Table of Contents

Part A

Table of Contents

Part B

Table of Contents

Part C

A001 . Issuance and Applicability, and Reports

HQ Control: 06/03/2011
HQ Revision: 050

a. These operations specifications are issued to ETIHAD AIRWAYS (hereinafter, the "foreign air carrier"). The foreign air carrier's addresses:

Primary Business:
P.O. Box 35566
Khalifa City A
Abu Dhabi, United Arab
Emirates
35566

Mailing Address:
P.O. Box 35566
Khalifa City A
Abu Dhabi, United Arab
Emirates
35566

The foreign air carrier is the holder of the following:

State of the Operator (Country)	State of the Operator Air Operator Certificate (Identification)	DOT Economic Authority (Type)	DOT Economic Authority (Expiration)
UNITED ARAB EMIRATES	AC03	Foreign Air Carrier Exemption	N/A

b. The foreign air carrier must conduct each operation within the United States in accordance with its air operator certificate (AOC) and its associated operations specifications, and in accordance with these FAA-issued foreign operations specifications.

(1) The holder of these operations specifications will conduct foreign air carrier operations in common carriage in the United States pursuant to the applicable requirements, including provisions of 14 CFR Parts 91 and 129; 49 CFR Part 175; any other applicable regulations and laws of the United States; and Annex 1, Annex 6, Parts I and III, and Annex 8, Part II, Chapters 3 and 4, to the Convention on International Civil Aviation, as applicable. Additionally, foreign air carriers operating U.S.-registered aircraft must ensure that flightcrew members comply with 14 CFR Part 61, § 61.3.

(2) At all times the foreign air carrier must: have an appropriate security program, as required by the Transportation Security Administration (TSA); be in possession of a valid AOC; and comply with the terms and conditions of its appropriate DOT economic authority; otherwise, these operations specifications shall become void and must be surrendered at the request of the FAA.

(3) The foreign air carrier may conduct both scheduled and nonscheduled operations within the United States using regular terminal and alternate airports that the carrier has determined to be operationally suitable.

c. The foreign air carrier must use only the business name, that appears on the operations specifications for those operations described in subparagraph b.

d. The foreign air carrier must use only the official business name or a name authorized by the DOT, as shown in these operations specifications, in the conduct of foreign air transportation within the United States.

e. The foreign air carrier is limited to operating within the United States in the geographical areas of operations shown below.

Authorized Geographic Areas of Operation
USA - The 48 contiguous United States and the District of Columbia

f. All radio communications with the ATC system of the United States must use the appropriate call sign, as indicated in International Civil Aviation Organization (ICAO) Document 8585, or FAA Order JO 7340.2.

Authorized Radio Call Sign	ICAO 3-Letter Identifier
ETIHAD	ETD

g. If there are changes to any information in these FAA-issued operations specifications or to the basis upon which these operations specifications have been issued (e.g. foreign air carrier (company) ownership information), the foreign air carrier must notify the responsible Flight Standards District Office (FSDO) in a form and manner acceptable to the FAA.

(1) For scheduled operations, the foreign air carrier must use the following airports:

Airports to be used for Scheduled Operations				
Regular Terminal	Alternate	Alternate	Alternate	Technical /Refueling Stop
KJFK	KEWR	KBOS	KDTW	
KORD	KIND	KDTW	KMSP	
KIAD	KBWI	KJFK	KBOS	

(2) If the foreign air carrier plans on conducting a non-scheduled flight other than a Special Interest Flight, the air carrier shall provide the responsible FSDO with advance written notice (including by facsimile, e-mail, or paper document) of the operation. For urgent situations, a telephone notification to the responsible FSDO may be used with a written notice sent as soon as possible.

(3) The foreign air carrier must provide prior notification of any wet lease or interchange operations conducted by the foreign air carrier to, from, or within the United States on behalf of other air carriers.

