary. Upon completion of such amendments, the certificate holder shall submit its updated FRMP to the FAA for review and acceptance as soon as possible.

h. A current copy of the certificate holder's FRMP must be made available to each of its flightcrew members, schedulers, dispatchers, persons holding operational control, and senior level management personnel.

i. The certificate holder shall comply with the flight time and duty period limitations outlined in its FRMP.

FRMP page 6

j. The certificate holder shall comply with the rest scheme outlined in its FRMP.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

FRMP page 8

k. The certificate holder shall comply with its FRMP fatigue reporting policies and procedures for providing its flightcrew members a means to report fatigue occurrences.

FRMP page 10

l. The training requirements outlined in the certificate holder's FRMP must be incorporated into its operator-specific ground training curriculum. The frequency of this training shall be every twelve (12) calendar months, unless otherwise required by the certificate holder's operations specifications. At a minimum, the Fatigue Education and Awareness Training program must include the following:

(1) Review of FAA flight, duty and rest regulatory requirements.

(2) Awareness of the FRMP program itself, including fatigue related policies and procedures, and the responsibilities of management and employees to mitigate or manage the effects of fatigue and improve flightcrew member flight deck alertness.

(3) The basics of fatigue, including sleep fundamentals and circadian rhythms.

(4) The causes and awareness of fatigue.

(5) The effects of operating through multiple time zones.

(6) The effects of fatigue relative to pilot performance.

(7) Fatigue countermeasures, prevention, and mitigation.

(8) The influence of lifestyle, including nutrition, exercise, and family life, on fatigue.

(9) Familiarity with sleep disorders.

(10) The effects of fatigue as a result of commuting.

(11) Pilot responsibility for ensuring adequate rest and fitness for duty.

(12) Operational procedures to follow when one identifies, or suspects, fatigue risk in oneself or others.

(13) Incorporate lessons learned regarding the effects of fatigue and mitigation initiatives relative to the certificate holder's operations.

m. The certificate holder must use a methodology that continually assesses the effectiveness of the training program.

n. The certificate holder shall comply with its FRMP fatigue incident reporting process.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

FRMP page 12

o. The certificate holder shall comply with its system for monitoring flightcrew member fatigue.

FRMP page 14.

p. The certificate holder shall comply with its systematic process for evaluating the effectiveness of its FRMP.

FRMP page 14

q. The certificate holder shall appropriately act upon relevant data collected from flightcrew member fatigue reports to shape its FRMP policies and procedures, and use the data to evaluate the effectiveness of its FRMP.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Lawrence C. Ward on behalf of Ryan, Patrick M., Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 8/25/2014, [2] AMENDMENT #: 3
DATE: 2014.08.25 09:08:11 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.08.25 07:57:20 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A447 . Emergency Airworthiness Directives (EAD) Notification Requirements

HQ Control: 10/22/2009
HQ Revision: 00a

a. The owner or operator of the aircraft identified in the certificate holder's aircraft listing is primarily responsible for maintaining that aircraft in an airworthy condition as required by 14 CFR §91.403(a) and Part 39. Operations Specification A447 paragraph establishes EAD notification and receipt requirements for Part 121 operators.

b. The following person/organization is designated as the certificate holder's AD Notification Representative for notice of Emergency ADs in subparagraph b(1) and in the notification method so indicated in subparagraph b(2):

(1) Designated person/organization for Emergency AD notification:

Table 1 - Designated Person/Organization for Emergency AD Notification

Person/Organization Name	Phone Number (24-hour when possible)	Mailing Address
Dan Hendershott/ABX Air, Inc.	937-366-2279	145 Hunter Drive Wilmington, OH 45177

(2) Method of notification (*Note: Aircraft Certification (AIR) uses facsimile and/or US Mail for official notification of the Emergency ADs. AIR no longer use SITA or ARINC codes for electronic notification. AIR does not use E-mail for official Emergency AD notification at this time)*:

Table 2 - Method of Notification

Notification Type (Primary or Alternate)	Address Type (Facsimile)	Facsimile No. (24-hour when possible)
Alternate	Facsimile	937-366-3222

c. To maintain the currency of this operations specification, if any of the information contained in subparagraph b above changes, the certificate holder shall amend the operations specification in accordance with 14 CFR §119.51(c).

d. Confirmation Receipt.

(1) To expedite notification, certificate holders may opt to access the web site and print a copy of the AD. All ADs are posted on the internet at http://www.airweb.faa.gov/rgl. Part 121 operators must confirm receipt.

(2) Upon receipt of an Emergency AD, in the manner identified in subparagraph b above, the certificate holder will immediately confirm receipt of the AD by signing the fax cover page and faxing it to the Delegation and Airworthiness Programs Branch (AIR-140, telephone (405) 954-4103) at facsimile number:

(405) 954-2209

OR

U.S. Department of Transportation Federal Aviation Administration

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(3) You may fax your confirmation receipt to the Directorate issuing the EAD. Use the Directorate Fax number and include all the information required in subparagraph d(4) below.

(4) The confirmation receipt must include the following:

Name of the Operator
Name of person sending the reply
Operator four-letter designator
AD or EAD number

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2009.12.08 14:01:08 Central Standard Time
Location: WebOPSS
Digitally signed by Burt L Sills on behalf of
Innes, Ted I, Principal Operations Inspector

4. Date Approval is effective: 12/08/2009 Amendment Number: 4

5. I hereby accept and receive the Operations Specifications in this paragraph.

2009.12.08 12:07:10 Central Standard Time
Location: WebOPSS
Digitally signed by Rex S Gunning

Date: 12/08/2009

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A449. Antidrug and Alcohol Misuse Prevention Program

HQ Control: 07/17/2009
HQ Revision: 00a

a. The certificate holder who operates under Title 14 Code of Federal Regulations (CFR) Part 121 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.

b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

	Location of Antidrug and Alcohol Misuse Prevention Program Records:	Telephone Number:
Address:	ABX Air Inc.	937-382-5591 ext 63033
Address:	145 Hunter Drive	
City:	Wilmington	
State:	OH	
Zip code:	45177	

c. Limitations and Provisions.

(1) Antidrug and Alcohol Misuse Prevention Program inspections and enforcement activity will be conducted exclusively by the Drug Abatement Division. All questions regarding this program should be directed to the Drug Abatement Division.

(2) The certificate holder must implement its Antidrug and Alcohol Misuse Prevention Programs fully in accordance with 14 CFR Part 120 and 49 CFR Part 40.

(3) The certificate holder is responsible for ensuring that its contractors who perform safety-sensitive work for the certificate holder are subject to Antidrug and Alcohol Misuse Prevention Programs.

(4) The certificate holder is responsible for updating this operations specification when any changes occur in the location or phone number where the Antidrug and Alcohol Misuse Prevention Records are kept (as listed in Table 1 above).

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2009.10.08 13:55:45 Central Daylight Time
Location: WebOPSS
Digitally signed by Burt L Sills on behalf of
Innes, Ted I (POI)

4. Date Approval is effective: 10/08/2009 Amendment Number: 1

5. I hereby accept and receive the Operations Specifications in this paragraph.

2009.10.08 13:02:32 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning

Date: 10/8/2009

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

A532 . Special Federal Aviation Regulation (SFAR) No. 112 Approval for Operations Conducted Under Agreement with a U.S. Government Agency

HQ Control: 04/06/2011
HQ Revision: 00a

a. In accordance with SFAR No. 112, the certificate holder, under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Agency(s) is authorized to conduct flight operations within the Tripoli (HLLL) FIR subject to the following conditions and limitations.

b. Conditions.

(1) For operations in the territory and airspace of the Tripoli (HLLL) FIR, the certificate holder shall not conduct such operations until the following actions are completed:

(a) The certificate holder must have a copy of the approval letter from the Associate Administrator for Aviation Safety (AVS-1) for operations in the Tripoli (HLLL) FIR onboard any flights to the Tripoli (HLLL) FIR. The certificate holder must ensure that it receives any necessary information and support identified in the letter;

(b) This operations specification is effective upon issuance; however, operations into the Tripoli (HLLL) FIR are not authorized until the certificate holder has a signed contract, grant or cooperative agreement with the sponsoring U.S. Government Agency or, in the case of a subcontract, with the prime contractor who has a signed contract, grant, or cooperative agreement with the sponsoring U.S. Government Agency;

(c) If the contract, grant, or cooperative agreement with the sponsoring U.S. Government Agency is terminated or if the contract, subcontract, grant, or cooperative agreement is not renewed, this authorization is no longer valid. The certificate holder must notify the FAA of any material change in the contract, subcontract, grant, or cooperative agreement conditions;

(d) If the certificate holder has an FAA premium war risk insurance policy, an endorsement to that policy excluding coverage for any operations into, from, or within the Tripoli (HLLL) FIR, has been issued. Operations under this authorization are not eligible for coverage through a premium war risk insurance policy issued by the FAA;

(e) The certificate holder has signed and returned to its certificate holding district office an original of the prescribed liability waiver and indemnification agreement; and

(f) Flight operations are coordinated with any mechanism established by paragraph 8 of UN Security Council Resolution 1973 (2011).

(2) The certificate holder must comply with all applicable requirements contained in 14 CFR Parts 91, 119, and 121, including but not limited to 14 CFR Sections 91.701, 91.702, 91.703.

c. Limitations.

(1) The certificate holder must conduct all cargo operations under the provisions of this authorization.

(a) Unless authorized by the FAA, the certificate holder may only carry persons aboard an

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

aircraft pursuant to 14 CFR Section 121.583 and who for the purposes of SFAR 112 are approved as mission essential by the sponsoring U.S. Government Agency.

(2) The certificate holder must conduct cargo and passenger-carrying operations under the provisions of this authorization.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2011.09.02 08:06:04 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 08/23/2011 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

2011.08.23 11:12:05 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 08/23/2011

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

AIR OPERATOR CERTIFICATE		
	State of the Operator United States of America	
	Issuing Authority Federal Aviation Administration	
AOC #: ABXA001A	ABX AIR INC	Operational Points of Contact: ABX Air Inc. Flight Control 145 Hunter Drive Wilmington, Ohio USA Contact details, at which operational management can be contacted without undue delay, are listed in Phone 01-937-366-2450 Fax 01-937-366-3061
Expiration Date:N/A	Dba:	
	Operator Address: ABX Air Inc. 145 Hunter Drive Wilmington, Ohio 45177 Telephone: 01-937-366-2450 Fax: 01-937-366-3061 E-mail: abxfc@abxair.com	
This certificate certifies that ABX AIR INC is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the 14CFR121.		
Date of Issue:16-12-2009	Name and Signature: Ted E Innes Title: Principal Operations Inspector	

CERTIFICATION STATEMENT

I hereby certify that the attached is a true copy of the ABX AIR INC AOC issued at GL23 - Detroit (DTW) on 16-12-2009 by the FAA.

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2009.12.16 12:38:37 Central Standard Time
Location: WebOPSS
Digitally signed by Burt L Sills on behalf of
Innes, Ted I, Principal Operations Inspector

4. Date Approval is effective: 12/16/2009 Amendment Number: 0

5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manger, Flight Operations Compliance

2009.12.16 12:30:31 Central Standard Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manger, Flight Operations
Compliance

Date: 12/16/2009

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Table of Contents

Part B

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

B029 . Driftdown or Fuel Dumping for CFR Terrain Clearance Requirements

HQ Control: 12/10/2003
HQ Revision: 000

a. The system described or referenced in this paragraph is used by the certificate holder for its approved driftdown or fuel dumping procedures, limitations, and data that are used to demonstrate compliance with CFR terrain clearance requirements.

B-767 procedures comply with FAR 121.191(a) (2) and (b) (1), (2), (3), (4), (5), and (6). All ABX Air flights involving driftdown must meet these additional requirements.

(1) All data to determine enroute performance for driftdown must derived from each FAA approved Aircraft Operating Manual (AOM).

(2) Only those driftdown procedures procedures in the following manuals may be used:

(a) B-767 AOM performance Chapter 6, Section 4 and Chapter 6, Section 6, (Driftdown).

(b) ABX Air Inc. Aerodata Performance Handbook prepared by Aerodata.

(3) Flight Followers may access the route specified information using Aerodata Flight Planning Client software.

(4) The Flight Crews have access to the same data on the aircraft through information contained in the Flight Release.

(a) The Flight Release must have a statement identifying the release as conforming with driftdown procedures, when necessary to comply with the enroute performance requirements.

(b) The Flight Crews must be provided current driftdown airport weather to include hourly sequence reports, terminal forecast, NOTAMs, etc.

(c) The appropriate "Driftdown Procedure" must be readily available to the Flight Crews during flight s where driftdown procedure is required by the Flight Release.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2009.11.03 12:49:24 Central Standard Time
Location: WebOPSS
Digitally signed by Burt L Sills on behalf of
Innes, Ted I, Principal Operations Inspector

4. Date Approval is effective: 10/30/2009 Amendment Number: 3

5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manger, Flight Operations Compliance

2009.10.30 12:41:08 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manger, Flight Operations
Compliance

Date: 10/30/2009

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B031. Areas of En Route Operation

HQ Control: 02/01/00
HQ Revision: 01d

The certificate holder is authorized to conduct the en route operations specified in this paragraph only within the areas of en route operation listed in paragraph B050 of these operations specifications. The certificate holder shall comply with any limitations and/or procedures specified for each area listed and the provisions of the paragraphs referenced for each area. The certificate holder shall not conduct any other en route operation within any other area under these operations specifications.
The certificate holder is authorized to conduct the en route operations specified in this paragraph only within the areas of en route operation listed in paragraph B050 of these operations specifications. The certificate holder shall comply with any limitations and/or procedures specified for each area listed and the provisions of the paragraphs referenced for each area. The certificate holder shall not conduct any other en route operation within any other area under these operations specifications.

a. The certificate holder is authorized to conduct en route operations in accordance with the provisions of these operations specifications.

b. The certificate holder is authorized to conduct Class I navigation. When conducting IFR Class I navigation, the certificate holder is authorized to conduct these operations in accordance with the following additional provisions:

(1) Operate IFR flights over routing predicated on ATC radar vectoring services, within controlled airspace.

(2) Operate IFR flights (including flights to alternate or diversionary airports) within controlled airspace over off-airway routings which are predicated on airways navigation facilities, provided the following conditions are met:

(a) These off-airway routings lie within the operational service volume of the facilities used and such off-airway operation is authorized by the appropriate ATC facility.

(b) The operation is conducted in accordance with the route width and MEA criteria prescribed for or applied to the certificate holder by the appropriate ICAO contracting state.

(c) The required airborne and ground-based navigation facilities are available and operational and enable navigation performance to meet the degree of accuracy required for air traffic control over the route of flight specified in the ATC clearance.

(3) Operate IFR flights including flights to alternate or diversionary airports in Class G Airspace in accordance with the provisions of paragraphs A014, C064, and/or C080 of these operations specifications, if issued.

c. Deviations from routings specified in this paragraph are authorized when necessary due to inflight emergencies or to avoid potentially hazardous meteorological conditions.

d. For operations within Class A Airspace, the certificate holder is authorized to conduct Class I navigation under positive radar control with the area navigation or long-range navigation systems specified in paragraph B035 of these operations specifications, if that paragraph is issued.

U.S. Department of Transportation Federal Aviation Administration

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e. The certificate holder is authorized to conduct Class I navigation, including en route IFR operations outside positive radar control, with the area navigation systems specified in paragraph B034 of these operations specifications, if that paragraph is issued.

f. The certificate holder is authorized to conduct Class II navigation in accordance with paragraphs B032 and B036 of these operations specifications, if those paragraphs are issued.

g. The certificate holder is authorized to use approved GPS navigation equipment as a supplement to ICAO standard navigation equipment while conducting Class I navigation.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/2/2006 1:11:47 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 08/02/2006 Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/27/2006 10:38:12 AM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 07/27/2006

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B032. En Route Limitations and Provisions

HQ Control: 03/24/2009
HQ Revision: 020

a. The certificate holder shall comply with the following IFR en route limitations and provisions when conducting any en route operation under these operations specifications. Unless otherwise authorized by these operations specifications, the certificate holder shall not conduct IFR operations outside controlled airspace.

b. When conducting Class I navigation:

(1) An aircraft's position shall be "reliably fixed" as necessary to navigate to the degree of accuracy required for ATC.

(2) With the exception of b(3) and b(5) below, the airways used and the off-airway routing predicated on airways navigation facilities shall lie within the operational service volume of the facilities defining the airways or off-airway routing.

(3) Operations over routes with a minimum en route altitude (MEA) gap (or International Civil Aviation Organization (ICAO) equivalent) are an exception to the operational service volume requirement.

(4) With the exception of b(5) below, the facilities which define an airway, or an off-airway routing predicated on airways navigation facilities, shall be used as the primary navigation reference.

(5) An area navigation system may be used if the aircraft's position can be "reliably fixed" at least once each hour using airway navigation facilities to the degree of accuracy required for ATC. This system must be certificated for use in IFR flight for the conduct of Class I navigation over the routes being flown and authorized in accordance with paragraph B034.

c. When conducting Class II navigation:

(1) Class II navigation as authorized in accordance with paragraph B036 or B054 is required anytime the above requirements cannot be met.

(2) RNP operations shall not be conducted unless navigation is conducted using an area navigation system which is certified for use in IFR flight for the route being flown and authorized in paragraph B036.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2009.10.08 13:56:38 Central Daylight Time
Location: WebOPSS
Digitally signed by Burt L Sills on behalf of
Innes, Ted I (POI)

4. Date Approval is effective: 10/08/2009 Amendment Number: 5

5. I hereby accept and receive the Operations Specifications in this paragraph.

2009.10.08 13:14:07 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning

Date: 10/8/2009

B034 . IFR Class I Terminal and En Route Navigation Using Area Navigation Systems

HQ Control: 12/04/2010
HQ Revision: 050

a. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation (including operations outside positive radar control) using aircraft and RNAV systems approved by this paragraph in those areas of operations where this paragraph is referenced in B050 of these operations specifications.

b. Approved Operations. If specified in Table 1 below, the certificate holder is authorized to conduct Precision RNAV (P-RNAV) and/or Basic RNAV (B-RNAV)/RNAV 5 operations in terminal and/or en route areas where this paragraph is referenced in paragraph B050 of these operations specifications.

(1) The route design determines whether the operation is terminal or en route navigation.

(2) For B-RNAV/RNAV 5 terminal and en route operations, the navigation performance is ±5 nautical miles (NM) for 95 percent of the flight time.

(3) For P-RNAV terminal and en route operations, the navigation performance is ±1 NM for 95 percent of the flight time.

(4) If the RNAV equipment is certified for P-RNAV, it may be authorized for both P-RNAV and B-RNAV/RNAV 5 terminal and en route operations.

c. Authorized En Route Navigation. Except as provided in these operations specifications, the certificate holder shall not conduct any other IFR Class I en route navigation using RNAV systems.

d. Authorized Aircraft Navigation Systems. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation using the following aircraft and RNAV systems for the operations indicated in Table 1 below. If no specific navigation performance (for B-RNAV/RNAV 5 and/or P-RNAV) is authorized, enter N/A in column 4.

Table 1 – Aircraft, Navigation Systems, and Navigation Performance

Aircraft M/M/S	Area Navigation Systems		Navigation Performance	Limitations and Conditions
	Manufacturer	Model		
B-767-223	Honeywell Dual FMS with triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	P-RNAV (+/- 1NM)	N/A
B-767-232	Honeywell Dual FMS with triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	P-RNAV (+/- 1NM)	N/A
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.	P-RNAV (+/- 1NM)	N/A
B-767-281	Honeywell Dual FMS with triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	P-RNAV (+/- 1NM)	N/A
B-767-338	Honeywell Dual FMS with triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model	P-RNAV (+/- 1NM)	N/A

Aircraft M/M/S	Area Navigation Systems Manufacturer	Model	Navigation Performance	Limitations and Conditions
		4052500-964 or 4052506-941.		
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.	P-RNAV (+/- 1NM)	N/A
B-767-383	Honeywell Dual FMS with triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.	P-RNAV (+/- 1NM)	N/A

e. Special En Route Limitations and Provisions. The certificate holder shall conduct all operations authorized by this paragraph in accordance with the following en route limitations and provisions:

(1) Except when navigation is performed under the supervision of a properly qualified check airman, the flightcrew must be qualified in accordance with the certificate holder's approved training program for the system being used or have satisfactorily completed a flight check using the system. The flightcrew shall have satisfactorily completed the ground school portion of that training program before performing under the supervision of a check airman.

(2) The navigation system shall be fully operational or operating in accordance with the certificate holder's approved MEL, when the system is used for any navigation.

(3) Prior to conducting operations in airspace that require a specific navigation performance, if authorized and listed in Table 1 above, the certificate holder must ensure that the aircraft navigation system will provide the navigation performance for the planned flight time in that airspace.

(4) The RNAV systems used must permit the flight to navigate to the degree of accuracy or operational performance level required for ATC; be approved for the particular area of operation as specified in paragraph B050 of these operations specifications; and be certificated for IFR flight.

(5) IFR Class I navigation using a single RNAV system shall not be conducted unless Class I navigation with a single system is authorized by this paragraph and all of the following conditions are met:

(a) The redundant airborne equipment required to conduct IFR Class I navigation using airways navigation facilities is installed and operational.

(b) The capability exists at any point along the planned route of flight to safely return to and use airways navigation facilities for navigation if the single RNAV system fails.

(c) Any flight operated over off-airway routing is operated under ATC radar control.

(6) IFR Class I navigation, using a single RNAV system, shall not be conducted without at least one pilot using the facilities which define the airway or off-airway routing as the primary navigation reference unless the following conditions are met:

(a) The aircraft's present position and its relationship to NAVAID, airways, and any other Instrument Flight Procedure (IFP) specified in the currently effective ATC clearance are

continuously displayed on each pilot's flight instruments.

(b) An indication is immediately provided on the forward instrument panel, within the normal field of view of each pilot, when the navigation performance of the RNAV system is insufficient to navigate to the degree of accuracy required for ATC.

(7) An approved RNAV system fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient accuracy to navigate the aircraft to the degree of accuracy or navigation performance required for ATC over that portion of the flight.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 22
DATE: 2014.09.23 16:23:48 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:40:38 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B035 . Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems

HQ Control: 06/01/2011
HQ Revision: 030

a. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the airplanes and area navigation (RNAV) or long-range navigation systems (LRNS) approved by this paragraph, provided the special limitations and provisions of this operations specification are met. Except as provided in these operations specifications, the certificate holder shall not conduct any other operation using RNAV or LRNS in the U.S. Class A Airspace.

b. Airplanes and Navigation Equipment. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the following airplanes and navigation systems.

Table 1 – Airplane(s), RNAV Equipment, and Routes Authorized

Airplane Type (Make/Model/Series)	Navigation Equipment (Manufacturer/Model)	Domestic RNAV Route	Limitations and Conditions
B-767-223	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	Q	N/A
B-767-232	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	Q	N/A
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	Q	N/A
B-767-281	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	Q	N/A
B-767-338	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-964 or 4052506-941.	Q	N/A
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	Q	N/A
B-767-383	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.	Q	N/A

c. RNAV Authorization for domestic routes. RNAV equipment that meets the performance necessary to fly domestic Q-routes is authorized in Table 1. This authorization does not include Q-routes in the Gulf of Mexico.

d. Special Limitations and Provisions. The certificate holder shall comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The certificate holder shall not conduct such operations unless the certificate holder's approved training program provides training for the equipment and special procedures to be used.

(2) Except when navigation is performed under the supervision of a properly qualified check airman, any pilot used in operations authorized by this paragraph must be qualified in accordance with the certificate holder's approved training program for the navigation system being used.

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(3) For operations in the continental United States, unless the RNAV route specifically requires GPS or GNSS equipage, aircraft on the RNAV route must be within ATC radar surveillance and communication. If ATC radar fails, an ATC clearance shall be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(4) For operations in Alaska, the entire portion of the intended route of flight, using the RNAV or LRNS, shall be under Air Traffic Control (ATC) radar surveillance and communication. If ATC radar fails, an ATC clearance shall be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(5) The airborne navigation equipment (VOR, DME, automatic direction finder (ADF)) required to navigate in the U.S. Class A Airspace using airways navigation facilities is installed and operational.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 9
DATE: 2014.09.23 16:23:49 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:41:55 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B036 . Class II Navigation Using Multiple Long-Range Navigation Systems (M-LRNS)

HQ Control: 12/30/2013
HQ Revision: 05a

a. The certificate holder is authorized to conduct Class II navigation using Multiple Long-Range Navigation Systems (M-LRNS) only within the areas of en route operation where this paragraph is referenced in paragraph B050 of these operations specifications. Unless specifically authorized elsewhere in these operations specifications, the certificate holder shall not conduct Class II navigation operations within Central East Pacific (CEP) Airspace, North Pacific (NOPAC) Airspace, North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, or areas of magnetic unreliability (AMU). The certificate holder shall conduct all Class II navigation operations using M-LRNS in accordance with the provisions of this paragraph.

b. Authorized Airplane(s) and Equipment.

(1) The certificate holder is authorized to conduct Class II navigation using the following airplane(s) with M-LRNS.

Table 1 - Authorized Airplane(s) and Equipment

Airplane M/M/S	Long-Range Navigation Systems (LRNS)		RNP Type	RNP Time Limits
	Manufacturer	Model		
B-767-223	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	RNP-10	6 Hours
B-767-232	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	RNP-10	6 Hours
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.	RNP 10	6 Hours
B-767-281	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	RNP-10	6 Hours
B-767-338	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-964 or 4052506-941.	RNP-10	6 Hours
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.	RNP 10	6 Hours
B-767-383	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.	RNP-10	6 Hours

c. Special Limitations and Provisions. The certificate holder shall conduct all operations using M-LRNS in accordance with the following limitations and provisions:

(1) The certificate holder shall conduct all Class II navigation operations so the airplane is continuously navigated to the degree of accuracy or Required Navigation Performance (RNP) type required for air traffic control (ATC). For areas where these accuracy and navigation performance

standards have not been formally established, the LRNS must be used to continuously navigate the airplane so that the cross-track and/or the along-track errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.

(2) The navigation system shall be operational as required by operations specifications B037 (CEP), B038 (NOPAC), B039 (NAT/MNPS), or B040 (AMU), as applicable.

(3) Except when navigation is being performed under the supervision of a check airman properly qualified for Class II navigation, the flightcrew must be qualified on the system being used in accordance with the certificate holder's approved training program. The flightcrew performing under the supervision of a check airman shall have satisfactorily completed the ground school portion of that training program.

(a) Prior to entering any airspace requiring the use of a LRNS, for airplanes approved for operations using GPS equipage and/or DME/DME automatic updating, the systems must be confirmed to be functioning normally (no fault indications); for all other airplanes the position shall be accurately fixed using airways navigation facilities or ATC radar.

(b) After exiting this airspace, the airplane position shall be accurately fixed and the LRNS error shall be determined and logged in accordance with the certificate holder's approved procedures. An arrival gate position check satisfies this requirement.

(c) For airplanes approved for operations and using GPS equipage and/or DME/DME automatic position updating, no exit position fix is required unless there is an indication of LRNS malfunction.

(4) A LRNS fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient capability to navigate the airplane to the degree of accuracy or RNP type required for ATC over that portion of the flight.

(5) At dispatch, at least one of the navigation system configurations listed below must be installed and operational:

(a) At least two independent inertial navigation systems (INS);
(b) At least two flight management systems (FMS)/navigation sensor combinations (or equivalent);
(c) At least two independent approved GPS navigation systems acceptable for primary means of Class II navigation in oceanic and remote areas;
(d) INS that use a mixed position solution (e.g., triple mix); or
(e) At least two approved independent LRNS from the list below:

- INS.
- FMS/navigation sensor combination (or equivalent).
- GPS navigation system approved for Class II navigation in oceanic and remote areas.

d. Operation on Routes or in Areas where an RNP Type is Specified. Operations in areas or on routes where an RNP type is specified must be conducted in accordance with the following limitations or provisions:

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(1) At dispatch, one of the navigation system configurations listed in subparagraph c(5) above must be installed, operational and (as listed in subparagraph b, Table 1) approved for the specified RNP type (or better).

(2) The certificate holder must ensure that the airplane navigation system will provide the specified RNP type for the planned flight time in the airspace and, if applicable, that the airplane will be operated in the RNP area of operation established using the RNP time limit listed in subparagraph b.

(3) The International Civil Aviation Organization (ICAO) flight plan filed with the Air Traffic Service Provider (ATSP) must show that the airplane and certificate holder are approved for the specified RNP (or better).

e. Deviations to RNP Requirements. The Administrator may authorize a certificate holder to deviate from RNP requirements in subparagraph d for a specific individual flight in airspace where an RNP type is specified, if the ATSP determined that the airplane will not interfere with, or impose a burden on other operators. Operations conducted under such authority will be conducted in accordance with the following limitations and provisions:

(1) If fuel planning is predicated on en route climb to flight levels where RNP is normally required, an appropriate request must be coordinated in advance of the flight with the ATSP.

(2) The appropriate information blocks in the ICAO flight plan filed with the ATSP must show that the airplane is **not** approved for the specified RNP type.

(3) At dispatch, at least one of the navigation system configurations listed in subparagraph c(5) above must be installed and operational.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 13
DATE: 2014.09.23 16:23:47 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:43:40 -05:00

B037. Operations in Central East Pacific (CEP) Airspace **HQ Control: 01/28/00**
HQ Revision: 030

The certificate holder is authorized to conduct operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this paragraph are met. The certificate holder shall not conduct any other operations in this airspace under these operations specifications.

a. Operations in CEP Airspace Not Designated RNP-10 and/or RVSM. For all flights in CEP airspace where RNP-10 and/or RVSM approval are **not** required either of the following conditions must be met:

(1) The operation must be conducted in accordance with the provisions and limitations of B036 subparagraph b, or

(2) The operation must be conducted using a flight navigator and the required navigation equipment specified in paragraph B047a(1),or B047a(2).

b. Required Navigation Performance (RNP). The certificate holder is authorized to conduct operations in CEP airspace where RNP-10 approval is required provided that the certificate holder has been issued operations specification paragraph B036, Class II Navigation Using Multiple Long Range Navigation System (LRNS), is authorized RNP-10 (or better), and the certificate holder follows the limitations and provisions of operations specification B036 subparagraphs b, c, and d.

c. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in CEP airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specification B046 subparagraphs a, b, c, d, and e.

d. Deviations to RNP-10 and/or RVSM Requirements in CEP Airspace. The administrator may authorize a certificate holder to deviate from the RNP-10 and/or RVSM requirements in subparagraphs b and c above provided that the requirements of operations specification B036 subparagraphs b and d are met if the deviation relates to RNP-10 and/or the requirements of B046 subparagraph e are met, if the deviation is related to RVSM.

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Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/ 2/ 2006 1:13:04 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 08/02/2006 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/ 27/ 2006 11:23:25 AM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 07/27/2006

B038. Operations in North Pacific (NOPAC) Airspace **HQ Control: 01/28/2000** **HQ Revision: 060**

The certificate holder is authorized to conduct operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this paragraph. The certificate holder shall not conduct any other operation within this area of operation under these operations specifications.

a. Operations in NOPAC Airspace Not Designated RNP-10 and/or RVSM. For all flights in NOPAC airspace where RNP-10 and/or RVSM approval are **not** required, either of the following conditions must be met:

(1) The operation must be conducted in accordance with the provisions and limitations of B036 subparagraph b, or

(2) The operation must be conducted using a flight navigator and the required navigation equipment specified in paragraph B047a(1), or B047a(2).

b. Authorized Area of Operation. The NOPAC area of operation authorized by this paragraph lies within the Anchorage and Tokyo FIRs. The southern lateral boundary of this area is 100 nm south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Tokyo FIRs. The vertical boundaries include the airspace between the MEA and the MAA.

c. Required Navigation Performance (RNP) Requirements. The certificate holder is authorized to conduct operations in NOPAC airspace where RNP-10 approval is required provided that the certificate holder has been issued operations specification paragraph B036, Class II Navigation Using Multiple Long Range Navigation Systems (LRNS); is authorized RNP-10 (or better), and the certificate holder follows the limitations and provisions of operations specification B036 subparagraphs b, c, and d.

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NOPAC airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.

e. Deviations to RNP-10 and/or RVSM Requirements in NOPAC Airspace. The administrator may authorize a certificate holder to deviate from the RNP-10 and/or RVSM requirements in subparagraphs c and d above provided that the requirements of operations specification B036 subparagraphs b and d are met if the deviation relates to RNP-10 and/or the requirements of operations specification B046 subparagraph e are met if the deviation relates to RVSM.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 2/7/2005 10:42:16 AM
Sills, Burt L.
Principal Operations Inspector

4. Date Approval is effective: 02/07/2005 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 2/3/2005 1:44:27 PM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 02/03/2005

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B039 . Operations in North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace

HQ Control: 01/09/2014
HQ Revision: 040

a. The certificate holder is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the provisions of this paragraph. The certificate holder shall not conduct any other operations in NAT/MNPS Airspace under these operations specifications.

b. Authorized Area of Operations. NAT/MNPS Airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes)N as defined in 14 CFR Part 91 Appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).

c. Minimum Navigation Performance Capability Required. The certificate holder shall not conduct any operation in NAT/MNPS Airspace unless the certificate holder has satisfactorily demonstrated that the navigation equipment is installed and operational on any airplane used in NAT/MNPS operations. The procedures for use of this equipment must meet the following NAT/MNPS requirements on a continuing basis:

(1) The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles (NM).

(2) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft 30 NM or more off the exact centerline of the assigned track is less than 5.3 x 10E-4 (less than one hour in 1,887 flight hours).

(3) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft between 50 and 70 NM offtrack is less than 1.3 x 10E-4 (less than one hour in 7,693 flight hours).

(4) Suitable displays must be available at each pilot's station to permit continuous monitoring of the long-range navigation systems cross-track and along-track information.

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NAT/MNPS Airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.

e. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The certificate holder is authorized to operate within the entire NAT/MNPS Airspace using the airplanes and navigation systems listed below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. At least two long range navigation systems must be operational at entry into NAT/MNPS Airspace.

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Table 1 – Airplane(s) with Multiple Long-Range Navigation Systems (M-LRNS) Authorized to Operate within NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Multiple Long-Range Navigation Systems (Manufacturer/Model)	Restrictions and Limitations
B-767-223	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	None
B-767-232	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	None
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	None
B-767-281	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	None
B-767-338	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-964 or 4052506-941.	None
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	None
B-767-383	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.	None

f. Airplanes Authorized with a Single Long-Range Navigation System (S-LRNS). The certificate holder is authorized to operate within NAT/MNPS Airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. Detailed information about these routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP).

Table 2 – Airplane(s) with Single Long-Range Navigation System (S-LRNS) Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations
B-767-223	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	None
B-767-232	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	None
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	None
B-767-281	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	None
B-767-338	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-964 or 4052506-941.	None

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Airplane Type (Make/Model/Series)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	None
B-767-383	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.	None

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 10
DATE: 2014.09.23 16:23:47 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:49:05 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B041 . North Atlantic Operations with Two-Engine Airplanes Under Part 121 **HQ Control: 07/01/1997** **HQ Revision: 01a**

The certificate holder is authorized, in accordance with the basic provision of 14 CFR Section 121.161 (without a deviation), to conduct North Atlantic Operations (NAT/OPS) with two-engine airplanes only within the areas of en route operation where this paragraph is referenced in paragraph B050 of these operations specifications, provided the additional provisions and limitations of this paragraph are met. Except for any Extended-Range Operations with Two-Engine airplanes (ER-OPS) authorized by these operations specifications, the certificate holder shall not conduct any other operation (under Part 121) using two-engine airplanes within this geographic area.

a. Authorized Area of Operations. The certificate holder is authorized to conduct NAT/OPS with two-engine airplanes within those portions of the geographical area defined by the lateral limits of NAT/MNPS airspace with vertical limits from the MEA to the MAA, where the maximum diversion time, from any point along the route of flight to a diversionary airport, is 60 minutes or less at the approved one-engine inoperative cruise speed (under standard conditions in still air).

b. Two-Engine Airplanes Authorized for use in NAT/OPS. The certificate holder is authorized to conduct NAT/OPS with the following airplanes.

Airplane Type Make/Model/Series	Special Equipment/Limitations
B-767-223	NA
B-767-232	NA
B-767-281	NA
B-767-383	NA
B-767-338	N/A

c. Flight Dispatch or Flight Release Limitations. The certificate holder shall not dispatch or release any two-engine airplane for operations within the geographic area defined in subparagraph a. unless, at the time of dispatch or release all the following conditions are met:

(1) Sufficient diversionary airports are available along the planned route of flight to which the flight can safely divert and make an instrument approach and landing with an engine inoperative.

(2) Weather reports, forecasts, or combinations thereof indicate the weather conditions at each of the required diversionary airports will be at or above the lowest instrument approach and landing minimums authorized (with an engine inoperative) for the approach facilities in service at each airport during the period the flight could arrive.

(3) Field condition reports show that an instrument approach and landing can be safely conducted with an engine inoperative in the weather conditions likely to be encountered upon arrival at these airports.

(4) The maximum diversion time, from any point along the planned route of flight within this geographic area, to an airport which meets the requirements of this subparagraph is 60 minutes or less at the approved one-engine inoperative cruise speed (under standard conditions in still air).

d. Navigation and Communication Limitations. The certificate holder shall not conduct NAT/OPS

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with two-engine airplanes unless sufficient navigation and communications equipment is installed and operational to provide all the following capabilities at the lowest approved NAT/OPS one-engine inoperative cruise altitude:

(1) Sufficient navigation equipment must be available to permit the aircraft to be navigated to the degree of accuracy required for air traffic control.

(2) Sufficient communication equipment must be available to maintain a continuous listening watch and communicate as necessary with the appropriate ATC facility.

(3) Sufficient communication equipment must be available to communicate with the dispatch or flight following system as required by the appropriate FAR's and to maintain a continued awareness of field condition reports, weather reports, and weather forecasts, for each of the required diversionary airports

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2012.04.13 14:14:57 Central Daylight Time
Location: WebOPSS
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Principal Operations Inspector (GL23)

4. Date Approval is effective: 04/13/2012 Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

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Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/13/2012

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B044 . Planned Redispatch or Rerelease En Route

HQ Control: 04/04/2011
HQ Revision: 020

a. The certificate holder is authorized to conduct planned redispatch for flag operations or planned rerelease for supplemental operations that include a departure or arrival point outside the 48 contiguous United States under 14 CFR Part 121, § 121.631 in accordance with the provisions of §§121.593 through 121.661 and §121.173, and the conditions and limitations provided below. For the purposes of this operations specification paragraph, a planned redispatch or rerelease is one that is planned before takeoff to be redispatched or rereleased, in accordance with §121.631(f) at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.

b. Conditions and Limitations. In addition to the requirements in §§121.593 through 121.661 and §121.173 (to include requirements applicable to weather, terminal and en route facilities, and fuel supply requirements), the certificate holder must comply with the following conditions and limitations to exercise the authorization of this operations specification.

(1) Within the specific area of en route operations, this operations specification paragraph must be listed in operations specification paragraph B050.

(2) The dispatch or flight release must contain the following:

(a) A release to the initial destination airport;

(b) A plan for redispatch or rerelease from the planned redispatch or rerelease point to the intended destination airport. The planned redispatch or rerelease point must be a point that is common to both the route from the origin airport to the intended destination airport, and the route from the origin airport to the initial destination airport.

(c) Alternate airports for both the initial destination airport and the intended destination airport, in accordance with §121.621 or §121.623;

(d) The fuel required to fly from the origin airport and land at the initial destination airport;

(e) The fuel required to fly from the redispatch or rerelease point and land at the intended destination airport; and

(f) The total fuel required to fly from the origin airport and land at the intended destination airport based on the redispatch or rerelease. In determining these fuel requirements, the certificate holder must comply with § 121.647.

(g) The appropriate weather reports, forecasts, and NOTAMs affecting the route to be flown, and the facilities at all airports specified in the dispatch or flight release.

(3) The flight plan must be prepared prior to departure from the origin airport to the initial destination airport and from the redispatch or rerelease point to the intended destination airport. The flight plan must contain an operational analysis that includes the following:

(a) The total fuel listed in subparagraph b(2)(f) of this operations specification.

(b) Routes to be flown, including the flight levels. The portions of the routes that are common to both the route from the origin airport to the initial destination airport and the route from the origin airport to the intended destination airport, may be combined in the body of the flight plan.

(c) Estimated times en route; and

(d) Alternate airports for both the initial destination airport and the intended destination airport, in accordance with §121.621 or §121.623.

(4) A new operational analysis must be conducted within 2 hours prior to the flight's arrival at the planned redispatch or rerelease point. In preparing the new operational analysis, the dispatcher or person designated to exercise operational control (other than the pilot in command) must:

(a) Conduct an updated fuel analysis based on the current route of flight, wind conditions, and aircraft weight on the route from the planned redispatch or rerelease point to the intended destination airport and any required alternate airports; and

(b) Inform the pilot in command of the results of the updated fuel analysis and all current information concerning weather conditions, navigation and ground facilities, known air traffic delays, and services at the intended destination and alternate airports specified in the redispatch or rerelease, as required by § 121.601(c) for flag operations, or § 121.603(b) for supplemental operations.

(5) If the operational analysis required in subparagraph b(4) of this operations specification indicates there is sufficient fuel onboard to complete the redispatch or rerelease to the intended destination airport, the dispatcher or person designated to exercise operational control (other than the pilot in command) must issue a dispatch or flight release from the planned redispatch or rerelease point to the intended destination airport. That redispatch or rerelease must contain:

(a) A release from the planned redispatch or rerelease point to the intended destination airport;

(b) An updated route, if required based on the operational analysis conducted in subparagraph b(4) of this operations specification;

(c) An alternate airport for the intended destination airport, as required by §121.621 or §121.623;

(d) The fuel required to fly from the planned redispatch or rerelease point and land at the intended destination airport. In determining these fuel requirements, the certificate holder must comply with §121.647;

(e) The appropriate weather reports, forecasts, and NOTAMs affecting the route to be flown, and the facilities at all airports specified in the dispatch or flight release.

(f) The name of the dispatcher or person authorized to exercise operational control issuing the redispatch or rerelease, along with the time of issuance.

(6) The pilot in command's decision on whether or not to accept the redispatch or rerelease shall be made part of the redispatch or rerelease. The redispatch or rerelease must be retained in accordance with § 121.695 or § 121.697, as applicable.

(7) If while the aircraft is enroute the flight cannot continue in accordance with the dispatch or flight release provided in subparagraph b(2) or b(5) of this operations specification, the certificate holder must comply with the provisions of § 121.631(f) and (g) to amend the release.

(8) Loss of Communication:

(a) Pilot in command. If there is a total loss of communication while en route, the pilot in command must follow the lost communications procedures as outlined in the Aeronautical Information Manual, or the provisions specified in ICAO Annex 2, as applicable to the airspace in which communication is lost.

(b) Aircraft dispatcher and persons designated to exercise operational control. If there is a total loss of communication while en route, the aircraft dispatcher or person designated to exercise operational control must follow the emergency procedures set forth in §121.557(b) and (c) for flag operations, and §121.559(b) and (c) for supplemental operations.

(9) If the estimated time of arrival at the initial destination or intended destination exceeds 15 minutes beyond the flight plan, or the cruise altitude varies by 4,000 feet or more from the flight plan, or the airplane deviates more than 100 NM from the route specified in the flight plan, the flightcrew must notify the aircraft dispatcher or person designated to exercise operational control as soon as practicable. The aircraft dispatcher or person designated to exercise operational control must then evaluate the fuel onboard and determine if additional action is necessary.