(4) The foreign air carrier must provide additional reports and notifications, (e.g., the schedule and frequency of flights) *when requested by the FAA*.

h. Responsible FSDO:
EA15 - New York (NYC)

US Post Office Mailing Address	Overnight Package Delivery Address
Federal Aviation Administration	Federal Aviation Administration

US Post Office Mailing Address	Overnight Package Delivery Address
New York International Field Office 1 Aviation Plaza, Room 504 Jamaica, NY 11434	New York International Field Office 159-30 Rockaway Blvd. Room 504 Jamaica, NY 11434

FAA Principal Inspector(s) Name/Title	Phone Number	Fax Number	E-mail Address
Castracane, Luciano L Principal Avionics Inspector	718-995-5450/5464	718-995-5496	luciano.castracane@faa.gov
Siegel, Harvey D. Principal Operations Inspector	718-995-5450/5453	718-995-5496	harvey.siegel@faa.gov

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

2012.05.08 08:28:57 Central Daylight Time
Location: WebOPSS
Digitally signed by Harvey D Siegel,
Principal Operations Inspector (EA15)

4. Date Approval is effective: 05/01/2012 Amendment Number: 6

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

Holland, Jordan, Head of Operations Planning

2012.05.01 03:27:43 Central Daylight Time
Location: WebOPSS
Digitally signed by Jordan P Holland on behalf of
Holland, Jordan, Head of Operations Planning

Date: 05/01/2012

الإتحاد
ETIHAD
CERTIFIED
TRUE COPY
Quality Assurance

A002 . Definitions and Abbreviations

HQ Control: 05/30/2003
HQ Revision: 020

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in the Federal Aviation Regulations and in Title 49, Subtitle VII, United States Code, as amended. Additionally, the definitions listed below are applicable to operations conducted in accordance with these operations specifications.

Term or Terms	Definition
Air Ambulance Operations	(1) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or (2) 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.
Agent For Service	A person designated in writing by the foreign air carrier upon whom service of all notices, processes, decisions, and requirements of the Department of Transportation, Federal Aviation Administration, and National Transportation Safety Board shall be made for and on behalf of the foreign air carrier.
Airways Navigation Facilities	Airways navigation facilities are those International Civil Aviation Authority (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.
Alternate Airport	An airport at which an aircraft may land if a landing at the intended airport becomes inadvisable.
Auto Flight Guidance System (AFGS)	Aircraft systems, such as an autopilot, autothrottles, 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-Broadcast (ADS-B)	ADS-B is a function on an aircraft or surface vehicle operating within the surface movement area that periodically broadcasts via datalink its state 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 flight 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).
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 Minimum En route Altitude (MEA) Gap (MEA is established with a gap in navigation signal coverage) 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 that 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.

Controller-pilot data link communications (CPDLC)	A means of communication between controller and pilot, using data link for ATC communications.
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.]
Dry Lease	Any agreement in which a lessor such as an air carrier, bank, or leasing company leases an aircraft without any crewmembers to a foreign air carrier (the lessee) and in which the lessee maintains operational control.
Dual-Certified-Noise Compliance	For purpose 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.
Foreign Air Carrier	For the purpose of these operations specifications, the term "foreign air carrier" in these operations specifications shall mean the holder of the operations specifications described in Part A Paragraph A001, and that the authorizations, limitations, and procedures described in the operations specifications shall apply to the foreign air carrier as well as to any of its officers, employees, or agents used in the conduct of its operation.
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.
ILS-PRM	The simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by Air Traffic Control at certain airfields for some runways. These approaches are included in 14 CFR Part 97 as "ILS PRM."

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 nonaddition rule (see 14 CFR Section 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.]
Interchange Agreement	An interchange agreement (a subset of a dry lease) is a method of providing operational flexibility and greater utilization of aircraft. Interchange agreements permit a foreign air carrier to dry lease and take or relinquish operational control of an aircraft at an airport located either in the U.S. or in the State of the foreign air carrier.
International Air Service	Scheduled air service performed in airplanes for the public transport of passengers, mail, or cargo, between points in two or more countries.
International Air Transportation	Air transportation performed in airplanes for the public transport of passengers, mail, or cargo, between points in two or more countries.
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.
Land and Hold Short Operations LAHSO	LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersecting runway, an intersecting taxiway, or some other designated point on a runway other than an intersecting runway or taxiway.
Large Aircraft	A large aircraft for the purposes of these operations specifications means an aircraft with a seating capacity of more than 30 passengers and/or a maximum payload of more than 7,500 pounds.
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.]
National Airspace System	The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and

manpower and material. Included are system components shared jointly with the military (for definition of U.S. airspace, see "United States").

Operations Representative

A person designated by the foreign air carrier to whom all contacts regarding these operations specifications and the foreign air carrier's operations within the United States shall be addressed for and on behalf of the foreign air carrier.

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, STARS, SIAPS, or instrument departure).