(10) The certificate holder must establish policies and procedures for monitoring the actual fuel burn during flight and comparing it to the planned fuel burn. The certificate holder must conduct a real time analysis of any fuel burn en route that exceeds the planned fuel burn, and ensure sufficient fuel remains at the redispatch or rerelease point to allow a flight to continue to the intended destination airport. If sufficient fuel for continuation to the intended destination is not onboard the aircraft at the time of redispatch or rerelease, the certificate holder must have policies and procedures in place to ensure the flight lands at the initial destination or alternate airport or, if appropriate, amend the dispatch or flight release to include another suitable airport authorized for that type of aircraft.

(11) The provisions of this operations specification paragraph must not be used in conjunction with the provisions of operations specifications paragraphs B043 or B343.

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Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2011.07.12 09:26:09 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 07/06/2011 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

2011.07.06 09:13:02 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 07/06/2011

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B045 . Extended Overwater Operations Using a Single Long-Range Communication System

HQ Control: 03/07/2003
HQ Revision: 03b

The certificate holder is authorized to conduct extended overwater operations using a single, functional, approved long-range communication system (SLRCS) only within the areas of en route operation where this paragraph is referenced in paragraph B050 of these operations specifications.

a. Extended Overwater Operations Using a Single Long-Range Communication Systems. The certificate holder is authorized to conduct extended overwater operations using a SLRCS in accordance with 14 CFR Section 121.351, 125.203(e), or 135.165, as appropriate, in accordance with the provisions of this operations specification.

b. Authorized Aircraft and Equipment.

Aircraft Type (M/M/S)	Long-Range Communication System (Manufacturer/Model)
B-767-223	Collins HFS-700
B-767-232	Honeywell XK516
B-767-281	Honeywell XK516
B-767-383	Collins HFS-700
B-767-338	Collins HFS-700

c. Special Limitations and Provisions .

(1) The SLRCS used shall be a unit that employs high frequency, satellite relay, datalink, or other approved communication systems which extend beyond line-of-sight.

(2) The area of operation permitted is defined by the following description and excludes all the NAT/MNPS airspace:

- Beginning at 44 degrees 47’20” N/67 degrees 00’00” W.
- Hence to 39 degrees 00’00” N/67 degrees 00’00” W.
- Hence to 38 degrees 30’00” N/69 degrees 20’00” W.
- Hence to 38 degrees 00’00” N/60 degrees 00’00” W.
- Hence to 27 degrees 00’00” N/60 degrees 00’00” W.
- Hence to 27 degrees 00’00” N/58 degrees 00’00” W.

- Hence to 07 degrees 46'00" N/58 degrees 00'00" W.
- Then northwestward along the adjacent coastline of South America, the eastern coastline of Central America, the eastern coastline of Mexico, and the southern and eastern coastlines of the United States to the beginning point.

(3) The communication system shall be fully functional or operating in accordance with the certificate holder's approved Minimum Equipment List when it is being used for any communication.

(4) Letters of agreement must be entered into with the appropriate oceanic area control centers in whose areas the operations are permitted. The letters of agreement must state the procedures that are to be exercised in the event of failure of the approved SLRCS.

(5) The certificate holder may not release a flight nor may any pilot-in-command (PIC) operate over any airway or other approved route having a two-way very high frequency (VHF) radio communications gap exceeding 30 minutes when operating at the aircraft's normal en route operating altitude.

(6) During flight operations along any airway or other approved route when the two-way VHF radio communications between the airplane and the Air Traffic Control (ATC) facility having operational control can no longer be maintained each PIC shall ensure the following:

(a) The SLRCS is used to maintain both a continuous listening watch and;

(b) When necessary, maintain two-way communications with the ATC facility having operational control of the oceanic airspace, using the SLRCS.

(7) Each PIC shall ensure that a functional check is satisfactorily performed on the SLR prior to entering oceanic airspace to determine its operational adequacy for use in that airspace.

(8) No flight may enter oceanic airspace if:

- The functional check required by condition (7) indicates the SLRCS for the aircraft is inoperative or;
- Direct, rapid, and reliable two-way communications with the ATC facility controlling the airspace cannot be maintained.

d. **While operating under 14 CFR Part 121** . The PIC of each aircraft must report that aircraft's position to the dispatch office immediately prior to entering and immediately after departing the route segment along which two-way VHF communications with the dispatch office cannot be maintained. Examples of acceptable two-way communications systems other than VHF voice are VHF Datalink, High Frequency (HF) Voice, HF Datalink, and SATCOM.

e. **While operating under 14 CFR Part 125** . The certificate holder must develop procedures for the PIC to provide flight following information which ensures establishment of radio communications immediately prior to entering and immediately after departing the route segment along which two-way VHF communications cannot be maintained. Examples of acceptable two-way communications systems other than VHF voice are VHF Datalink, HF Voice, HF Datalink, and SATCOM. In addition, the certificate holder shall develop procedures that ensure compliance with the following:

- All provisions of CFR Part 121 subpart F which apply to supplemental air carriers.
- The operations notices requirements of CFR Section 121.539.

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f. **While operating under 14 CFR Part 135** . The certificate holder must develop procedures for the PIC to provide flight following information which ensures establishment of radio communications immediately prior to entering and immediately after departing the route segment along which two-way VHF communications cannot be maintained. Examples of acceptable two-way communications systems other than VHF voice are VHF Datalink, HF Voice, HF Datalink, and SATCOM. In addition, the certificate holder shall develop procedures that ensure compliance with the following:

- All provisions of CFR Part 121 subpart F which apply to supplemental air carriers.
- The operational control responsibility requirements in CFR Section 121.537 pertaining to supplemental air carriers.
- The operations notices requirements of CFR Section 121.539.
- The emergency authority requirements of CFR Section 121.559.
- The flight release requirements of CFR Part 121 subpart U which apply to supplemental air carriers.

g. Required Pilot Training . Before conducting any operations authorized by this operations specifications the flightcrew must be qualified in accordance with the certificate holder's approved training program for the system and procedures being used.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2012.04.13 14:16:24 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 04/13/2012 Amendment Number: 9
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

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Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/13/2012

B046. Operations in Reduced Vertical Separation Minimum (RVSM) Airspace

HQ Control: 06/09/99
HQ Revision: 010

The certificate holder is authorized to conduct operations within airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace in accordance with the limitations and provisions of this paragraph. The certificate holder shall not conduct any other operations in RVSM airspace under these operations specifications.

a. Required altitude-keeping equipment. The certificate holder shall not takeoff an airplane for flight within airspace where RVSM is applied unless the Administrator has approved the following aircraft systems for RVSM operations and they are available and operational:

(1) Two independent altitude measurement systems comprised of the following elements:

(i) Cross-coupled static source system provided with ice protection, if located on the aircraft in areas subject to ice accretion;
(ii) Equipment for measuring static pressure sensed by the static source, converting it to pressure altitude and displaying pressure altitude to the flightcrew;
(iii) Equipment for providing a digitally-coded signal corresponding to the displayed pressure altitude for automatic altitude reporting purposes;
(iv) Static source error correction (SSEC), if required to meet RVSM altimetry system error requirements;
(v) Equipment to provide reference signals for automatic altitude control and alerting systems

(2) One Secondary Surveillance Radar (SSR) altitude reporting transponder

(3) One altitude alert system

(4) One automatic altitude control system capable of automatically controlling the aircraft to a referenced pressure altitude

b. Required pilot training. Except when under the supervision of an appropriately trained check airman, the flightcrew must have completed an approved training program on RVSM operating practices and procedures.

c. Required Continued Airworthiness Maintenance Program. The integrity of design features necessary to ensure that altitude-keeping systems continue to meet RVSM standards must be verified by scheduled tests and/or inspections in conjunction with an approved continued airworthiness maintenance program.

d. Authorized Airplanes. The certificate holder is authorized to conduct operations in designated RVSM Airspace with the airplanes listed in paragraph D092 of these operations specifications.

e. Deviation to RVSM requirements. The Administrator may authorize an operator to deviate from RVSM requirements for a specific individual flight in RVSM airspace if:

(1) The operator submits an appropriate request with the air traffic control center controlling the airspace in advance of the operation.

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(2) At the time of filing the flight plan for the flight, Air Traffic Control (ATC) determines that the aircraft may be provided appropriate separation and the flight will not interfere with, or impose a burden on other operators.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/2/2006 1:14:27 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 08/02/2006 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/27/2006 11:36:35 AM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 07/27/2006

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B050 . Authorized Areas of En Route Operations, Limitations, and Provisions

HQ Control: 09/12/1997
HQ Revision: 020

a. The certificate holder is authorized to conduct en route operations in the areas of en route operation specified in this paragraph. The certificate holder shall conduct all en route operations in accordance with the provisions of the paragraphs referenced for each area of en route operation. The certificate holder shall not conduct any en route operation under these operations specifications unless those operations are conducted within the areas of en route operation authorized by this paragraph.

Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference#
Africa - Ethiopia, SFAR 87, Only - Including: Ethiopia	B031, B032, B034, B044, B046, B450	1
Africa - Excluding Ethiopia, Libya and Somalia - Including: Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo, Congo, DRC, Cote d'Ivoire, Djibouti, Egypt, Equatorial Guinea, Eritrea, Gabon, Ghana, Guinea, Guinea-Bissau, Kenya, Liberia, Libya, Malawi, Mali, Mauritania, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, South Africa, Sudan, Tanzania, Togo, Tunisia, Uganda, Western Sahara, Zambia, Zimbabwe	B031, B032, B034, B044, B046, B450	
Africa - Libya, SFAR 112, Only - Including: Libya	A532, B031, B032, B034, B044, B046, B450	
Africa - Somalia, SFAR 107, Only - Including: Somalia	B031, B032, B034, B036, B044, B046, B450	2
Asia - Excluding North Korea - Including: Bangladesh, Bhutan, Cambodia, India, Laos, Myanmar, Nepal, South Korea, Thailand, Vietnam	B031, B032, B034, B036, B044, B046, B450	
Asia - North Korea SFAR 79 (portions of Pyongyang FIR) - Including: North Korea	B031, B032, B450	
Atlantic Ocean - The Atlantic Ocean at flight levels above and below NAT/MNPS airspace boundaries	B031, B032, B034, B036, B041, B044, B342	
Atlantic Ocean - The Atlantic Ocean islands/nations - Including: Greenland, Iceland	B031, B032, B034, B036, B039, B041, B044, B046, B342, B450	
Atlantic Ocean - The Atlantic Ocean NAT/MNPS airspace	B031, B032, B034, B036, B039, B041, B044, B046, B342	
Atlantic Ocean - The Atlantic Ocean South of New York and Santa Maria Oceanic FIRs	B031, B032, B034, B036, B044, B046, B342	
Atlantic Ocean - The North Atlantic Ocean specified as "Special Contingency Routings" in the current edition of the U.S. International Flight Information Manual (IFIM)	B031, B032, B034, B036, B039, B041, B044, B046, B342	

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Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference#
Atlantic Ocean - WATRS - The North Atlantic Ocean west of the western boundary of NAT/MNPS airspace to include the San Juan CTA/FIR and the Atlantic portion of the Miami Oceanic CTA	B031, B032, B034, B036, B044, B045, B046, B054	4
Australia and New Zealand - Including: Australia, New Zealand	B031, B032, B034, B036, B044, B046, B450	
Canada - Excluding Canadian MNPS airspace	B031, B032, B034, B035, B036, B044, B046, B342	
Canadian MNPS airspace - Including: Canada	B031, B032, B034, B036, B041, B044, B046, B342	
Caribbean Sea - Including the islands/nations and the Havana FIR - Including: Antigua & Barbuda, Aruba, Barbados, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, Puerto Rico, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, The Bahamas, Trinidad & Tobago, Turks & Caicos Is., Virgin Is.; Over Flight: Cuba	B031, B032, B034, B036, B044, B045, B046, B054	4
Caribbean Sea - Including the islands/nations, but excluding the Havana FIR - Including: Anguilla, Antigua & Barbuda, Aruba, Barbados, British Virgin Is., Cayman Is., Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, Puerto Rico, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, The Bahamas, Trinidad & Tobago, Turks & Caicos Is., Virgin Is.	B031, B032, B034, B036, B044, B045, B046, B054	4
Central America - Including: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Panama	B031, B032, B034, B036, B044, B046, B450	
China - Including: China, Taiwan	B031, B032, B034, B036, B044, B046, B450	
Europe and the Mediterranean Sea - Including: Albania, Austria, Belgium, Bosnia & Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Macedonia, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, United Kingdom	B031, B032, B034, B036, B044, B046, B450	
Gulf of Mexico	B031, B032, B034, B036, B044, B045, B046, B054	4
Indian Ocean - Including the islands/nations	B031, B032, B034, B036, B044, B046, B450	
Mexico - Including: Mexico	B031, B032, B034, B036, B044, B046, B450	
Middle East - Excluding Iraq - Including: Afghanistan, Cyprus, Israel, Jordan, Kuwait, Lebanon, Oman, Pakistan, Qatar, Saudi Arabia, Syria, United Arab Emirates, West Bank, Yemen; Over Flight: Iran	B031, B032, B034, B036, B044, B046, B450	
Middle East - Iraq SFAR 77 - Including: Iraq	B031, B032, B034, B036, B044, B046,	3

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Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference#
	B450	
Pacific Ocean - The Central and South Pacific Ocean	B031, B032, B034, B036, B037, B044, B046, B342	
Pacific Ocean - The North Pacific Ocean	B031, B032, B034, B036, B038, B044, B046, B342, B450	
Pacific Ocean - The Pacific Ocean islands/nations - Including: Indonesia, Japan, Malaysia, New Caledonia, Papua New Guinea	B031, B032, B034, B036, B037, B044, B046, B342, B450	
Russia, Mongolia, and the CIS Nations - Including: Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, Mongolia, Russia, Tajikistan, Turkmenistan, Ukraine, Uzbekistan	B031, B032, B034, B036, B044, B046, B450	
South America - Including: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Suriname, Uruguay, Venezuela	B031, B032, B034, B036, B044, B046, B450	
USA - The 48 contiguous United States and the District of Columbia - Including: United States	B031, B032, B034, B035, B041, B046	
USA - The State of Alaska - Including: Alaska	B031, B032, B034, B035, B036, B044, B046	
USA - The State of Hawaii - Including: Hawaii	B031, B032, B034, B035, B036, B044, B046, B342	

b. The certificate holder shall conduct all en route operations in accordance with the following limitations, provisions, and special requirements referenced numerically for each area of en route operation listed in subparagraph a. above.

Note Reference #	Limitations Provisions and Special Requirements
1	Comply with SFAR 87 Ethiopia
2	Comply with SFAR 107 Somalia
3	Comply with SFAR 77 found in FAR91.1605
4	B045 Ops Spec authorized for routing that does not require dual long range communication.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] SUPPORT INFO: Removed Note 5 based upon successful completion of NOPAC ETOPS Validation Flights.
[2] EFFECTIVE DATE: 7/11/2014, [3] AMENDMENT #: 25
DATE: 2014.07.11 12:57:38 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.07.11 12:39:46 -05:00

B054 . Class II Navigation Using Single Long-Range Navigation System (S-LRNS)

HQ Control: 12/30/2013
HQ Revision: 020

a. The certificate holder shall conduct all Class II navigation operations using Single Long-Range Navigation System (S-LRNS) in accordance with 14 CFR Part 121, § 121.351 and the provisions of this operations specification paragraph.

b. Authorized Airplane(s) and Equipment. The certificate holder is authorized to conduct Class II S-LRNS operations using the following airplane(s).

Table 1 – Single Long-Range Navigation System Airplane(s) and Equipment

Airplane M/M/S	Single Long-Range Navigation Systems (S-LRNS)	
	Manufacturer	Model
B-767-223	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.
B-767-232	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.
B-767-281	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.
B-767-338	Honeywell Dual FMS with Triple IRU	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-964 or 4052506-941.
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.
B-767-383	Honeywell Dual FMS with Triple IRU	IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.

c. Area of Operation. The area of operation where S-LRNS is permitted is defined by the following description and excludes all the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace:

- Beginning at 44°47'20" N/67°00'00" W.;
- Hence to 39°00'0" N/67°00'00" W.;
- Hence to 38°30'00" N/69°20'00" W.;
- Hence to 38°00'00" N/60°00'00" W.;
- Hence to 27°00'00"N/60°00'00" W.;
- Hence to 27°00'00" N/58°00'00" W.;
- Hence to 07°46'00" N/58°00'00" W.; and
- Then northwestward along the adjacent coastline of South America, the eastern

coastline of Central America, the eastern coastline of Mexico, and the southern and eastern coastlines of the United States to the beginning point.

d. Special Limitations and Provisions. The certificate holder shall conduct all operations using an S-LRNS in accordance with the following limitations and provisions:

(1) Unless specifically authorized elsewhere in these operations specifications, the certificate holder shall **not** conduct Class II navigation operations within:

- Central East Pacific (CEP) airspace,
- North Pacific (NOPAC) airspace,
- NAT/MNPS airspace, or
- Areas of Magnetic Unreliability (AMU). The S-LRNS shall be operational as required by paragraph B039 (NAT/MNPS) and B040 (AMU), as applicable.

(2) If the airplane is equipped with only a Single Long-Range Communication System (LRCS), the requirements of operations specifications paragraph B045, Extended Overwater Operations Using a Single Long-Range Communication System, must be met.

(3) The certificate holder shall conduct all Class II S-LRNS operations so the airplane is continuously navigated to the degree of accuracy required for air traffic control (ATC). For areas where these accuracy and navigation performance standards have not been formally established, the long-range navigation system (LRNS) must be used to continuously navigate the airplane so that the cross-track and/or the along-track errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.

(4) Prior to entering any airspace requiring the use of a LRNS, for airplanes approved for operations using GPS equipage and/or DME/DME automatic updating, the systems must be confirmed to be functioning normally (no fault indications); for all other airplanes, the position shall be accurately fixed using airways navigation facilities or ATC radar.

(a) After exiting this airspace, the airplane position shall be accurately fixed and the LRNS error shall be determined and logged in accordance with the operator's approved procedures. An arrival gate position check satisfies this requirement.

(b) For airplanes approved for operations and using GPS equipage and/or DME/DME automatic position updating, no exit position fix is required unless there is an indication of LRNS malfunction.

(5) An LRNS fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient accuracy to navigate the airplane to the degree of accuracy required for ATC over that portion of the route.

(6) At dispatch, **at least one** of the navigation systems listed below must be installed and operational:

(a) One independent inertial navigation system (INS), or

(b) One flight management system (FMS)/navigation sensor combination (or equivalent)

suitable for the route to be flown, or

(c) One independent GPS navigation system approved for Class II navigation in oceanic and remote areas.

(7) Flightcrew procedures must be in place and used in the event of the loss of the S-LRNS after dispatch.

(8) Before conducting any operations authorized by these operations specifications, the flightcrew must be qualified in accordance with the certificate holder's approved training program for the system and procedures being used.

e. Airplane(s) Equipped with S-LRNS Authorized RNP 10 in Certain Designated Areas of Operations. Class II navigation using an S-LRNS equipped airplane authorized RNP 10 must be conducted in accordance with the following limitations or provisions:

(1) At dispatch, one of the navigation system configurations listed in subparagraph d(6) must be installed, operational, and (as listed in Table 2) approved for RNP 10.

(2) The certificate holder must ensure that the airplane navigation system will provide RNP 10 performance for the planned flight time in the airspace and, if applicable, that the airplane will be operated within the RNP 10 time limit specified in Table 2 below.

(3) The International Civil Aviation Organization (ICAO) flight plan filed with the Air Traffic Service Provider (ATSP) must show that the airplane and operator are approved for RNP 10. The operation must be conducted using the airplane(s), navigation equipment and specific area of operation listed in Table 2 below.

Table 2 – Single Long-Range Navigation System
Airplane(s) and Equipment Authorized RNP 10

Airplane M/M/S	S-LRNS Manufacturer	S-LRNS Model	RNP 10 Time Limit	Area of Operations Where Permitted
B-767-223	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	6 Hours	*Gulf of Mexico Oceanic Control Areas
B-767-232	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	6 Hours	*Gulf of Mexico Oceanic Control Areas
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.	6 Hours	*Gulf of Mexico Oceanic Control Areas
B-767-281	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	6 Hours	*Gulf of Mexico Oceanic Control Areas
B-767-338	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-964 or 4052506-941.	6 Hours	*Gulf of Mexico Oceanic Control Areas
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode	IRS Model HG1050. Pegasus FMC Model	6 Hours	*Gulf of Mexico Oceanic Control

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Airplane M/M/S	S-LRNS Manufacturer	S-LRNS Model	RNP 10 Time Limit	Area of Operations Where Permitted
	GPS receiver and triple IRU.	4052506-955.		Areas
B-767-383	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.	6 Hours	*Gulf of Mexico Oceanic Control Areas

Note: *Gulf of Mexico oceanic control areas : the Houston CTA, the Gulf of Mexico portion of the Miami Oceanic CTA, the Merida and Monterrey CTA's.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 16
DATE: 2014.09.23 16:23:47 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:50:08 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B342 . Extended Operations (ETOPS) with Two-Engine Airplanes Under Part 121

HQ Control: 01/11/2010
HQ Revision: 000

a. In accordance with Part 121 Appendix P the certificate holder is authorized to conduct ETOPS with two-engine airplanes only within the ETOPS areas of operation where this paragraph is referenced in operations specification B050 of these operations specifications. The certificate holder may not conduct any other ETOPS flights under these operations specifications.

b. The certificate holder is authorized to conduct ETOPS with two-engine, turbine-powered airplanes under Part 121 over a route that contains a point farther than 60 minutes' flying time from an adequate airport at an approved one-engine inoperative cruise speed under standard conditions in still air.

c. General ETOPS Provisions. Except as provided in subparagraph f below, the certificate holder must conduct all ETOPS in accordance with the limitations and provisions of subparagraphs within these operations specifications:

(1) Authorized Areas of Operations. The certificate holder is authorized to conduct Part 121 ETOPS within the geographic areas specified in operations specification B050 of these operations specifications where the maximum diversion time at the approved one-engine inoperative cruise speed (under standard conditions in still air) at any point along the route of flight to an adequate airport is equal to or less than the maximum diversion time specified in Table 1, below, and referenced in subparagraph b of B050, "Limitations, Provisions and Special Requirements."

Table 1 - Authorized ETOPS Airplanes With Two Engines and Maximum Diversion Times

Airplane M/M/S	Airplane Registration No.	Airplane Engine	Maximum Diversion Times
B-767-223	N315AA	General Electric CF6-80A	180 Minutes
B-767-338	N317CM	General Electric CF6-80C2	180 Minutes
B-767-338	N362CM	General Electric CF6-80C2	180 Minutes
B-767-338	N363CM	General Electric CF6-80C2	180 Minutes
B-767-338	N364CM	General Electric CF6-80C2	180 Minutes
B-767-383	N219CY	Pratt and Whitney PW4060-94	180 Minutes
B-767-383	N220CY	Pratt and Whitney PW4060-94	180 Minutes

(2) If a certificate holder does not operate in accordance with its ETOPS authority as contained in these operations specifications (use its ETOPS authority) for a period of 6 months, the FAA may rescind the authority to operate in that area.

d. Flight Dispatch or Flight Release Limitations. The certificate holder may not dispatch or release an ETOPS flight up to 180 minutes (including 207 minutes in the North Pacific Area of Operations), unless the maximum diversion time at the approved one-engine inoperative cruise speed (under standard atmospheric conditions in still air) from any point along the planned route of flight to an ETOPS alternate airport is equal to or less than the maximum diversion time specified in Table 1 above. The certificate holder may not dispatch or release an ETOPS flight greater than 180 minutes

unless, at the time of dispatch or release; (1) the maximum diversion time at the all-engine operating cruise speed, corrected for wind and temperature, does not exceed the airplane's most limiting fire suppression system time minus 15 minutes; and (2) the maximum diversion time at the approved one-engine inoperative cruise speed, corrected for wind and temperature, from any point along the planned route of flight to an ETOPS alternate airport does not exceed the airplane's most limiting ETOPS significant system time (other than the airplane's most limiting fire suppression system time) minus 15 minutes.

(1) ETOPS alternate(s) must be designated in a dispatch or flight release for use in the event of a diversion during ETOPS.

(2) At the time of dispatch or flight release an ETOPS alternate must have the appropriate weather reports or forecasts, or any combination thereof, that indicate the weather conditions will be at or above the ETOPS alternate airport minima specified in operations specification C055 of these operations specifications when it might be used (from the earliest to the latest possible landing time), and the field condition reports indicate that a safe landing can be made.

(3) ETOPS Alternate Airports. In addition to a flight's departure and destination airport, regular, refueling, or provisional airports specified in operations specification C070, the certificate holder is also authorized to use the airports listed below as ETOPS alternates. The certificate holder may not use any other airport as an ETOPS alternate.

Table 2 - ETOPS Alternates

Airport (Ident)	Special Conditions/Limitations
AYPY; PORT MORESBY	N/A
BGSF; SONDRE STROMFJORD/KANGERLUSSUAQ	N/A
BIEG; EGILSSTADIR	N/A
BIKF; KEFLAVIK	N/A
CYFB; IQALUIT, N.W.T.	N/A
CYHZ; HALIFAX INTL, N.S.	N/A
CYJT; STEPHENVILLE, NFLD.	N/A
CYQX; GANDER INTL, NFLD.	N/A
CYUL; MONTREAL/PIERRE ELLIOTT TRUDEAU INTL, QUE.	N/A
CYVP; KUUJJUAQ, QUE.	N/A
CYVR; VANCOUVER INTL, B.C.	N/A
CYYR; GOOSE BAY/GOOSE, NFLD.	N/A
CYYT; ST. JOHN'S INTL, NFLD.	N/A
DIAP; ABIDJAN/FELIX HOUPHOUET BOIGNY	N/A
EBOS; OSTEND	N/A
EGAA; BELFAST/ALDERGROVE	N/A
EGCC; MANCHESTER	N/A
EGGD; BRISTOL/LULSGATE	N/A
EGNX; EAST MIDLANDS	N/A
EGPH; EDINBURGH	N/A
EGPK; PRESTWICK	N/A

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Airport (Ident)	Special Conditions/Limitations
EGPO; STORNOWAY	N/A
EHAM; AMSTERDAM/SCHIPHOL	N/A
EICK; CORK	N/A
EIDW; DUBLIN	N/A
EINN; SHANNON	N/A
FACT; CAPE TOWN (CAPE TOWN INTERNATIONAL AIRPORT)	N/A
FHAW; ASCENSION ISLAND	N/A
FNLU; LUANDA/4 DE FEVEREIRO	N/A
FOOL; LIBREVILLE/LEON M'BA	N/A
FYWH; HOSEA KUTAKO INTL AIRPORT	N/A
GCLA; LA PALMA	N/A
GCLP; GRAN CANARIA	N/A
GCTS; TENERIFE SUR/REINA SOFIA	N/A
GCXO; TENERIFE NORTE/LOS RODEOS	N/A
GOOY; DAKAR/YOFF	N/A
GVAC; AMILCAR CABRAL/SAL ISLAND	N/A
GVNP; PRAIA	N/A
KBGR; BANGOR/INTL, ME.	N/A
KBOS; BOSTON/GRAL E.L.LOGAN INTL, MA.	N/A
KCHS; CHARLESTON/AFB INTL,SC.	N/A
KEWR; NEWARK/LIBERTY INTL, NJ.	N/A
KFAT; FRESNO/YOSEMITE INTERNATIONAL, CA.	N/A
KILM; WILMINGTON/NEW HANNOVER INTL, NC.	N/A
KJAX; JACKSONVILLE/INTL, FL..	N/A
KJFK; NEW YORK/JOHN F. KENNEDY INTL, NY.	N/A
KLAX; LOS ANGELES/INTL, CA.	N/A
KOAK; OAKLAND/METROPOLITAN OAKLAND INTL, CA.	N/A
KONT; ONTARIO/INTL, CA.	N/A
KPDX; PORTLAND/INTL, OR.	N/A
KPWM; PORTLAND/INTL JETPORT,ME.	N/A
KSAN; SAN DIEGO/SAN DIEGO INTL-LINDBERGH FIELD, CA	N/A
KSEA; SEATTLE/SEATTLE-TACOMA INTL, WA.	N/A
KSFO; SAN FRANCISCO/INTL,CA.	N/A
KSJC; SAN JOSE/INTL,CA.	N/A
KSMF; SACRAMENTO INTERNATIONAL AIRPORT, CA.	N/A
LEBB; BILBAO	N/A
LEST; SANTIAGO	N/A
LEVX; VIGO	N/A
LFBD; BORDEAUX/MERIGNAC	N/A

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Airport (Ident)	Special Conditions/Limitations
LFQQ; LILLE-LESQUIN	N/A
LFRB; BREST-GUIPAVAS	N/A
LFRS; NANTES ADLANTIQUE	N/A
LPAZ; SANTA MARIA,SANTA MARIA I. (ACORES)	N/A
LPFR; FARO	N/A
LPLA; LAJES,TERCEIRA I. (ACORES)	N/A
LPPD; PONTA DELGADA, SAO MIGUEL I. (ACORES)	N/A
LPPP; PORTUGAL NOF/AIS CENTRAL	N/A
LPPS; PORTO SANTO, PORTO SANTO I. (MADEIRA)	N/A
LPPT; LISBON	N/A
NCRG; RAROTONGA INTL.	N/A
NFFN; NADI/INTL	N/A
NFTF; FUA'AMOTU INTL.	N/A
NIUE; NIUE INTL	N/A
NSFA; FALEOLO/INTL	N/A
NSTU; PAGO PAGO/INTL,TUTUILA I.	N/A
NTAA; TAHITI/FAAA	N/A
NWWW; NOUMEA/LA TONTOUTA	N/A
NZAA; AUCKLAND INTL	N/A
NZWN; WELLINGTON INTL	N/A
PACD; COLD BAY,AK.	N/A
PADK; ADAK ISLAND/ADAK NAF,AK.	N/A
PAED; ANCHORAGE/ELMENDORF AFB,AK.	N/A
PAEI; FAIRBANKS/EIELSON AFB,AK.	N/A
PAFA; FAIRBANKS/INTL.AK.	N/A
PAKN; KING SALMON,AK.	N/A
PANC; ANCHORAGE/INTL,AK.	N/A
PAOM; NOME,AK.	N/A
PASY; SHEMYA/EARECKSON AS, AK	N/A
PGUM; AGANA/GUAM INTERNATIONAL AIRPORT, GUAM ISLAND	N/A
PHKO; KAILUA-KONA/KONA INTL AT KEAHOLE, HI	N/A
PHNL; HONOLULU/INTL, OAHU,HI.	N/A
PHOG; KAHULUI, HI.	N/A
PHTO; HILO/INTL,HILO HI.	N/A
PKMJ; MARSHALL ISLANDS/INTL MAJURO ATOLL	N/A
PLCH: KIRIBATI. (CHRISTMAS I.)	N/A
PMDY; MIDWAY NAF (HENDERSON FIELD) ,SAND ISLAND	N/A
RJAA; TOKYO/NARITA INTL	N/A
RJCB; OBIHIRO	N/A
RJCC; SAPPORO/NEW CHITOSE	N/A

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Airport (Ident)	Special Conditions/Limitations
RJCH; HAKODATE	N/A
RJCK; KUSHIRO	N/A
RJCM; MEMANBETSU	N/A
RJFT; KUMAMOTO	N/A
RJSA; AOMORI	N/A
RJSN; NIIGATA	N/A
RJSS; SENDAI	N/A
RJTT; TOKYO (HANEDA) INTL	N/A
RJTY; TOKYO/YOKOTA AB	N/A
SBBE; BELEM/VAL DE CAES, PA	N/A
SBFZ; FORTALEZA/ PINTO MARTINS, CE	N/A
SBGL; RIO DE JANEIRO/INTL GALEAO, RJ	N/A
SBKP; CAMPINAS/VIRACOPOS,SP	N/A
SBNT; NATAL/AUGUSTO SEVERO, RN	N/A
SBPA; PORTO ALEGRE/SALGADO FILHO, RS	N/A
SBRF; RECIFE/GUARARAPES, PE	N/A
SBSV; SALVADOR/INTL-DEPUTADO LUIS EDUARDO MAGALHAES, BA	N/A
SBVT; VITORIA/GOIABEIRAS(ES)	N/A
SMJP; ZANDERY/J.A. PENGEL INTL.AIRP	N/A
SOCA; CAYENNE-ROCHAMBEAU	N/A
SUMU; MONTEVIDEO/INTL.CARRASCO "GRAL. CESAREO L. BERISSO"	N/A
TBPB; BARBADOS/BRIDGETOWN/GRANTLEY ADAMS INTL	N/A
TJSJ; SAN JUAN,PUERTO RICO/LUIS MUNOZ MARIN INTL,PR.	N/A
TTPP; PORT OF SPAIN/PIARCO INTL, TRINIDAD	N/A
TXKF; BERMUDA INTL	N/A
UHHH; KHABAROVSK/NOVY	N/A
UHMA; ANADYR/UGOLNY	N/A
UHMM; MAGADAN/SOKOL	N/A
UHPP; PETROPAVLOVSK-KAMCHATSKY/YELIZOVO	N/A
UHSS; YUZHNO-SAKHALINSK/KHOMUTOVO	N/A
UHWW; VLADIVOSTOK/KNEVICHI	N/A
YBBN; BRISBANE	N/A
YBCS; CAIRNS	N/A
YBTL; TOWNSVILLE	N/A
YSNF; NORFOLK ISLAND	N/A
YSSY; SYDNEY (FIC/ACC)	N/A

e. Authorized Airplanes. The certificate holder is authorized to conduct ETOPS with the two-engine airplanes listed in Table 1 above of these operations specifications, subject to the diversion times specified therein.

f. Special Provisions for Western Atlantic and Caribbean Sea ETOPS, if authorized. The certificate holder is authorized special ETOPS with two-engine airplanes in the Western Atlantic and Caribbean Sea, with the following airplanes and special equipment. (If this area is not authorized, enter N/A in both columns.)

Table 3 - Special Provision for Western Atlantic and Caribbean Sea ETOPS

Airplane Type Make/Model/Series	Special Equipment/Limitations
N/A	N/A

(1) The certificate holder must conduct Part 121 ETOPS within areas of the North Atlantic Ocean west of the western boundary of North Atlantic Tracks/minimum navigation performance specification airspace and the Caribbean Sea west of a line from 27 degrees N/60 degrees W to 10 degrees N/55 degrees W as specified in operations specification B050 of these operations specifications and all of the following conditions must be met:

(2) Maximum Diversion Time. The maximum diversion time, at any point along the route of flight, to an adequate airport is 75 minutes or less at the approved one-engine inoperative cruise speed (under standard atmospheric conditions in still air).

(3) Flight Dispatch or Flight Release Limitations. The certificate holder may not dispatch or release an ETOPS flight in this area unless:

(a) That flight is operated at a weight that permits the flight at the approved one-engine inoperative cruise speed and power setting (based on net cruise performance data in the ambient temperature conditions likely to be encountered) to maintain a flight altitude at or above the minimum en route altitude, and to clear all obstacles along the route of flight to the destination airport and any required diversionary airports.

(b) In addition to any equipment required by the basic provisions of the FAA Master Minimum Equipment List, the special equipment required by subparagraph f is installed and operational.

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Alan J Wilkinson on behalf of Ryan, Patrick M., Principal Operations Inspector (GL23)
[1] SUPPORT INFO: Added N364CM
[2] EFFECTIVE DATE: 9/30/2013, [3] AMENDMENT #: 11
DATE: 2013.09.30 14:15:19 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2013.09.30 06:48:37 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

B450 . Sensitive International Areas

HQ Control: 10/29/2009
HQ Revision: 010

a. Sensitive International Areas. The FAA identified a need to communicate vital and time-sensitive safety information regarding overflights and/or flights into certain sensitive international areas. Review the list of countries identified at the following Web address: **www.faa.gov/air_traffic/publications/ifim/us_restrictions/**. Enter into Table 1 the country, the flight operation (overflight, or into/out of), the destination airport if applicable, the frequency (daily, weekly, monthly, on demand) as well as the type of operations (passenger, cargo, U.S. Government) for the listed countries, *excluding* operations in the following countries: United States, Bahamas, Canada, and Cuba. The certificate holder will review the list of countries on the FAA website at least every three months and change Table 1 accordingly.

Table 1 - Country/Areas and Authorizations

Country	Overflight or Flight Into/Out of	Destination Airport (if applicable)	Frequency of Operations	Type of Operations
Afghanistan	Overflight		On demand	Cargo Only
Algeria	Overflight		On demand	Cargo Only
Bahrain	Overflight		On demand	Cargo Only
Burma (Myanmar)	Overflight		On demand	Cargo Only
Burundi	Overflight		On demand	Cargo Only
Central African Republic	Overflight		On demand	Cargo Only
Chad	Overflight		On demand	Cargo Only
China (PRC)	Flight Into/Out Of		On demand	Cargo Only
Colombia	Flight Into/Out Of	SKBO	Weekly	Cargo Only
Congo	Overflight		On demand	Cargo Only
Cote d'Ivoire	Overflight		On demand	Cargo Only
Egypt	Overflight		On demand	Cargo Only
El Salvador	Overflight		On demand	Cargo Only
Eritrea	Overflight		On demand	Cargo Only
Ethiopia	Overflight		On demand	Cargo Only
Guinea	Overflight		On demand	Cargo Only
Haiti	Flight Into/Out Of	MTPP	Weekly	Cargo Only
Honduras	Overflight		On demand	Cargo Only
India	Overflight		On demand	Cargo Only
Iran	Overflight		On demand	Cargo Only
Iraq	Overflight		On demand	Cargo Only

Country	Overflight or Flight Into/Out of	Destination Airport (if applicable)	Frequency of Operations	Type of Operations
Israel, West Bank, and Gaza	Flight Into/Out Of		On demand	Cargo Only
Jordan	Overflight		On demand	Cargo Only
Kenya	Overflight		On demand	Cargo Only
Lebanon	Overflight		On demand	Cargo Only
Libya	Overflight		On demand	Cargo Only
Madagascar	Overflight		On demand	Cargo Only
Mali	Overflight		On demand	Cargo Only
Mauritania	Overflight		On demand	Cargo Only
Mexico	Flight Into/Out Of	MMMX,MMGL,MMBT,MMMY,MMQT	Daily	Cargo Only
Niger	Overflight		On demand	Cargo Only
Nigeria	Flight Into/Out Of		On demand	Cargo Only
North Korea	Overflight		On demand	Cargo Only
Pakistan	Overflight		On demand	Cargo Only
Philippines	Overflight		On demand	Cargo Only
Qatar	Overflight		On demand	Cargo Only
Russia	Overflight		On demand	Cargo Only
Saudi Arabia	Overflight		On demand	Cargo Only
Senegal	Overflight		On demand	Cargo Only
Serbia and Montenegro	Overflight		On demand	Cargo Only
Somalia	Overflight		On demand	Cargo Only
South Korea	Overflight		On demand	Cargo Only
Sudan	Overflight		On demand	Cargo Only
Syria	Overflight		On demand	Cargo Only
Tunisia	Overflight		On demand	Cargo Only
Turkey	Overflight		On demand	Cargo Only
Ukraine	Overflight		On demand	Cargo Only
United Arab Emirates	Overflight		On demand	Cargo Only
Venezuela	Flight Into/Out Of	SVMI, SVVA, SVMG, SVBC, SVMC, SVJC	Weekly	Cargo Only
Yemen	Overflight		On demand	Cargo Only

b. Responsible Persons. In order for the FAA to immediately communicate time-sensitive safety information that could impact the safety of your flight operations, enter into Table 2 the primary points of contact for a management person or operational control organization that has the ability to contact an aircraft inflight and is responsible for the international flight operations listed in Table 1.

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This contact will be available 24 hours a day, 7 days a week.

Table 2 - Responsible Persons/Organization

Person(s) / Organization	Person(s) Title / Organization	Phone Number	Email Address
Gregory Bienert	Chief Pilot	937-366-2217	greg.bienert@abxair.com
Robert Boja	Director of Operations	937-366-2811	bob.boja@abxair.com
James O'Grady	Managing Director of Global Flight Source	937-366-2258	jim.o'grady@globalflightservice.com
Ronald Spanbauer	Manager of Dispatch, Global Flight Source	937-366-2435	ron.spanbauer@globalflightservice.com

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Lawrence C. Ward on behalf of Ryan, Patrick M., Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 4/2/2014, [2] AMENDMENT #: 11
DATE: 2014.04.03 06:12:02 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.04.02 10:44:02 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

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Part C

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C050. Special Pilot-in-Command Qualification Airports

HQ Control: 10/16/03
HQ Revision: 000

a. The certificate holder is authorized to conduct IFR operations into special airports requiring special qualification by the pilot-in-command in accordance with the provisions and limitations of this operations specification and 14 CFR Section 121.445.

b. The certificate holder may not use any person, nor may any person serve, as pilot-in-command to or from an airport determined to require special airport qualifications, as indicated in the FAA's list of special qualification airports associated with this paragraph, unless:

(1) The pilot-in-command or second-in-command has made an entry to that airport using an aircraft or level D simulator or better, including takeoff and landing, while serving as a pilot flight crewmember within the preceding 12 calendar months, or
(2) The pilot-in-command has qualified by using a pictorial means acceptable to the Administrator for that airport.

c. The restrictions of subparagraph b of this operations specification do not apply when an entry (including a takeoff or a landing) to that airport is being made if the ceiling at that airport is at least 1,000 feet above the lowest MEA or MOCA, or initial approach altitude prescribed for the instrument approach procedure for that airport, and the visibility at that airport is at least 3 miles.

ABX Air, Inc. will maintain a list of Special Airports as required by 14 CFR part 121.445 in the Flight Operations Manual, Chapter 3 for domestic airports and Flight Operations Manual, Appendix 5, Chapter 2 for international airports.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 1/24/2008 6:48:24 AM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 01/24/2008 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 1/23/2008 10:14:04
Gunning, Rex S.
Director, Flt Tech. Trng & Compliance Date: 01/23/2008

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C051 . Terminal Instrument Procedures

HQ Control: 09/12/2012
HQ Revision: 02b

a. The certificate holder is authorized to conduct terminal instrument operations using the procedures and minima specified in these operations specifications, provided one of the following conditions is met:

(1) The terminal instrument procedure used is prescribed by these operations specifications.

(2) The terminal instrument procedure used is prescribed by Title 14 Code of Federal Regulations (CFR) Part 97, Standard Instrument Approach Procedures.

(3) At U.S. military airports, the terminal instrument procedure used is prescribed by the U.S. military agency operating the airport.

(4) If authorized foreign airports, the terminal instrument procedure used at the foreign airport is prescribed or approved by the government of an ICAO contracting state. The terminal instrument procedure must be constructed using criteria based on FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS); or ICAO Document 8168-OPS; Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II; or Military Instrument Procedures Standardization (MIPS); or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on TERPS, EU-OPS 1, Aerodrome Operating Minimums or ICAO Doc 9365, Manual of All Weather Operations, Third Edition.

b. If applicable, Special Limitations, and Provisions for Instrument Approaches at Foreign Airports.

(1) Terminal instrument procedures may be developed and used by the certificate holder for any foreign airport, provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(2) At foreign airports, the certificate holder shall not conduct terminal instrument procedures determined by the FAA to be “not authorized for United States air carrier use.” In these cases, the certificate holder may develop and use a terminal instrument procedure provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(3) When the minima are specified only in meters, the certificate holder shall use the metric operational equivalents as specified in the RVR Conversion Table (Table 1) or the Meteorological Visibility Conversion Table (Table 2) for both takeoff and landing. Values not shown may be interpolated.

Table 1

RVR Conversion

Feet	Meters
300 ft	75 m
400 ft	125m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 m
1400 ft	450 m
1600 ft	500 m
1800 ft	550 m
2000 ft	600 m
2100 ft	650 m
2400 ft	750 m
3000 ft	1000 m
4000 ft	1200 m
4500 ft	1400 m
5000 ft	1500 m
6000 ft	1800 m

Table 2

Mateorological Visibility Conversion

Statute Miles	Meters
1/4 sm	400 m
3/8 sm	600 m
1/2 sm	800 m
5/8 sm	1000 m
3/4 sm	1200 m
7/8 sm	1400 m
1 sm	1600 m
1 1/8 sm	1800 m
1 1/4 sm	2000 m
1 1/2 sm	2400 m
1 3/4 sm	2800 m
2 sm	3200 m
2 1/4 sm	3600 m
2 1/2 sm	4000 m
2 3/4 sm	4400 m
3 sm	4800 m

(4) When operating at foreign airports where the published landing minima are specified in RVR, the RVR may not be available, therefore the meteorological visibility is reported. When the minima are reported in meteorological visibility, the certificate holder shall convert meteorological visibility to RVR by multiplying the reported visibility by the appropriate factor, shown in Table 3. The conversion of reported meteorological visibility to RVR is used only for Category I landing minima, and shall not be used for takeoff minima, CAT II or III minima, or when a reported RVR is available.

Table 3

[RVR = (reported meteorological visibility) X (factor)]

AVAILABLE LIGHTING	DAY	NIGHT
High Intensity approach and runway lighting	1.5	2.0
Any type of lighting installation other than above	1.0	1.5
No lighting	1.0	N/A

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Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 2/6/2014, [2] AMENDMENT #: 3
DATE: 2014.02.06 15:50:18 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.02.06 10:11:48 -06:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C052 . Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports

HQ Control: 01/07/2011
HQ Revision: 070

a. The certificate holder is authorized to conduct operations using the types of IAPs listed in Table 1 below, and shall not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures (ILS, MLS, & GLS)
ASR/SRA/SRE	LDA with glideslope	ILS
LDA	LOC BC with glideslope	ILS/DME
LDA/DME	SDF with glideslope	PAR
LOC		
LOC BC		
LOC/BC/DME		
NDB		
NDB/DME		
VOR		
VOR/DME		
VOR/DME/LOC		
SDF		

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall not use any IFR IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97, or

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

(2) Runway Visual Range: TDZ RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway.

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

(b) Visibility values below ½ statute mile are not authorized and shall not be used.

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR

report is not available.

(3) The certificate holder may not use DA(H) in lieu of MDA(H) unless paragraph C073 is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP special aircraft and aircrew authorization required (SAAAR) operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved GPS and/or GPS WAAS equipment listed in paragraph B034 if "…. or GPS", GPS, or RNAV (GPS) or RNAV (GNSS) is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The airborne GPS and/or GPS WAAS navigation equipment to be used must be approved for IFR operations, certified for the intended operation (LPV, LNAV/VNAV, LP or LNAV) and must contain current navigation data.

(b) Both the GPS constellation and the required airborne equipment must be providing the levels of availability, accuracy, continuity of function, and integrity required for the operation.

c. Reduced Precision CAT I Landing Minima.

(1) Reduced Landing Minima – 200 feet DH and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved FD, AP, or HUD approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glide slope) and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD, or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in ILS approaches to minimums using the FD, AP, or HUD as applicable.

(d) The Part 97 SIAP must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall

not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the ICAO Doc 8168, Procedures for Air Navigation Services, and,

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, or the applicable European Union (EU) or European Aviation Safety Agency (EASA) regulation or ICAO Doc 9365, Manual of All Weather Operations, Third Edition, and,

(c) The DH/MDA shall not be below 200 feet HATh unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP-AR or "RNP-Like" foreign procedures unless the certificate holder is authorized nonstandard paragraph C384 or paragraph C358, respectively, and the procedures are authorized from within the applicable paragraph.

(3) Foreign approach lighting systems compliant with the ICAO Annex 14 Standards and Recommended Practices (SARPS) or equivalent to U.S. standards are authorized for non-precision, APV, and precision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(4) For straight-in landing minima at foreign airports where an MDA(H) or DA(H) is not provided, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an Obstruction Clearance Limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the airport elevation. The MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an Obstacle Clearance Altitude (OCA)/Obstacle Clearance Height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH as adjusted by any operational requirement to increase the altitude/height. For non-precision approaches, the authorized MDA(H) may be expressed in intervals of 10 feet.

(5) When conducting an IAP outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ (Touchdown zone), TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as VASI, PAPI).

(f) Runway end identifier lights.

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(6) Approaches to runways with published minima as low as 1800 RVR (550m) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraph c (1)(a-c) of this operations specification are met.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] SUPPORT INFO: No longer desire to conduct PRM approaches.
[2] EFFECTIVE DATE: 6/20/2013, [3] AMENDMENT #: 18
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
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Operations Specifications

C054 . Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums

HQ Control: 08/30/2013
HQ Revision: 030

a. **High Minimum Pilot-in-Command (PIC) Provisions**. PIC who have not met the requirements of 14 CFR Part 121, § 121.652 shall use the high minimum pilot RVR landing minimum equivalents as determined from the following table.

RVR Landing Minimum as Published	RVR Landing Minimum Equivalent required for High Minimum Pilots
RVR 1800	RVR 4500
RVR 2000	RVR 4500
RVR 2400	RVR 5000
RVR 3000	RVR 5000
RVR 4000	RVR 6000
RVR 5000	RVR 6000

b. **Limitations on the Use of Landing Minimums for Turbojet Airplanes**.

(1) A PIC of a turbojet airplane shall not conduct an instrument approach procedure when visibility conditions are reported to be less than ¾ statute mile or RVR 4000 until that pilot has been specifically qualified to use the lower landing minimums.

(2) If the destination visibility conditions are forecast to be less than ¾ statute mile or RVR 4000:

(a) The destination runway length shall be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of § 121.195(b), and

(b) Precision instrument (all weather) runway markings or runway centerline lights must be operational on that runway.

(3) If un-forecast adverse weather or failures occur, the PIC shall not begin the final approach segment of an instrument approach unless the runway length needed for landing is determined prior to approach. The runway surface composition and length, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status must be considered.

ABX Air High Minimum Pilot in Command may use provisions of Exemption 5549. See Flight Operations Manual Chapter 7 paragraph 12.

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1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] SUPPORT INFO: Reissued to align with new template required.
[2] EFFECTIVE DATE: 11/25/2013, [3] AMENDMENT #: 4
DATE: 2013.11.25 10:43:43 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2013.11.25 09:56:45 -06:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C055 . Alternate Airport IFR Weather Minimums

HQ Control: 05/30/2013
HQ Revision: 040

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below, according to the limitations and provisions of this operations specification.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration	Ceiling	Visibility
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m to the higher authorized landing minimum of the two approaches used.

b. Special limitations and provisions.

(1) The certificate holder must not use an alternate airport weather minimum other than any applicable minimum derived from Table 1. The certificate holder must not use any GPS-based Instrument Approach Procedures (IAP) unless the certificate holder is authorized to conduct GPS-based IAP and meets the requirements in subparagraph b(8).

(2) In determining alternate airport weather minimums, the certificate holder must not use any published IAP which specifies that alternate airport weather minimums are not authorized.

(3) When determining the usability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

(4) All conditional forecast elements below the lowest applicable operating minimums must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

(5) When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minimums must be considered in determining alternate minimums.

(6) For operations outside the United States, because of variations in the international metric weather forecasting standards, 700 m must be used in lieu of 800 m.

(7) Credit for alternate minimums based on Category II or Category III capability is authorized if the certificate holder is approved for engine inoperative CAT III operations under operations specification C060.

(8) Use of Global Positioning System (GPS)-based IAP minima at an alternate airport.

Note: Examples of GPS-based IAP include GPS, RNAV (GPS), RNAV (RNP).

(a) Before the certificate holder is authorized to plan for the line of minimums specified below, the certificate holder must be approved to conduct GPS-based IAP under operations specification C052, Straight-in Non-precision, APV and Category I Precision Approach and Landing Minima – All Airports and if applicable, RNAV Required Navigation Performance (RNP) IAP if issued operations specification C384, Required Navigation Performance Procedures with Authorization Required (RNP AR).

(b) The certificate holder with Technical Standard Order (TSO)-C129() and TSO-C196() navigation systems must perform a preflight Receiver Autonomous Integrity Monitoring (RAIM) prediction for the airport where the GPS-based IAP will be flown. The certificate holder must also ensure that the conventional approach (at destination) can be flown without reliance on GPS. The certificate holder must check Notices to Airmen (NOTAMs) as part of the preflight planning activities.

(c) The certificate holder with TSO-C145() and TSO-C146() navigation systems must review appropriate Aeronautical Information Services (AIS) and NOTAMs for Wide Area Augmentation System (WAAS) service outages.

(d) The certificate holder may use suitable RNAV systems for flight planning at an alternate airport, provided planned availability of the substitute means of navigation is confirmed (e.g. NOTAMs and RAIM prediction for use of GPS and NOTAM/AIS checks for use of WAAS). The certificate holder may plan for a conventional approach at the destination and may plan to use a substitute means of navigation based on GPS at the alternate airport, not including substitution for the navigation aid providing lateral guidance on the final approach segment, unless otherwise authorized. For example, the certificate holder may use an out-of-service VOR that supports an ILS missed approach procedure at an alternate airport.

(e) The certificate holder may use GPS-based IAP with the airplane make, model, and series (M/M/S) listed in Table 2 below according to the conditions and limitations in subparagraphs b(8)(e)(i)-(iv), as indicated in the "Conditions and Limitations" column for each airplane M/M/S.

Table 2 - GPS-Based Instrument Approach Procedure (IAP) Authorizations

Airplane M/M/S	Conditions and Limitations	Remarks
		N/A

(i) The certificate holder has TSO-C129() or TSO-C196() navigation systems that includes fault detection and exclusion (FDE) capability and the certificate holder may utilize GPS-based IAP at either the destination or alternate (not both). At the alternate, if not equipped with barometric vertical navigation (baro-VNAV) the certificate holder must only plan to LNAV (or circling) MDA(h).

(ii) The certificate holder has TSO-C129() or TSO-C196() navigation systems that includes FDE capability and equipped with and using baro-VNAV, may utilize GPS-based IAP at either the destination or alternate (not both). At the alternate, the certificate holder may plan to LNAV (or circling) MDA(h) or the LNAV/VNAV DA(h). The certificate holder authorized under operations specification C384, utilizing an RNAV(RNP) IAP at the alternate, must plan no lower than a RNP 0.30 DA(h).

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(iii) The certificate holder has TSO-C145() or TSO-C146() navigation systems and may utilize GPS-based IAP at both the destination and alternate. At the alternate, if not equipped with and using baro-VNAV, the certificate holder must only plan to LNAV (or circling) MDA(h).

(iv) The certificate holder has TSO-C145() or TSO-C146() navigation systems and equipped with and using baro-VNAV, may utilize GPS-based IAP at both the destination and alternate. At the alternate, the certificate holder may plan to LNAV (or circling) MDA(h) or the LNAV/VNAV DA(h). The certificate holder authorized under operations specification C384, utilizing an RNAV(RNP) IAP at the alternate, must plan no lower than a RNP 0.30 DA(h).

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 6/26/2013, [2] AMENDMENT #: 9
DATE: 2013.06.26 15:24:50 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2013.06.26 09:10:10 -05:00

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

C056. IFR Takeoff Minimums, Part 121 Airplane Operations - All Airports

HQ Control: 08/02/99
HQ Revision: 040

a. Standard takeoff minimums are defined as 1 statute mile visibility or RVR 5000 for airplanes having 2 engines or less and ½ statute mile visibility or RVR 2400 for airplanes having more than 2 engines.

b. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway specified in this paragraph.

c. When a takeoff minimum is not published, the certificate holder may use the applicable standard takeoff minimum and any lower than standard takeoff minimums authorized by these operations specifications. When standard takeoff minimums or greater are used, the Touchdown Zone RVR report, if available, is controlling.

d. When a published takeoff minimum is greater than the applicable standard takeoff minimum and an alternate procedure (such as a minimum climb gradient compatible with aircraft capabilities) is not prescribed, the certificate holder shall not use a takeoff minimum lower than the published minimum. The Touchdown Zone RVR report, if available, is controlling.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/ 2/ 2006 1:18:16 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 08/02/2006 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 8/ 1/ 2006 2:25:05 PM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 08/01/2006

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C059 . Category II Instrument Approach and Landing Operations

HQ Control: 08/30/2013
HQ Revision: 070

a. The certificate holder is authorized to conduct Category II (CAT II) instrument approach and landing operations using the limitations, provisions, procedures, and minimums specified in this paragraph.

b. Authorized CAT II Approach and Landing Minimums . The certificate holder is authorized to conduct CAT II approaches using minimums which is the highest of:

(1) The lowest authorized for the published CAT II instrument approach procedure (IAP),

(2) Those prescribed for the specific make, model and series (M/M/S) of airplane as listed in Table 1 below, or

(3) Those prescribed for the type of approach conducted, as listed below in subparagraph f, considering all operational limitations in this paragraph.

Table 1

CAT II Approach and Landing Minimums				
Airplane M/M/S	**Approach/Landing System**	**DH**	**TDZ RVR**	**Special Operational Equipment and Limitations**
B-767-223	Autoland	100 ft	1000 RVR	N/A
B-767-232	Autoland	100 ft	1000 RVR	N/A
B-767-281	Autoland	100 ft	1000 RVR	N/A
B-767-338	Autoland	100 ft	1000 RVR	N/A
B-767-383	Autoland	100 ft	1000 RVR	N/A

c. Required CAT II Airborne Equipment . The flight instruments, radio navigation equipment, and other airborne systems required by the applicable Section of 14 CFR and the FAA-approved Airplane Flight Manual (AFM) for the conduct of CAT II operations must be installed and operational. For approach minimums requiring autoland (A/L) or manual (HUD) to touchdown, the airplane and its automatic flight control guidance system (A/L) or manually flown (HUD) guidance system must be approved for approach and landing operations. When utilizing a HUD to touchdown, it must be flown in the AIII Approach mode of operation. Any additional airborne equipment that is required must be operational and listed in Table 1.

d. Required RVR Reports . The certificate holder is authorized to conduct CAT II operations to minimums as low as those shown in Table 2 below with the type of approach or landing systems and minimums authorized in Table 1 above. Only RVR reports for the runway of intended landing may be used.

Table 2

CAT II RVR Minimums			
Type of Operation	**TDZ RVR**	**Mid RVR**	**Rollout RVR**
Standard CAT II	1600 (500 m)	NR	NR
Standard CAT II	1200 (350 m)	600 (175 m) #	300 (75 m)
CAT II to 1000 RVR	1000 (300 m)	600 (175 m) #	300 (75 m)
Special Authorization CAT II	1200 (350 m)	600 (175 m) #	300 (75 m)

Note: NR = Not Required; # = If available

(1) The TDZ RVR report is required and controlling for all CAT II operations.

(2) Mid RVR reports, if available, are controlling.

(3) The rollout RVR report is required and controlling for all CAT II operations below 1600 RVR, except as specified in subparagraph d(4) below.

(4) A mid or far end RVR sensor report, if available, may be substituted for a rollout RVR report if the rollout sensor RVR report is not available. Far end RVR reports are advisory unless substituted for the rollout RVR report. Mid field reports substituted for unavailable rollout reports must report 600 RVR or greater; far end reports substituted for unavailable rollout reports must report 300 RVR or greater.

e. Flightcrew Qualifications. The flightcrew shall not conduct any operations authorized by this paragraph unless they are trained and qualified in the equipment and special procedures to be used. The following shall apply:

(1) A pilot-in-command (PIC) shall not conduct CAT II operations in any airplane until that pilot has successfully completed the certificate holder's approved CAT II training program, and has been certified as being qualified for CAT II operations by one of the certificate holder's check pilots properly qualified for CAT II operations, or an FAA inspector.

(2) Before conducting CAT II operations the PIC must meet the requirements of 14 CFR Part 121, §121.652.

f. Authorized CAT II Approaches, Airports, and Runways. The certificate holder is authorized to conduct the following types of CAT II approaches:

(1) Standard CAT II Approach. The certificate holder is authorized to conduct CAT II approaches to airports and runways approved for 14 CFR Part 97 CAT II operations, subject to the following restrictions. The approaches will be identified as "ILS RWY XX (CAT II)".

(a) Required runway lights: HIRL, TDZ lighting, and CL lighting (or foreign equivalent lighting at airports in Table 4).

(b) Required approach lights: ALSF-1 or ALSF-2. Sequenced flashing lights may be inoperative.

(c) If only TDZ RVR is available: 1600 RVR minimum.

(d) If TDZ and Rollout RVR available: TDZ 1200 RVR minimum.

(2) CAT II to TDZ 1000 RVR. The certificate holder is authorized to conduct CAT II operations to TDZ 1000 RVR, subject to the following restrictions. The approaches will be identified as standard CAT II approaches with an additional chart note saying “RVR 1000 authorized with specific OpSpec, MSpec, or LOA approval and use of A/L or HUD to touchdown". The required runway and approach lights are the same as for standard CAT II approaches.

(3) Special Authorization (SA) CAT II. The certificate holder is authorized to conduct CAT II IAP on certain ILS facilities that do not meet the equipment requirements of a U.S. Standard or ICAO Standard, for example, TDZ lighting, runway CL lighting, or an ALSF -1 or ALSF-2 approach lighting system. These procedures have been specifically approved in accordance with Order 8400.13, and CAT II operations are authorized to be conducted as listed below:

(a) These Part 97 CAT II approaches will be identified as “ILS RWY XX (SA CAT II)” and by an additional chart note saying ``Reduced Lighting: Requires specific OpSpec, MSpec, or LOA approval and use of autoland or HUD to touchdown.``

(b) Required runway lights: HIRL.

(c) Required approach lights: SSALR, MALSR, or ALSF-1 or ALSF-2. Sequenced flashing lights may be inoperative.

(d) If only TDZ RVR is available: 1600 RVR minimum.

(e) If TDZ and Rollout RVR available: TDZ 1200 RVR minimum.

(f) When TDZ and/or CL lighting become inoperative on a standard CAT II instrument approach, the certificate holder is authorized to conduct operations under this SA CAT II subparagraph. All requirements listed in this subparagraph (other than procedure identification) must be met.

g. Approach Requirements . The certificate holder shall not begin the final approach segment of a CAT II IAP unless all of the following conditions are met:

(1) The approach and landing systems required for specific CAT II operations are shown in Table 3 below.

Table 3

Approach and Landing Requirements for Specific CAT II Operations	
Type of Operation	**Equipment Required**
Standard CAT II	Autopilot to DH or HUD to DH or Autoland
CAT II to 1000 RVR	HUD to Touchdown or Autoland

SA CAT II	HUD to Touchdown or Autoland

(2) The required components of the CAT II ground system are installed and in normal operation including:

(a) A precision or airport surveillance radar, or a compass locator transmitter or DME to identify the outer marker position.

(b) F or CAT II RA NA, an inner marker to identify the DH.

(3) The crosswind component on the landing runway is less than the AFM crosswind limitations, or 15 knots or less, whichever is more restrictive.

h. Missed Approach Requirements . A missed approach shall be initiated when any of the following conditions exist unless visual reference to the runway has been established:

(1) After passing the FAF, the primary approach guidance system in use (autopilot or manual (HUD)) becomes inoperative or is disengaged.

(2) After passing the FAF, any other airborne equipment required for the particular CAT II operation being conducted becomes inoperative.

(3) Before arriving at DH, any of the required elements of the CAT II ground system becomes inoperative.

i. Foreign Airports . The certificate holder is authorized to conduct Standard CAT II approaches to only those specifically approved runways at foreign airports listed in Table 4 below.

Table 4

Authorized Foreign Airports and Runways for CAT II Operations	
Airport Name/Identifier, and Runways	**Limitations and Provisions**
Aarhus; Denmark; EKAH; 28L	N/A
Abu Dhabi/Abu Dhabi Intl; United Arab Emirates; OMAA; 13L/31L/31R	N/A
Almaty; Kazakhstan; UAAA; 23L/23R	N/A
Amsterdam/Schiphol; Netherlands; EHAM; 6/18C/18R/27/36C/36R	N/A
Ankara/Esenboga; Turkey; LTAC; 3L/3R/21L/21R	N/A
Astana/Astana Intl; Kazakhstan; UACC; 4/22	N/A
Athens/Eleftherios Venizelos Intl; Greece; LGAV; 3L/3R/21L/21R	N/A
Baku, Heydar/Heydar Aliyev; Azerbaijan; UBBB; 18/36	N/A
Bale Mulhouse; France; LFSB; 15	N/A
Bangkok/Bangkok Intl; Thailand; VTBD; 21R	N/A

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Authorized Foreign Airports and Runways for CAT II Operations	
Airport Name/Identifier, and Runways	**Limitations and Provisions**
Bangkok/Suvarnabhumi; Thailand; VTBS; 01L/01R/19L/19R	N/A
Barcelona; Spain; LEBL; 25L/7R 25R/7L	N/A
Beijing/Capital; China; ZBAA; 01/36R	N/A
Belfast/Aldergrove; United Kingdom; EGAA; 25	N/A
Bergamo; Italy; LIME; 28	N/A
Berlin/Schonefeld; Germany; EDDB; 7/25	N/A
Berlin/Tegel; Germany; EDDT; 8L/26L/26R	N/A
Billund; Denmark; EKBI; 9/27	N/A
Birmingham; United Kingdom; EGBB; 15/33	N/A
Bishkek/Manas AB; Kyrgyzstan; UCFM; 08/26	N/A
Bogota/Eldorado Intl; Columbia; SKBO; 13R	N/A
Bologna; Italy; LIPE; 12	N/A
Bordeaux/Merignac; France; LFBD; 23	N/A
Brest/Guipavas; France; LFRB; 25L	N/A
Bristol; United Kingdom; EGGD; 27	N/A
Brussels/Brussels National; Belgium; EBBR; 25L/25R	N/A
Bucharest/Otopeni; Romania; LROP; 8L/8R	N/A
Budapest/Ferihegy; Hungary; LHBP; 13L/13R/31L/31R	N/A
Buenos Aires/Ministro Pistarini; Argentina; SAEZ; 11	N/A
Calgary/Calgary Intl; Canada; CYYC 17L/35R	N/A
Chengdu/Shuangliu; China; ZUUU; 2L/2R	N/A
Cologne/Koln Bonn; Germany; EDDK; 14L/32R	N/A
Copenhagen/Kastrup; Denmark; EKCH; 4L/22L	N/A
Cork; Ireland; EICK; 17	N/A
Curitiba/Afonso Pena Intl; Brazil; SBCT; 15	N/A
Delhi/Indira Gandhi Intl; India; VIDP; 28/11/29	N/A
Dubai; United Arab Emirates; OMDB; 12L/30R	N/A
Dublin; Ireland; EIDW; 10/28	N/A
Dusseldorf; Germany; EDDL; 5R/23L/23R	N/A
East Midlands; United Kingdom; EGNX; 27	N/A
Edinburgh; United Kingdom; EGPH; 06/24	N/A
Farwaniya/Kuwait Intl; Kuwait; OKBK; 15L/15R/33L/33R	N/A
Frankfurt/Frankfurt Main; Germany; EDDF; 7L/7C/7R/25L/25C/25R	N/A
Geneva/Cointrin; Switzerland; LSGG; 23	N/A
Glasgow; United Kingdom; EGPF; 5/23	N/A
Goteborg/Landvetter; Sweden; ESGG; 3/21	N/A
Graz/Graz Intl; Austria; LOWG; 35C	N/A
Hahn/Frankfurt Hahn; Germany; EDFH; 21	N/A
Halifax/Nova Scotia; Canada; CYHZ; 23	N/A

Authorized Foreign Airports and Runways for CAT II Operations	
Airport Name/Identifier, and Runways	**Limitations and Provisions**
Hamburg; Germany; EDDH; 23	N/A
Hamilton/Ontario; Canada; CYHM; 12	N/A
Hannover; Germany; EDDV; 9L/27R	N/A
Helsinki/Vantaa; Finland; EFHK; 4L/22L	N/A
Hong Kong/Hong Kong Intl; China; VHHH; 7L/7R/25L/25R	N/A
Istanbul/Ataturk, Turkey; LTBA; 35R	N/A
Izmir/Adnan Menderes; Turkey; LTBJ; 34R	N/A
Jeddah/King Abdul Aziz Intl; Saudi Arabia; OEJN; 16C/16R/34L/34C	N/A
Johannesburg/Johannesburg Intl; South Africa; FAJS; 3L/3R/21L	N/A
Keflavik/Keflavik NAS; Iceland; BIKF; 11/20	N/A
Košice/Košice Intl; Slovakia; LZKZ; 01	N/A
Kumamoto; Japan; RJFT; 7	N/A
Kyiv/Boryspil Intl (Name Change); Ukraine; UKBB; 36R	N/A
Leipzig-Halle; Germany; EDDP; 8L/26R 8R/26L	N/A
Liege; Belgium; EBLG; 23L	N/A
Lille/Lesquin; France; LFQQ; 26	N/A
Lima-Callao; Peru; SPIM; 15	N/A
Lisbon/Lisboa; Portugal; LPPT; 21	N/A
Ljubljana/Ljubljana Joze Pucnik; Slovinia; LJLJ; 31	N/A
London/Gatwick; United Kingdom; EGKK; 8R/26L	N/A
London/Heathrow; United Kingdom; EGLL; 9L/9R/27L/27R	N/A
London/Luton; United Kingdom; EGGW; 8/26	N/A
London/Stansted; United Kingdom; EGSS; 4/22 (formerly 5/23)	N/A
Luxembourg; ELLX; 24	N/A
Lyon/Saint Exuperey; France; LFLL; 36L	N/A
Macau/Macau Intl; China; VMMC; 34	N/A
Madrid/Barajas; Spain; LEMD; 18L/18R/33L/33R	N/A
Malmo/Sturup; Sweden; ESMS; 17	N/A
Manchester; United Kingdom; EGCC; 5L(Aircraft cat A+B only) & 23R	N/A
Manitoba/Winnipeg Intl; Canada; CYWG; 36	N/A
Melbourne; Australia; YMML; 16	N/A
Milan/Linate; Italy; LIML; 36R	N/A
Milan/Malpensa; Italy; LIMC; 35L/35R	N/A
Mirabel/Montreal intl; Canada; CYMX; 6	N/A
Montreal/Pierre Elliott Trudeau Intl; Canada; CYUL; 6L	N/A
Moscow/Domodedovo; Russia; UUDD; 32R/14R	N/A
Moscow/Saint Petersburg; Russia; ULLI; 10L/10R/28R	N/A
Moscow/Sheremetyevo; Russia; UUEE; 7R/25R	N/A
Moscow/Vnukovo; Russia; UUWW; 24	N/A

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Authorized Foreign Airports and Runways for CAT II Operations	
Airport Name/Identifier, and Runways	**Limitations and Provisions**
Munich/Munchen; Germany; EDDM; 8L/26R 8R/26L	N/A
Nagoya-Chuba/Centrair Intl; Japan; RJGG; 18/36	N/A
Newcastle; United Kingdom; EGNT; 7	N/A
Newfoundland/St John's Intl; Canada; CYYT; 29	N/A
Nurnberg; Germany; EDDN; 28	N/A
Osaka/Kansai Intl; Japan; RJBB; 06L/06R/24L/24R	N/A
Oslo/Gardermoen; Norway; ENGM; 01R/19R	N/A
Paris/Charles de Gaulle; France; LFPG; 8L/8R/9L/9R/ 26L/26R/27L/27R	N/A
Paris/Orly; France; LFPO; 6/26	N/A
Prague/Ruzyne; Czech Republic; LKPR; 24	N/A
Rio de Janerio/Galeao Antonio Carlos Jobim; Brazil; SBGL; 10	N/A
Rome/Fiumicino; Italy; LIRF; 16R/16L	N/A
San Paulo; Guarulhos; Brazil; SBGR; 9L/9R	N/A
Santiago/Arturo Merino Benitez; Chile; SCEL; 17L	N/A
Seoul/Gimpo Intl; Korea; RKSS; 14R	N/A
Seoul/Incheon Intl; Korea; RKSI; 15L/15R/33L/33R 16/34	N/A
Shanghai/Pudong; China; ZSPD; 17L/35R	N/A
Shannon/Limerick, Ireland; EINN; 24	N/A
Sharjah; United Arab Emirates; OMSJ; 30	N/A
Singapore/Changi; Singapore; WSSS; 2L/20C	N/A
Sofia; Bulgaria; LBSF; 27	N/A
Stockholm/Arlanda; Sweden; ESSA; 1L / 1R / 19L	N/A
Stuttgart; Germany; EDDS; 7/25	N/A
Taipei-Chiang/Kai Shek Intl; Taiwan; RCTP; 5L/23R	N/A
Thessalonki/Makedonia; Greece; LGTS; 16	N/A
Tokyo/Haneda; Japan; RJTT; 34R	N/A
Tokyo/Narita Intl; Japan; RJAA; 16R	N/A
Toluca/Adolfo L Mateos Intl; Mexico; MMTO; 15	N/A
Torino/Caselle; Italy; LIMF; 36	N/A
Toronto/Lester B. Pearson Intl; Canada; CYYZ; 6L/5	N/A
Toulouse/Blagnac; France; LFBO; 14R	N/A
Vancouver B.C./Vancouver Intl; Canada; CYVR; 8L/8R/26R	N/A
Venice/Venezia Tessera; Italy; LIPZ; 4R	N/A
Vienna/Schwechat; Austria; LOWW; 16/29	N/A
Vitoria; Spain; LEVT; 4	N/A
Warsaw/Okecie; Poland; EPWA; 11/33	N/A
Zurich; Switzerland; LSZH; 14/16	N/A

j. CAT II Runway Restrictions . The certificate holder is authorized to conduct Part 97 CAT II

IAP using A/L or manual (HUD) to touchdown into the restricted U.S facilities listed in Table 5 below.

Table 5

Runway and Airplane Restrictions and Limiting Conditions for 14 CFR Part 97 CAT II Operations	
Airport Name/Identifier, and Runways	**Restrictions and Limitations**
Cleveland/Hopkins Intl, OH; KCLE ---- RY6R	N/A
Covington, KY (Cincinnati/Northern Kentucky); KCVG ---- RY 36C	N/A
Denver International, CO; KDEN ---- RY 34R	N/A
Pittsburgh/Greater Pittsburgh Intl, PA; KPIT ---- RY10L	N/A
Pittsburgh/Greater Pittsburgh Intl, PA; KPIT ---- RY10R	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY16C	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY16L	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY16R	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY34L	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY34C	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY34R	N/A

k. Airplane Maintenance . The certificate holder must maintain the airplanes and equipment listed in Table 1 in accordance with its approved lower landing minimums continuous maintenance program.

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Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] SUPPORT INFO: Added Calagary, Alberta, Canada RWY'S 17L/35R
[2] EFFECTIVE DATE: 9/12/2014, [3] AMENDMENT #: 21
DATE: 2014.09.12 12:47:18 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.12 12:35:26 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C060 . Category III Instrument Approach and Landing Operations

HQ Control: 08/30/2013
HQ Revision: 070

a. The certificate holder is authorized to conduct Category III (CAT III) instrument approach and landing operations using the limitations, provisions, procedures, and minimums specified in this paragraph.

b. Authorized CAT III Approach and Landing Minimums. The certificate holder is authorized to conduct CAT III approaches, considering all operational limitations in this paragraph, using minimums which is the highest of:

(1) The minimums listed in Table 1, for the specific make, model, and series (M/M/S) of aircraft,

(2) The lowest minimums shown on the instrument approach procedure (IAP) chart, or

(3) Minimums in accordance with subparagraph d(5) below.

Table 1

Airplane Systems and Landing Minimums					
Airplane M/M/S	**Landing System***	**Rollout System***	**DH/AH**	**TDZ / Mid / RO RVR**	**Special Operational Equipment and Limitations**
B-767-223	FO	FO	100 AH	300/300/300	FO with rollout control. 100ft. AH
B-767-223	FP	FP	50 DH	600/600/600	FP with 50ft DH.
B-767-232	FO	FO	100 AH	300/300/300	FO with rollout control. 100ft AH.
B-767-232	FP	FP	50 DH	600/600/600	FP with 50ft DH.
B-767-281	FO	FO	100 AH	300/300/300	FO with rollout control. 100ft AH.
B-767-281	FP	FP	50 DH	600/600/600	FP with 50ft DH.
B-767-338	FO	FO	100 AH	300/300/300	FO with rollout control. 100ft AH.
B-767-338	FP	FP	50 DH	600/600/600	FP with 50ft DH.
B-767-383	FO	FO	100 AH	300/300/300	FO with rollout control. 100ft AH.
B-767-383	FP	FP	50 DH	600/600/600	FP with 50ft DH.

Enter: *N/A = Not Applicable; FP = Fail Passive Landing or Rollout Control System;
FO = Fail operational Landing or Rollout Control System

c. Special Operational Equipment and Limitations. The certificate holder shall not begin the Final Approach Segment (FAS) of a CAT III instrument approach unless the special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met.

d. Required RVR Reports. The certificate holder is authorized to conduct CAT III operations to minimums as low as those shown in Table 2 with the type of airplane landing and rollout systems and

minimums authorized in Table 1. Only RVR reports for the runway of intended landing may be used.

Table 2-Landing Systems And Associated RVR

Landing System	Rollout System	TDZ RVR	Mid RVR	Rollout RVR
FP or FO	None	600 (175 m)	600 (175 m)	300 (75 m)
FP	FP or FO	600 (175 m)	400 (125 m)	300 (75 m)
FO	FP	400 (125 m)	400 (125 m)	300 (75 m)
FO	FO	300 (75 m)	300 (75 m)	300 (75 m)

(1) All RVR reports are required and controlling, except as specified in subparagraphs d(2), d (3), and d(4) below.

Note: TDZ and mid RVR reports must be no lower than the approach chart minimums to conduct any CAT III operation.

(2) For operations using a fail passive (FP) landing system with a FP or fail operational (FO) rollout system, if either the mid or rollout RVR reporting system is temporarily inoperative, the operation may be initiated and continued using the TDZ and remaining RVR reporting systems.

(3) For operations using FO landing systems with a FP or FO rollout system, if any one of the RVR reporting systems is temporarily inoperative, the operation may be initiated and continued using the two remaining RVR reporting systems.

(4) Four RVR Reporting Systems. Where four RVR reporting systems are installed (i.e., TDZ, mid, rollout, and far end sensors), the far end sensor may provide advisory information to pilots or may be substituted for the rollout sensor RVR report if the rollout sensor RVR report is not available.

(5) If the landing or rollout system degrades from FO to FP or the rollout system fails, operators are authorized to conduct operations in accordance with their MEL and AFM, using minimums no lower than those shown in Table 2 corresponding to the type of landing and/or rollout systems operable after the failure. The RVR requirements of subparagraph d(1) still apply.

e. Pilot Qualifications and Approved CAT III Training Program.

(1) The minimums prescribed in this operations specification are authorized for only those pilots-in-command (PICs) and seconds-in-command (SICs) who have completed the certificate holder's approved CAT III training program and who have been qualified for CAT III operations by one of the certificate holder's check pilots or FAA inspector.

(2) Before conducting CAT III operations, the PIC must meet the requirements of 14 CFR Part 121, § 121.652.

f. Operating Limitations. The certificate holder shall not begin the FAS of a CAT III IAP, unless

the latest controlling RVR reports for the landing runway are at or above the minimums authorized for the operation being conducted and all of the following conditions are met:

(1) The special operational equipment listed in Table 1 is installed and operational.

(2) The following ground-based equipment must be operational:

(a) LOC and GS.

(b) Outer marker or DME facility used to define the FAF.

Note: A published waypoint or minimum GSIA (Glide Slope Intercept Altitude) fix may be used in lieu of an outer marker or DME fix.

(c) TDZ lights.

(d) Runway centerline (RCL) lights.

(e) HIRL.

(f) ALSF, SSALR, or SALS approach light system or foreign equivalent. Sequence flashing lights (SFL) may be inoperative. However, after passing the outer marker or FAF, CAT III operations may be continued even though the approach lights become inoperative.

(3) All CAT III landing and subsequent ground operations shall be conducted in accordance with the airport's low visibility operations plan (e.g., U.S. SMGCS, European Aviation Safety Agency (EASA), or ICAO criteria for CAT III operations).

(4) The crosswind component on the landing runway is less than the AFM's crosswind limitations, or 15 knots or less, whichever is more restrictive.

(5) Once established on the FAS, all CAT III operations, except as specified in subparagraph g (6) below, may continue if any RVR report decreases below the authorized minimums.

g. Missed Approach Requirements. A missed approach shall be initiated when any of the following conditions exist:

(1) If the pilot determines that touchdown cannot be safely accomplished within the TDZ.

(2) When any of the required runway lighting elements becomes inoperative prior to arriving at DH or AH, or prior to touchdown for aircraft without a rollout system.

(3) When any GS or LOC failure occurs prior to touchdown.

(4) The crosswind component at touchdown is greater than 15 knots, or greater than the AFM's crosswind limitations, whichever is more restrictive.

(5) When a failure in a FP landing system occurs prior to touchdown, or a failure occurs in a FO system before reaching the AH.

(6) For CAT III operations without a rollout control system, no later than DH, if any controlling

RVR is reported below the lowest authorized minimums.

(7) For CAT III operations using a FP landing system without a rollout control system, or aircraft using a FP landing system and FP rollout control system:

(a) At the DH, if the pilot has not identified the required visual references with the TDZ or TDZ lights to verify that the aircraft will touchdown in the TDZ.

(b) If, after passing the DH, visual reference is lost or a reduction in visual reference occurs which prevents the pilot from continuing to verify that the aircraft will touchdown in the TDZ.

h. Authorized CAT III Runways. The certificate holder is authorized to conduct 14 CFR Part 97 CAT III IAP at runways approved for such operations. CAT III operations are also authorized for the foreign airports and runways listed in Table 3 below.

Table 3

Foreign Airports and Runways Approved for CAT III Operations	
Airport Name/Identifier & Runway(s)	**Special Limitations**
Abu Dhabi/Abu Dhabi Intl; United Arab Emirates; OMAA; 31L	N/A
Almat; Kazakhstan; UAAA; 23R	N/A
Amsterdam/Schiphol; Netherlands; EHAM; 6/18C/18R/27/36C/36R	N/A
Astana/Astana Intl; Kazakhstan; UACC; 4/22	N/A
Auckland/Auckland Intl; New Zealand; NZAA; 23L	N/A
B.C./Vancouver Int'l, Canada; CYVR; 8L/26R	N/A
Baku, Heydar/Heydar Aliyev; Azerbaijan; UBBB; 18/36	N/A
Bale Mulhouse; France; LFSB; 15	N/A
Barcelona; Spain; LEBL; 25L/7R 25R/7L	N/A
Belfast/Aldergrove; United Kingdom; EGAA; 25	N/A
Brussels/Brussels National; Belgium; EBBR; 25L/25R	N/A
Bergamo; Italy; LIME; 28	N/A
Berlin/Schonefeld; Germany; EDDB; 7/25	N/A
Berlin/Tegel, Germany; EDDT; 8L/26R	N/A
Billund; Denmark; EKBI; 9/27	N/A
Birmingham; United Kingdom; EGBB; 15/33	N/A
Bologna; Italy; LIPE; 12	N/A
Bordeaux/Merignac; France; LFBD; 23	N/A
Bristol; United Kingdom; EGGD; 27	N/A
Brussels/Brussels National; Belgium; EBBR; 25L/25R	N/A
Bucharest/Otopeni; Romania; LROP; 8L/8R	N/A
Budapest/Ferihegy; Hungary; LHBP; 31R (700RVR)	N/A
Buenos Aires/Ministro Pistarini; Argentina; SAEZ; 11	N/A

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Foreign Airports and Runways Approved for CAT III Operations	
Airport Name/Identifier & Runway(s)	**Special Limitations**
Calgary/Calgary Intl; Canada; CYYC 17L/35R	N/A
Cologne/Koln Bonn; Germany; EDDK; 14L/32R	N/A
Copenhagen/Kastrup; Denmark; EKCH; 22L	N/A
Delhi/Indira Gandhi Intl; India; VIDP; 28/11/29	N/A
Dubai; United Arab Emirates; OMDB; 12L/30R	N/A
Dublin; Ireland; EIDW; 10/28	N/A
Dusseldorf; Germany; EDDL; 23L/23R	N/A
East Midlands; United Kingdom; EGNX; 27	N/A
Edinburgh; United Kingdom; EGPH; 06/24	N/A
Frankfurt/Frankfurt Main; Germany; EDDF; 7L/7C/7R/25L/25C/25R	N/A
Geneva/Cointrin; Switzerland; LSGG; 23	N/A
Glasgow; United Kingdom; EGPF; 5/23	N/A
Graz/Graz Intl; Austria; LOWG; 35C	N/A
Hahn/Frankfurt Hahn; Germany; EDFH; 21	N/A
Hamburg; Germany; EDDH; 23	N/A
Hannover; Germany; EDDV; 9L/27R	N/A
Hong Kong/Hong Kong Intl; China; VHHH; 25R	N/A
Kumamoto; Japan; RJFT; 7	N/A
Kyiv/Boryspil Intl (Name Change); Ukraine; UKBB; 36R	N/A
Leipzig-Halle; Germany; EDDP; 8L/26R 8R/26L	N/A
Liege; Belgium; EBLG; 23L	N/A
Lisbon/Lisboa; Portugal; LPPT; 21	N/A
Ljubljana/Ljubljana Joze Pucnik; Slovinia; LJLJ; 31	N/A
London/Gatwick, England; EGKK; 8R/26L	N/A
London/Heathrow, England; EGLL; 9L/9R/27L/27R	N/A
London/Luton, England; EGGW; 8/26	N/A
London/Stansted; United Kingdom; EGSS; 4/22 (formerly 5/23)	N/A
Luxembourg; ELLX; 24	N/A
Madrid/Barajas; Spain; LEMD; 18L/18R/32L/32R	N/A
Manchester; United Kingdom; EGCC; 5L/23R	N/A
Milan/Linate; Italy; LIML; 36R	N/A
Milan/Malpensa; Italy; LIMC; 35L/35R	N/A
Moscow/Domodedovo; Russia; UUDD; 32R/14R	N/A
Moscow/Sheremetyevo; Russia; UUEE; 7R/25R	N/A
Munich/Munchen; Germany; EDDM; 8L/26R 8R/26L	N/A
Nagoya-Chubu/Centrair Intl; Japan; RJGG; 36	N/A
Nurnberg; Germany; EDDN; 28	N/A
Oslo/Gardermoen; Norway; ENGM; 01R/19R	N/A

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Foreign Airports and Runways Approved for CAT III Operations	
Airport Name/Identifier & Runway(s)	**Special Limitations**
Paris/Charles de Gaulle; France; LFPG; 8L/8R/9L/9R/ 26L/26R/27L/27R	N/A
Paris/Orly; France; LFPO; 6/26	N/A
Prague/Ruzyne; Czech Republic; LKPR; 24	N/A
Rome/Fiumicino; Italy; LIRF; 16R/16L	N/A
Saint Petersburg/Pulkovo; Russia; ULLI; 28R/10L	N/A
Santiago/Arturo Merino Benitez; Chile; SCEL; 17L	N/A
Sao Paulo/Guarulhos, Brazil; SBGR;	N/A
Seoul/Gimpo Intl; Korea; RKSS; 14R	N/A
Seoul/Incheon Intl; Korea; RKSI; 15L/15R/33L/33R 16/34	N/A
Sapporo/New Chitose; Japan; RJCC; 19R	N/A
Sofia; Bulgaria; LBSF; 27	N/A
Stockholm/Arlanda; Sweden; ESSA; 1L / 1R / 19L	N/A
Stuttgart; Germany; EDDS; 7/25	N/A
Tokyo/Narita Intl; Japan; RJAA; 16R	N/A
Toluca/Adolfo L Mateos Intl; Mexico; MMTO; 15	N/A
Torino/Caselle; Italy; LIMF; 36	N/A
Toronto/Lester B. Pearson Intl; Canada; CYYZ; 6L/5	N/A
Toulouse/Blagnac; France; LFBO; 14R	N/A
Vancouver B.C./Vancouver Intl; Canada; CYVR; 8L/26R	N/A
Venice/Venezia Tessera; Italy; LIPZ; 4R	N/A
Vienna/Schwechat; Austria; LOWW; 16/29	N/A
Zurich; Switzerland; LSZH; 14/16	N/A

i. CAT III Runway Restrictions. The certificate holder is authorized to conduct Part 97 CAT III IAP into the restricted U. S. facilities listed in Table 4 below:

Table 4

Runway and Aircraft Restrictions and Limiting Conditions for Part 97 CAT III Operations	
Airport Name/Identifier, Runway(s)	**Restrictions & Limitations**
Covington, KY (Cincinnati/Northern Kentucky); KCVG ---- RY 36C	N/A
Denver International, CO; KDEN ---- RY 34R	N/A
Nashville International, TN; KBNA ---- RY02L	N/A
Pittsburgh/Greater Pittsburgh Intl, PA; KPIT ---- RY10L	N/A
Pittsburgh/Greater Pittsburgh Intl, PA; KPIT ---- RY10R	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY16L	N/A
Seattle-Tacoma Intl, WA; KSEA ---- RY16C	N/A

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Runway and Aircraft Restrictions and Limiting Conditions for Part 97 CAT III Operations	
Airport Name/Identifier, Runway(s)	**Restrictions & Limitations**
Seattle-Tacoma Intl, WA; KSEA ---- RY16R	N/A

j. Maintenance. The certificate holder must maintain the aircraft and equipment listed in Table 1 in accordance with its approved Lower Landing Minimums (LLM) maintenance or inspection program.

k. Engine Inoperative Operations. The certificate holder is approved for engine inoperative CAT III operations using the aircraft and limitations specified in Table 5 below.

Table 5

Engine Inoperative CAT III Operations		
Airplane M/M/S	**Operational Authorization**	**Limitations**
	N/A	N/A

ABX Air CAT III Limitation. Fail Operational 600 RVR, 100ft. AH (Alert Height.)
ABX Air CAT III Limitation. Fail Passive 700 RVR, 50ft. DH (Decision Height.)
ABX Air CAT III Limitation. If the landing or roll out system degrades below Fail Passive, ABX Air will be limited to 1800 RVR and 200 DH.

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Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] SUPPORT INFO: Added Calagary, Alberta, Canada RWY 17L/35R
[2] EFFECTIVE DATE: 9/12/2014, [3] AMENDMENT #: 22
DATE: 2014.09.12 12:50:13 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.12 12:39:10 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C061 . Flight Control Guidance Systems for Automatic Landing Operations Other Than Categories II and III **HQ Control: 08/20/2002** **HQ Revision: 02a**

The certificate holder is authorized to conduct automatic approach and landing operations (other than Categories II and III) at suitably equipped airports. The certificate holder shall conduct all automatic approach and landing operations in accordance with the provisions of this paragraph.

a. Authorized Airplanes and Flight Control Guidance Systems. The certificate holder is authorized to conduct automatic approach and landing operations using the following aircraft and automatic flight control guidance systems.

Airplane Type M/M/S	Flight Control Guidance Systems	
	Manufacturer	Model
B-767-223	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.
B-767-232	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.
B-767-281	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.
B-767-338	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 452500-964 or 4052506-941.
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	IRS Model HG1050. Pegasus FMC Model 4052506-955.
B-767-383	Honeywell Dual FMS with Triple IRU.	IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.

b. Special Limitations.

(1) The certificate holder shall conduct all operations authorized by this paragraph in accordance with applicable Section of Title 14 Code of Federal Regulations and the airworthiness certification basis of the automatic flight control guidance system used.

(2) The certificate holder shall not conduct automatic landing operations to any runway using these systems, unless the certificate holder determines that the flight control guidance system being used permits safe automatically flown approaches and landings to be conducted at that runway.

(3) The certificate holder shall not conduct any operations authorized by this paragraph, unless the certificate holder's approved training program provides training in the equipment and special procedures to be used.

(4) Except when automatic approaches and landings are performed under the supervision of a properly qualified check airman, any pilot used by the certificate holder to conduct automatic approaches and landings must be qualified in accordance with the certificate holder's approved training program.

c. These operations may be conducted on any ILS facility but only in CAT I or better weather

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Operations Specifications

unless prior coordination with ATC was done by the certificate holder to ensure the protection of the critical areas.

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2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 12
DATE: 2014.09.23 16:23:48 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:52:06 -05:00

C063 . Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations

HQ Control: 01/06/2012
HQ Revision: 04a

a. The certificate holder is authorized to conduct IFR RNAV 1 and/or RNP 1 instrument departure procedures (DP); RNAV 1 and/or RNP 1 Standard Terminal Arrival Routes (STAR) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA) using approved RNAV systems to the airports and runways approved for such operations, and must conduct all such operations in accordance with the provisions of these operations specifications.

b. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct RNAV 1 and/or RNP 1 DPs, RNAV 1 and/or RNP 1 STARs, and TA operations as listed in Table 1 using the following eligible aircraft and RNAV systems installed and operational as required by the AFM, CFRs, the FAA compliance table, or this operations specification.

Table 1-Aircraft with RNAV Systems Eligible for RNAV 1 and/or RNP 1 DPs, RNAV 1 and/or RNP 1 STARs, and/or TAs

Airplane M/M/S	Compliant RNAV System(s) and Software			Authorization	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Version/Revision Number		
B-767-223	Honeywell Dual FMS (Non Pegasus) with Triple IRU input.	HG1050/4052500-962.	PS4052520-162 or later approved version.	RNAV 1/ RNP 1	N/A
B-767-232	Honeywell Dual FMS (Non Pegasus) with Triple IRU input.	HG1050/4052500-962.	PS4052520-162 or later approved version.	RNAV 1/ RNP 1	N/A
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	HG1050/4052506-955.	PS40883821-906 or later approved version.	RNAV 1/ RNP 1	N/A
B-767-281	Honeywell Dual FMS (Non Pegasus) with Triple IRU input.	HG1050/4052500-962.	PS4052520-162 or later approved version.	RNAV 1/ RNP 1	N/A
B-767-338	Honeywell Dual FMS (Non Pegasus) with Triple IRU input.	HG1050/4052500-964 or 4052506-941	PS4052520-964 or later approved version.	RNAV 1/ RNP 1	N/A
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU.	HG1050/4052506-955.	PS40883821-906 or later approved version.	RNAV 1/ RNP 1	N/A
B-767-383	Honeywell Dual FMS (Non Pegasus) with Triple IRU input.	HG1050/4052506-941	PS4052970-946 or later approved version.	RNAV 1/ RNP 1	N/A

c. The certificate holder must maintain the aircraft and equipment listed in Table 1 using an established maintenance program that addresses these RNAV requirements.

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d. Flightcrew Qualifications. Flightcrews must not conduct operations approved by this operations specification until qualified in accordance with the certificate holder's approved training program for RNAV 1 and/or RNP 1 DPs, RNAV 1 and/or RNP 1 STARs operations, and/or TAs.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 10
DATE: 2014.09.23 16:23:48 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:53:12 -05:00

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Operations Specifications

C064. Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower--Nonscheduled Passenger and All-Cargo Operations

HQ Control: 12/17/03
HQ Revision: 03a

The certificate holder is authorized to conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) terminal area IFR operations in Class G airspace or at airports without an operating control tower specified in accordance with the limitations and provisions of this paragraph. The certificate holder shall not conduct any other terminal area IFR operations under this operations specification.

a. The certificate holder is authorized to conduct these operations, provided that the certificate holder determines that:

(1) The airport is served by an authorized instrument approach procedure.

(2) The airport has an approved source of weather or in accordance with the provisions for conducting the flight under the eligible on-demand authorization.

(3) The airport has a suitable means for the pilot-in-command to acquire timely air traffic advisories and the status of airport services and facilities.

(4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

b. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower provided that at the time of any operation to that alternate or diversionary airport, the certificate holder determines that the provisions specified in subparagraphs a(1) through (4) are met.

c. Except as provided in operations specifications paragraph C077, all 14 CFR Part 135 turbojet and all Part 121 operations in the terminal area are conducted under instrument flight rules.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/ 2/ 2006 1:19:04 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 08/02/2006 Amendment Number: 5
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/ 27/ 2006 10:07:34 AM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 07/27/2006

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Operations Specifications

C067 . Special Authorizations, Provisions, and Limitations For Certain Airports

HQ Control: 11/15/2004
HQ Revision: 040

a. The certificate holder is authorized to conduct operations into the specific airports listed in Table 1 for such things as:

(1) Airports that may require special aircraft performance charts and equipment or required special lighting for airports—flare pots, RBI, or required special navigation and communications equipment, etc.,

(2) Airports that require a curfew notation

(3) Airports with unpaved runways or runways constructed on frozen lakes and rivers

(4) For Flag or Supplemental destination airports that do not have an available alternate in accordance with 14 CFR Section 121.621(a)(2) or 121.623(b) that are dispatched in accordance with the required fuel reserves set forth in Section 121.641(b) or 121.645(c) as applicable, may be listed along with any special provisions or limitations.

b. Uncertificated Airports.

(1) In accordance with Section 121.590 (c) and (e), a Part 121 certificate holder may be authorized to conduct passenger-carrying airplane operations into an airport (non-military) operated by the U.S. Government that is not certificated under Part 139 if those airports to be used:

(a) Meet the equivalent safety standards for airports certificated under Part 139, and

(b) Meet the equivalent airport classification requirements under Part 139 to serve the type airplanes to be operated and the type of operations to be conducted.

(2) Authorization to serve such airports may be granted by entering the location/identifier of each airport, and the M/M airplanes (if applicable) to be operated in Table 1:

(a) Certificate holders should obtain permission from the airport manager of non-military airports to operate at these airports in advance of the commencement of operations.

(b) This permission is not needed for operations at joint-use civil and military airports.

Note: Do not list airports from the Special Pilot-in-Command Qualification Airport list (OpSpec C050) when there is no additional prerequisite for the certificate holder beyond the requirements of 14 CFR Section 121.445.

Table 1 – Airports and Special Provisions

Airport Location/Identifier	Aircraft M/M (enter N/A if not	Special Provisions and Limitations and Special Flight Crewmember Training

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Airport Location/Identifier	Aircraft M/M (enter N/A if not applicable)	Special Provisions and Limitations and Special Flight Crewmember Training
	applicable)	
KRNO; RENO/TAHOE INTL, NV.	B767-223 B767-232 B767-281 B767-338 B767-383	The certificate holder is authorized to perform the Special LOC/DME-1 and Special Silver ILS approaches to RWY 16R as amended.
KRIV; RIVERSIDE/MARCH AFB, CA.	B767-223 B767-232 B767-281 B767-338 B767-383	The certificate holder is authorized in accordance with the provisions of 14 CFR, Part 121.590(a), to conduct all cargo operations into this airport (which is not certified under Part 139), provided that at the time of a particular operation, the airport meets the requirements of Part 121.117.
KCNW; WACO	B767-223 B767-232 B767-281 B767-338 B767-383	The certificate holder is authorized in accordance with the provisions of 14 CFR, Part 121.590(a), to conduct all cargo operations into this airport (which is not certified under Part 139), provided that at the time of a particular operation, the airport meets the requirements of Part 121.117.
KMHR; SACRAMENTO MATHER AIRPORT, CA	B767-223 B767-232 B767-281 B767-338 B767-383	The certificate holder is authorized in accordance with the provisions of 14 CFR, Part 121.590(a), to conduct all cargo operations into this airport (which is not certified under Part 139), provided that at the time of a particular operation, the airport meets the requirements of Part 121.117.
MUGM; GUANTANAMO (US NAVEL AIR BASE)	B767-223 B767-232 B767-281 B767-338 B767-383	Captains who've not previously operated into MUGM are required to receive an oral briefing by ABX Air Flight Management Personnel and review the GITMO briefing package found on the ABX Air Flight Department Web Site prior to initiating the flight. Landing on runway 10 must have GITMO west airspace available and active. Only Captains are authorized to make the approaches and departures. The fence line turn is not authorized. The certificate holder is authorized in accordance with the provisions of 14 CFR, Part 121.590(a), to conduct all cargo operations into this airport (which is not certified under Part 139), provided that at the time of a particular operation, the airport meets the requirements of Part 121.117.

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1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2012.04.13 14:16:26 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 04/13/2012 Amendment Number: 13
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

2012.04.13 13:49:17 Central Daylight Time
Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/13/2012

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

C068. Noise Abatement Departure Profiles

HQ Control: 9/3/99
HQ Revision: 01b

The certificate holder is authorized to conduct noise abatement departure profile (NADP) operations in accordance with the provisions of this paragraph and the procedures in the certificate holder's manuals. The certificate holder shall use the approved NADP's for its turbojet airplanes, having a maximum certificated takeoff gross weight of more that 75,000 pounds, operating from a noise sensitive airport within the United States. The certificate holder shall conduct all NADP's in accordance with the restrictions and limitations specified in this paragraph and shall not conduct any other noise abatement departure profile operations. For the purpose of these operations specifications, NADP's shall be limited, for any airplane type at any one time, to a maximum of two profiles: (1) Close-In NADP operations; and/or (2) Distant NADP operations. Only one NADP can be designated for each runway at each airport. The certificate holder's NADP's must meet the following criteria:

a. For Each NADP, the certificate holder shall specify the altitude above the field elevation (AFE) at which thrust reduction from takeoff thrust (Close-In Profile) or airplane configuration change (Distant Profile), excluding gear retraction, is initiated.

b. Close-In NADP: The certificate holder shall use the following NADP criteria for individual airplane types intended to provide noise reduction for noise sensitive areas located in close proximity to the departure end of the runway:

(1) Initiate thrust cutback at an altitude of no less than 800 feet AFE and prior to initiation of flaps or slats retraction.

(2) The thrust cutback may be made by manual throttle reduction or by approved automatic means. The automatic means may be armed prior to takeoff for cutback at or above 800 feet AFE or may be pilot initiated at or above 800 feet AFE.

(3) For airplanes without an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, the takeoff path engine-inoperative climb gradients specified in 14 CFR Section 25.111(c)(3) in the event of an engine failure.

(4) For airplanes with an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, a takeoff path engine-inoperative climb gradient of zero percent, provided that the automatic thrust restoration system will, at a minimum, restore sufficient thrust to maintain the takeoff path engine-inoperative climb gradients specified in Section 25.111(c)(3) in the event of an engine failure.

(5) During the thrust reduction, coordinate the pitchover rate and thrust reduction to provide a decrease in pitch consistent with allowing indicated airspeed to decay to no more than 5 knots below the all-engine target climb speed, and in no case to less than V_2 for the airplane configuration. For automated throttle systems, acceptable speed tolerances can be found in AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes.

(6) Maintain the speed and thrust criteria as described in steps b(3) through b(5) to 3,000 feet AFE or above, or until the airplane has been fully transitioned to the en-route climb configuration (whichever occurs first), then transition to normal en-route climb procedures.

c. Distant NADP: The certificate holder shall use the following NADP criteria for individual airplane types intended to provide noise reduction for all other noise sensitive areas.

(1) Initiate flaps/slats retraction prior to thrust cutback initiation. Thrust cutback is initiated at an altitude no less than 800 feet AFE.

(2) The thrust cutback may be made by manual throttle reduction or by approved automatic means. The automatic means may be armed prior to takeoff for cutback at or above 800 feet AFE or may be pilot-initiated at or above 800 feet AFE.

(3) For airplanes without an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, the takeoff path engine-inoperative climb gradients specified in Section 25.111(c)(3) in the event of an engine failure.

(4) For airplanes with an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, a takeoff path engine-inoperative climb gradient of zero percent, provided that the automatic thrust restoration system will, at a minimum, restore sufficient thrust to maintain the takeoff path engine-inoperative climb gradients specified in Section 25.111(c)(3) in the event of an engine failure.

(5) During the thrust reduction, coordinate the pitchover rate and thrust reduction to provide a decrease in pitch consistent with allowing indicated airspeed to decay to no more than 5 knots below the all-engine target climb speed, and in no case to less than V_2 for the airplane configuration. For automated throttle systems, acceptable speed tolerances can be found in AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes.

(6) Maintain the speed and thrust criteria as described in steps c(3) through c(5) to 3,000 feet AFE or above, or until the airplane has been fully transitioned to the en route climb configuration (whichever occurs first), then transition to normal en route climb procedures.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/ 2/ 2006 1:19:28 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 08/02/2006 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/ 27/ 2006 10:09:19 AM
Gunning, Rex S.
Manager, Flt Tech. Trng & Compliance Date: 07/27/2006

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C071 . Autopilot Minimum Use Altitudes/Heights (MUH) **HQ Control: 02/03/2014**
HQ Revision: 010

a. The certificate holder is authorized to use autopilot minimum use altitudes/heights (MUH) in accordance with 14 CFR Part 121, § 121.579 and the limitations and provisions of this operations specification.

b. Approved Airplanes and Equipment. The certificate holder is authorized to operate with the approved airplanes and autopilot systems listed in Table 1 at the associated MUHs. Airplanes with the same M/M/S, but equipped with a different autopilot model/version must be listed separately.

c. MUHs. Takeoff/initial climb and go-around/missed approach altitudes/heights are minimum engagement altitudes/heights. Enroute and Approach MUHs are autopilot disengage altitudes/heights. These altitudes/heights must be listed in Table 1 for each individual phase of flight. The altitudes/heights listed in Table 1 are above airport elevation, terrain or touchdown zone elevation (TDZE) unless associated with a DA/H or MDA. If a height is not specified in the Airplane Flight Manual (AFM), AFM Supplement or designated by the Administrator, a minimum altitude/height will be indicated in Table 1. These are: Takeoff/Initial Climb; 500ft., Enroute; 500 ft., and Approach; MDA/DA/H minus 50 ft. An altitude/height determined by the Administrator will be annotated with the acronym FAA next to the number (e.g., 150 ft. (FAA)).

Table 1 - Approved Airplanes, Equipment and MUHs

Airplane Type (M/M/S)	Autopilot Manufacturer	Autopilot Model/Version	Minimum Use Heights/Altitudes (feet)		
			Takeoff/Initial Climb	Enroute	Approach
B-767-223	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	ILS Approach, 50 ft above TDZE. (see paragraph d.)
B-767-223	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	Non Precision approach, DA/MDH or MDA minus 50 ft.
B-767-232	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	ILS Approach, 50 ft above TDZE. (see paragraph d.)
B-767-232	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	Non Precision approach, DA/MDH or MDA minus 50 ft.
B-767-281	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	ILS Approach, 50 ft above TDZE. (see paragraph d.)
B-767-281	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	Non Precision approach, DA/MDH or MDA minus 50 ft.
B-767-338	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	ILS Approach, 50 ft above TDZE. (see paragraph d.)
B-767-338	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	Non Precision approach, DA/MDH or MDA minus 50 ft.
B-767-383	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	ILS Approach, 50 ft above TDZE. (see paragraph d.)

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Airplane Type (M/M/S)	Autopilot Manufacturer	Autopilot Model/Version	Minimum Use Heights/Altitudes (feet)		
			Takeoff/Initial Climb	Enroute	Approach
B-767-383	Rockwell Collins	FCC-701, FCC-702, FCC-703	400 ft AGL	500 ft AGL	Non Precision approach, DA/MDH or MDA minus 50 ft.

d. Limitations and Provisions. Operations specification C071 does not replace or override operations specifications C059, C060 or C061.

(1) Operations. The certificate holder must not engage the autopilot unless the autopilot system is fully operational. The certificate holder must conduct operations in accordance with the airworthiness certification of the autopilot system.

(2) Airworthiness. The certificate holder must maintain the airplanes and equipment listed in Table 1.

e. Required Training. The flightcrew must have successfully completed the certificate holder's approved training program curriculum on the equipment and instrument approach procedures (IAP) to be used.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Lawrence C. Ward on behalf of Ryan, Patrick M., Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 8/19/2014, [2] AMENDMENT #: 0
DATE: 2014.08.19 14:43:46 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.08.19 11:02:39 -05:00

C073 . Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)

HQ Control: 12/11/2013

HQ Revision: 050

a. The certificate holder is authorized to use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach (NPA). The certificate holder will use operations specification C073 in conjunction with operations specification C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The certificate holder is authorized to conduct instrument approach operations using the following aircraft and area navigation (RNAV) systems certified for these VNAV operations as listed in Table 1 below.

Table 1 - Authorized Aircraft and Equipment

Airplane Type (M/M/S)	Area Navigation System (Model/Version)	Remarks
B-767-223	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	See Note (1)
B-767-232	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	See Note (1)
B-767-232	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	See Note (1)
B-767-281	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052500-962.	See Note (1)
B-767-338	Honeywell Dual FMS with Triple IRU.IRS Model HG1050. (Non Pegasus) FMC Model 4052500-964 or 4052506-941.	See Note (1)
B-767-338	Aircraft equiped with Honeywell Dual FMS and (Pegasus) FMC Multi Mode GPS receiver and triple IRU. IRS Model HG1050. Pegasus FMC Model 4052506-955.	See Note (1)
B-767-383	Honeywell Dual FMS with Triple IRU. IRS Model HG1050. (Non Pegasus) FMC Model 4052506-941.	See Note (1)

b. Public Vertically Guided Instrument Approach Procedure (IAP) Assessment. Obstacle clearance surface (OCS) assessments protect the instrument procedure, including the missed approach. Glidepath qualification surface (GQS) assessments protect the landing area and are accomplished on 14 CFR Part 97 IAPs with a published DA/DH. These approaches conform to the U.S. standard for Terminal Instrument Procedures (TERPS) and include instrument landing system (ILS), Ground Based Augmentation System (GBAS) Landing System (GLS), RNAV Required Navigation Performance (RNP) and RNAV Global Positioning System (GPS) IAPs with a localizer performance with vertical guidance (LPV) DA and/or lateral navigation (LNAV)/VNAV DA.

NOTE : The use of MDA as a DA/DH does not ensure obstacle clearance from the MDA to the landing runway. The certificate holder must see and avoid obstacles between the MDA and the runway when 14 CFR part 91, § 91.175 requirements are met and the approach is continued below the MDA for landing.

c. Authorized Approaches. The certificate holder may fly all Part 97 nonprecision straight-in IAPs listed as authorized in their C052, Table 1, columns 1 and 2 using an MDA as a DA/DH if the approach meets one of the following requirements and its subcomponents:

(1) Serves a runway that has a published RNAV IAP ("RNAV (GPS)", "RNAV (RNP)" or "GPS" in the title) with a published LNAV/VNAV or RNP DA and:

(a) Has the exact published final approach course as the RNAV IAP.

(b) Has a published vertical descent angle (VDA) coincident with or higher than the barometric vertical guidance (glide slope(GS)) on the published RNAV IAP.

(i) A published VDA is not required when using the LNAV minima line on an RNAV approach that has a published LPV and/or LNAV/VNAV DA. Use the published GS. The VNAV path must be at or above all stepdown fixes.

(c) Is selected from an approved and current database and the flight management system (FMS) displays a final approach Flight Path Angle (FPA) in tenths or hundredths. The displayed FPA may have a maximum difference of minus .04 degrees from the IAP VDA or GS. The displayed FPA may always be rounded up to the next tenth. The range for a given FPA will be 2.9 to 3.0, 3.1 to 3.2, 3.2 to 3.3, 4.0 to 4.1, etc. This applies to systems that display the FPA in tenths or hundredths.

NOTE : Aircraft without an FMS FPA display meeting previous AC 20-129 criteria may have been approved for LNA/VNAV approaches using barometric vertical navigation (baro-VNAV). The certificate holder currently approved C073, using AC 20-129 criteria, may continue C073 operations.

(2) Serves a runway that has a published ILS, GLS, or RNP IAP with LPV minima and:

(a) Has the exact published final approach course as the ILS, GLS, or RNP IAP.

(b) Has a published VDA coincident with or higher than the electronic GS on the published ILS, GLS, or RNP IAP.

(i) A published VDA is not required on a LOC-only approach when the ILS GS is out of service. Use the published GS. The VNAV path must be at or above all stepdown fixes.

(ii) A published VDA is not required when using LNAV minima on an RNAV approach that has a published LPV or LNAV/VNAV DA. Use the published GS. The VNAV path must be at or above all stepdown fixes.

(c) Is selected from an approved and current database and the FMS displays a final approach FPA in tenths or hundredths. The displayed FPA may have a maximum difference of minus .04 degrees from the IAP VDA or GS. The displayed FPA may always be rounded up to the next tenth. The range for a given FPA will be 2.9 to 3.0, 3.1 to 3.2, 3.2 to 3.3, 4.0 to 4.1, etc. This applies to systems that display the FPA in tenths or hundredths.

NOTE : Aircraft without an FMS FPA display meeting previous AC 20-129 criteria may have been approved for LNA/VNAV approaches using baro-VNAV. The certificate holder currently approved C073, using AC 20-129 criteria, may continue C073 operations.

(3) Serves a runway to an airport operating under 14 CFR Part 139 with a Visual Glide Slope Indicator (VGSI).

(a) The VDA or GS on the published final approach course must be coincident with or higher than the published VGSI descent angle.

(b) The published final approach course is within plus or minus 4 degrees of the runway centerline (RCL) course.

d. VNAV Path Angle. The VNAV path angle must be greater than 2.75 and less than 3.77 degrees for Category A, B, and C aircraft, and greater than 2.75 and less than 3.50 degrees for Category D/E aircraft.

e. Operational Restriction. The certificate holder will not use an MDA as a DA/DH if the requirements specified in this operations specification are not met. The certificate holder may use a continuous descent final approach (CDFA), but will begin the missed approach at an altitude above the MDA that will not allow the aircraft to descend below the MDA.

f. Required Training. Flightcrews must be trained in accordance with the certificate holder's approved training program for the navigation system and instrument procedure being used before conducting any operations authorized by this operations specification.

Note (1)
Outside the United States, the operator must first check with the state's AIP to determine if this procedure is allowed in a particular country. It is the responsibility of the operator to obtain current AIP information and perform best practices for that country. This AIP information is contained within the Jeppesen service ABX Air subscribes to.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Patrick M Ryan, Principal Operations Inspector (GL23)
[1] EFFECTIVE DATE: 9/23/2014, [2] AMENDMENT #: 5
DATE: 2014.09.23 16:23:48 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Rex S Gunning
DATE: 2014.09.23 11:54:12 -05:00

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C075 . Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver

HQ Control: 04/27/2001
HQ Revision: 020

The certificate holder is authorized Category (CAT) I IFR landing minimums for circle-to-land approach maneuvers in accordance with the limitations and provisions of this operations specification.

a. The lowest authorized IFR landing minimum for instrument approaches, which require a circle-to-land maneuver to the runway of intended landing, shall be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circle-to-land maneuver.

b. Aircraft operating under IFR during all circle-to-land maneuvers are required to remain clear of clouds. If visual reference to the airport 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.

c. All Certificate Holders- Training and Checking Provided. If the certificate holder provides training and checking the following subparagraphs c(1) through c(3) apply.

(1) The certificate holder shall use the highest of the following landing minimums for an instrument approach that requires a circle-to-land maneuver to align the aircraft with the runway of intended landing when a straight-in landing from an instrument approach is not possible or is not desirable:

(a) The circling landing minimum specified by the applicable instrument approach procedure, or

(b) A landing minimum specified in the following table.

Speed Category	HAA	Visibility in Statute Miles
Less than 91 kts	350’	1
91 to 120 kts	450’	1
121 to 140 kts	450’	1½
141 to 165 kts	550’	2
Above 165 kts	1000’	3

(2) The certificate holder shall conduct authorized circle to land maneuvers using only pilots who:

(a) Are not required by a pilot certificate restriction to conduct circling approaches in VMC conditions only; and,

(b) Have successfully completed an approved training program (if required) and a proficiency check for the circle-to-land maneuver. The training program must specifically include the circle-to-land maneuver. Satisfactory completion of an Advanced Qualification Program (AQP) validation of the circle-to-land maneuver satisfies this requirement.

(3) The certificate holder is authorized to use the following aircraft to conduct circle-to-land maneuvers when training and checking are provided (if none are authorized, enter N/A):

Table 1

Aircraft Make/Model/Series
NA

d. Part 121 Certificate Holders Only- When Pilot Flight Training and Flight Checking Are NOT Provided. The Part 121 certificate holder is authorized to conduct a circle-to-land maneuver without providing pilot training and checking. The following subparagraphs d(1) through d(3) shall apply:

(1) The Part 121 certificate holder is authorized to conduct a circle-to-land maneuver without providing pilot training and checking when:

(a) The reported ceiling is at least 1,000 feet and the visibility is at least 3 statute miles; or

(b) The reported weather is at least equal to the charted circling landing minimums for the approach to be used, whichever is higher.

(2) When pilot training and checking are not provided, the Part 121 certificate holder shall use a Minimum Descent Altitude (MDA) of 1,000 feet (HAA) or the MDA of the charted circling landing minimums for the approach to be used, whichever is higher.

(3) The Part 121 certificate holder is authorized to use the following aircraft to conduct circle-to-land maneuvers without providing pilot training and checking (if none are authorized, enter N/A):

Table 2

Aircraft Make/Model/Series
B-767-223
B-767-232
B-767-281
B-767-383
B-767-338

e. If Foreign Airports are Authorized. The following special limitations and provisions for instrument approach procedures apply at foreign airports.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision, precision-like (other than ILS, MLS, or GLS), and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA (H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this operations specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR section 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) Touchdown zone, touchdown zone markings, or touchdown zone lights.

(e) Visual glidepath indicator (such as VASI or PAPI).

(f) Runway-end identifier lights.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

2012.04.13 14:17:53 Central Daylight Time
Location: WebOPSS
Digitally signed by Patrick M Ryan,
Principal Operations Inspector (GL23)

4. Date Approval is effective: 04/13/2012 Amendment Number: 5
5. I hereby accept and receive the Operations Specifications in this paragraph.

Gunning, Rex S., Manager, Flight Operations Compliance

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Location: WebOPSS
Digitally signed by Rex S Gunning on behalf of
Gunning, Rex S., Manager, Flight Operations
Compliance

Date: 04/13/2012

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

C077. Terminal Visual Flight Rules, Limitations, and Provisions **HQ Control: 05/12/08** **HQ Revision: 020**

a. Except as provided in this paragraph, Title 14 Code of Federal Regulations (CFR) Part 93, SFAR 50-2, SFAR 71, paragraph B051, and paragraph B052 when issued, the certificate holder shall operate all flights conducted under the provisions of Title 14 CFR Part 121 turbojet operations, within the areas listed in paragraph B050 of these operations specifications in accordance with instrument flight rules (IFR). The certificate holder is authorized to conduct terminal area operations according to the following provisions and limitations.

b. Terminal arrival IFR - Visual approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may accept a visual approach or a CVFP provided all the following conditions exist. The flightcrew may not accept a visual approach or a CVFP unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D airspace, within 35 miles of the destination airport in Class E airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an Air Traffic Control (ATC) facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in Section 91.155.

(4) For a visual approach without a CVFP - The flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions and weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in Section 91.155, but not lower than a visibility of three miles and reported ceiling must be 1,000 feet or greater, or

(b) When in the terminal area with the reported visibility not lower than three miles and ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing, and

(c) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in Section 91.129, 91.130, or 91.131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP - The flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in Section 121.649 in uncontrolled airspace.

c. Terminal arrival VFR. If operating under the VFR en route provisions of B051 or if canceling an IFR flight plan, the flightcrew may operate under VFR in the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) All of the following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility must be as specified in Section 91.155, but not lower than the visibility criteria specified in Section 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in Section 91.155.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in Section 91.129, 91.130, or 91.131, as applicable for the airspace class in which the flight is operated.

(2) In addition the conditions in one of the following subparagraphs must be met:

(a) Controlled airports. The flight is operated within Class B, C, or D airspace, or within 10 miles of the destination airport in Class E airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.

(b) Uncontrolled airports. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 nautical miles (nm) of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under Section 121.657, Section 91.119, or those prescribed in the charted visual procedure, whichever are higher, apply.

d. Terminal departures VFR. At airports which do not have operating ATC facilities and it is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, the flight may takeoff and depart under VFR provided all the following conditions exist. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility must be as specified in Section 91.155, but not lower than the visibility criteria specified in Section 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in Section 91.155, and have visual reference with the ground or visual contact with a landmark when referenced in a published procedure to be followed for the airport.

(d) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in Section 91.129, 91.130, or 91.131, as applicable for the airspace class in which the flight is operated.

(2) The flight remains in VMC at all times while operating under VFR.

(3) Unless operating under certain en route provisions of Part 93, SFAR 50-2, SFAR 71, paragraph B051, and paragraph B052, the flightcrew must obtain an IFR clearance as soon as practical after takeoff, but under no circumstances farther than 50 nautical miles from the departure airport.

(4) If there is a question that the weather conditions at the time of takeoff may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under Section 121.657, Section 91.119, or those prescribed in the authorized visual procedure, whichever are higher, apply.

e. Terminal departures IFR. The flightcrew must comply with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport. The flightcrew may accept an IFR clearance containing a clearance for a VMC takeoff and climb out to a specified point in the clearance, if the limitations and provisions of subparagraph f. of this operations specification are met.

f. Special Limitations and Provisions for Visual Flight Rules. All VFR operations authorized by this operations specification shall be conducted in accordance with the following limitations and provisions.

(1) The certificate holder must identify obstacles and use airport obstacle data which ensures that the performance requirements of Subpart I of Part 121 are met.

(2) The weather conditions must allow the flightcrew sufficient seeing conditions to identify and avoid obstacles and safely maneuver using external visual references and to maintain minimum altitudes.

g. Guantanamo Bay NS Turbojet Operations. Notwithstanding the requirements of operations specification paragraphs B051 and C077, the certificate holder is authorized to operate its turbojet aircraft VFR en route inbound to or outbound from Guantanamo Bay NS while in the Havana FIR in accordance with current ATC routings.

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 6/ 13/ 2008 2:21:26 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 06/13/2008 Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 6/ 13/ 2008 11:43:42 AM
Gunning, Rex S.
Director, Flt Tech. Tmg & Compliance Date: 06/13/2008

C078. IFR Lower Than Standard Takeoff Minima, 14 CFR Part 121 Airplane Operations - All Airports

HQ Control: 04/25/08
HQ Revision: 050

a. The certificate holder is authorized to use lower than standard takeoff minima in accordance with the limitations and provisions of this operations specification and operations specification C056.

b. Runway Visual Range (RVR) Requirements. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway as follows:

(1) For operations at or above RVR 1600 (500m):

(a) The touchdown zone (TDZ) RVR report, if available, is controlling.

(b) The mid RVR report may be substituted for an unavailable TDZ report.

(2) For operations below RVR 1600 (500m):

(a) A minimum of two operative RVR reporting systems are required.

(b) All available RVR reports are controlling.

NOTE: Extremely long runways (e.g., DEN 16R) utilize four RVR sensors: TDZ, mid, rollout, and far-end. When a fourth far-end RVR value is reported, it is not controlling and is not to be used as one of the two required operative RVR systems.

c. Lower Than Standard Takeoff Minima. When takeoff minima are equal to or less than the applicable standard takeoff minima, the certificate holder is authorized to use the lower than standard takeoff minima described in this operations specification.

d. TDZ RVR 1600 (500m) (beginning of takeoff roll) or visibility or Runway Visibility Value (RVV) ¼ statute mile, provided one of the following visual aids listed in d.(1) – (4) is available:

(1) High intensity runway lights (HIRL).

(2) Operative runway centerline (CL) lights.

(3) Serviceable runway centerline marking (RCLM).

(4) In circumstances when none of the above visual aids are available, visibility or RVV ¼ statute mile may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff roll.

e. The certificate holder is authorized to conduct operations using the lowest RVR authorized in Table 1 below based on the applicable criteria in this operations specification.

Table 1 – Lowest Authorized Takeoff RVR

Lowest Authorized RVR	Minimum Runway Requirements	Other Limitations and Provisions
RVR 600 - TDZ / 600 - Mid / 600 - RO (175m)	HIRL and CL Lights	N/A

NOTE: For operations below RVR 1600 (500m), a minimum of two operative RVR reporting systems are required. All available RVR reports are controlling, except a far-end RVR report, which is advisory only.

f. The certificate holder authorizations listed in Table 1 above are dependent upon the following criteria:

(1) TDZ RVR 1200 (350m) (beginning of takeoff roll), mid-RVR 1200 (350m) (if installed) and rollout RVR 1000 (300m), if authorized, may be used provided RVR equipment and one of the following visual aids combinations are available:

(a) Daylight Hours. Serviceable RCLM or HIRL or operative CL lights.

(b) Night Time Hours. HIRL or operative runway CL lights.

(2) TDZ RVR 1000 (300m) (beginning of takeoff roll), mid-RVR 1000 (300m) (if installed) and rollout RVR 1000 (300m), if authorized, may be used provided RVR equipment and one of the following visual aids combinations are available:

(a) Operative runway CL lights, OR

(b) HIRL and serviceable RCLM.

(3) TDZ RVR 600 (175m) (beginning of takeoff roll), mid-RVR 600 (175m) (if installed), and rollout RVR 600 (175m), or TDZ RVR 500 (150m) (beginning of takeoff roll), mid-RVR 500 (150m) (if installed), and rollout RVR 500 (150m), if authorized, may be used provided RVR equipment and ALL of the following visual aids are available.

(a) HIRL.

(b) Operative runway CL lights.

g. Approved Head Up Display (HUD) Takeoff Guidance Systems Minima. The certificate holder is authorized to use takeoff minima of TDZ RVR 300 (75m), mid-RVR 300 (75m), and rollout RVR 300 (75m) for the HUD systems installed in airplanes as listed in Table 2 below (RVR 300 (75m) is the lowest minima that can be authorized using a HUD) provided ALL of the following requirements are met:

(1) The certificate holder shall conduct no takeoffs using these takeoff minima apart from using the HUD System.

(2) Special provisions and limitations for the authorization to use the HUD for takeoff:

(a) Operative HIRL.

(b) Operative runway CL lights.

(c) Front course guidance must be displayed from a localizer that provides CAT III rollout guidance as indicated by a III/E/4 facility classification.

(d) The crosswind component on the takeoff runway is less than the airplane flight manual's crosswind limitation, or 15 knots, whichever is more restrictive.

(e) Operations using the minima in Table 2 below shall be conducted to runways that are accessible by taxi routings which have operative taxiway centerline lighting that meets U.S. or ICAO criteria for CAT III operations, or other taxiway guidance systems approved for these operations. This taxiway guidance requirement is not applicable when operating in conditions that are at or above the certificate holder's approved takeoff minima as depicted in Table 1 above.

Table 2 – Approved Head Up Display Systems, Airplanes, and RVR

Airplane M/M/S	HUD System	Lowest RVR Authorized	Additional Limitations and Provisions
N/A	N/A	N/A	N/A

h. Training and Qualification. The flightcrew must have completed the certificate holder's approved training for the lower than standard takeoff and be qualified in their respective crew positions for the applicable takeoff RVR minima authorized.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 6/ 13/ 2008 2:22:00 PM
Innes, Ted E.
Principal Operations Inspector

4. Date Approval is effective: 06/13/2008 Amendment Number: 9
5. I hereby accept and receive the Operations Specifications in this paragraph.

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Gunning, Rex S.
Director, Flt Tech. Tmg & Compliance Date: 06/13/2008

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

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Part D

D086 . Maintenance Program Authorization for Two-Engine Airplanes Used in Extended-Range Operation

HQ Control: 09/22/2004
HQ Revision: 030

The certificate holder is authorized to use the airplanes listed in Table 1 below for extended-range operations subject to the conditions and limitations of these operations specifications.

Table 1

Registration No.	Airplane M/M/S	Maximum Diversion Time In Minutes
N315AA	B-767-223	180
N317CM	B-767-338	180
N362CM	B-767-338	180
N363CM	B-767-338	180
N364CM	B-767-338	180
N219CY	B-767-383	180
N220CY	B-767-383	180

a. A separate reliability reporting system must be established for the extended-range fleet.

b. The certificate holder shall continually assess the propulsion and airframe systems reliability within the extended-range fleet in accordance with the programs identified in Table 2.

Table 2

Airplane M/M/S	Program Name	Program Number	Program Date	Powerplant M/M/S	Program Name	Program Number	Program Date
B-767-223	Reliability Analysis and Maintenance Planning Program (RAMP) Special Operations Manual, Chapter 01, Original dated 12/30/2013	Document No. 80-81	05/27/2014	GE CF6-80A	Reliability Analysis and Maintenance Planning Program (RAMP) Special Operations Manual, Chapter 01, Original dated 12/30/2013	Document No. 80-81	05/27/2014
B-767-338	Reliability Analysis and Maintenance Planning Program (RAMP) Special Operations Manual, Chapter 01, Original dated 12/30/2013	Document No. 80-81	05/27/2014	GE CF6-80C2	Reliability Analysis and Maintenance Planning Program (RAMP) Special Operations Manual, Chapter 01, Original dated 12/30/2013	Document No. 80-81	05/27/2014
B-767-383	Reliability Analysis and Maintenance Planning Program (RAMP) Special Operations Manual, Chapter 01, Original dated 12/30/2013	Document No. 80-81	05/27/2014	P&W 4060	Reliability Analysis and Maintenance Planning Program (RAMP) Special Operations Manual, Chapter 01, Original dated 12/30/2013	Document No. 80-81	05/27/2014

c. Items controlled by these programs shall be identified in the certificate holder's manual.

d. The airplanes must meet all requirements for basic configuration, maintenance, and procedures (CMP) for extended-range operations; as specified in the manufacturer's document or applicable FAA-approved configuration, maintenance and procedures document identified in Table 3.

Table 3

Airplane M/M/S	Powerplant M/M/S	FAA-Approved CMP Document Name/Number	Document Date	FAA-Approved Amendment No.
B-767-223	GE CF6-80A	Boeing D6T11604	04/30/1985	Revision AD 08/30/2013
B-767-338	GE CF6-80C2	Boeing D6T11604	04/30/1985	Revision AD 08/30/2013
B-767-383	P&W 4060	Boeing D6T11604	04/30/1985	Revision AD 08/30/2013

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by Alan J Wilkinson, Principal Maintenance Inspector (GL23)
[1] SUPPORT INFO: Updated RAMP Manual Revision Status
[2] EFFECTIVE DATE: 7/10/2014, [3] AMENDMENT #: 20
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3. I hereby accept and receive the Operations Specifications in this paragraph.

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[1] SUPPORT INFO: updated RAMP revision and dates
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