(4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.

Provisional Airport

An airport approved for use by an air carrier for the purpose of providing scheduled service to a community when the regular airport serving that community is not available. Additionally, for operations with airplanes having a seating capacity of more than 30 passengers and/or a maximum payload of more than 7,500 pounds, an airport certificated under 14 CFR Part 139 or the military equivalent.

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.

Refueling Airport

An airport approved as an airport to which flights may be dispatched only for refueling. Additionally, for operations with airplanes having a seating capacity of more than 30 passengers and/or a maximum payload of more than 7,500 pounds, an airport certificated under 14 CFR Part 139 or the military equivalent.

Regular Airport

An airport approved under scheduled service to a community as the

regular stop to that community. Additionally, for operations with airplanes having a seating capacity of more than 30 passengers and/or a maximum payload of more than 7,500 pounds, an airport certificated under 14 CFR Part 139 or the military equivalent.

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.

Runway

In these operations specifications the term "runway" in the case of land airports, water airports, and heliports, shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.

RVR

Runway Visual Range (RVR)- An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.

(1) Touchdown RVR- The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.

(2) Mid-RVR- The RVR readout values obtained from RVR equipment located midfield of the runway.

(3) Rollout RVR- The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.

RVV — Runway Visibility Value (RVV). The visibility determined for a particular runway by a transmissometer. A meter provides a continuous indication of the visibility (reported in miles or fractions of miles) for the runway. RVV is used in lieu of prevailing visibility in determining minimums for a particular runway.

United States — "United States" in a geographical sense, means (1) the states, the District of Columbia, Puerto Rico, and the possessions, including the territorial waters, and (2) the airspace of those areas.

U.S. Special Airports. — Special Airports for the purposes of these operations specifications, are airports which the FAA has determined due to such items as surrounding terrain, obstructions, or complex approach procedures are special airports requiring special airport qualifications, and are listed in Appendix 1 of FAA Advisory Circular 121.445-1 as amended.

Surface Movement Guidance and Control System (SMGCS). — A SMGCS system consists of the provision of guidance to, and control or regulation of, all aircraft, ground vehicles and personnel on the movement area of an aerodrome. Guidance relates to facilities, information and advice necessary to enable the pilots of aircraft or the drivers of ground vehicles to find their way on the aerodrome and to keep the aircraft or vehicles on the surfaces or within the areas intended for their use. Control or regulation means the measures necessary to prevent collisions and to ensure that the traffic flows smooth and freely.

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.

Wet Lease — Any leasing or other agreement, other than a code-sharing arrangement, in which a lessor such as an air carrier leases an aircraft and at least one flight crewmember to another air carrier (the lessee) where the lessor retains operational control. A wet lease requires that a written agreement between the lessor and the lessee be executed by authorized officers of the two parties. Either a copy of the lease agreement or a written memorandum of the terms of the lease agreement must be provided to the Administrator.

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. The Foreign Air Carrier applies for the authorizations in this paragraph.
2. Support information reference:
3. These Foreign Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 08/24/2011 Amendment Number: 1
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

Date: 08/24/2011

A003 . Aircraft Authorized for Operations to the United States

HQ Control: 10/13/2005
HQ Revision: 040

The foreign air carrier shall conduct its operations to the United States under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) Part 129, using only the aircraft listed in the following table. Authorized aircraft configuration, conditions and certain operations authorized are also shown in the following table.

Conditions of Issuance . The foreign air carrier understands that this paragraph is issued, and that the foreign carrier may operate the listed aircraft to the United States only with the carrier's assurance that:

a. Airworthiness and Registration . Aircraft are operated with a current and valid certificate of airworthiness and registration issued by the State of Registry,

b. National Airworthiness Code . The State of Registry for each aircraft listed, has a comprehensive and detailed national airworthiness code established, or has adopted or accepted a detailed national airworthiness code for this class of aircraft as required by ICAO Annex 8, Part II, Paragraph 3.2.2,

c. Maintenance Program . There is a maintenance program for each aircraft listed. The maintenance program shall be in accordance with the International Standards and Recommended Practices, ICAO Annex 6, Part I, Chapters 8 and 11 for airplanes and ICAO Annex 6, Part III, Chapters 6 and 9 for helicopters. Additionally for each U.S.-registered aircraft, the Federal Aviation Administration has approved the maintenance program in accordance with 14 CFR Section 129.14,

d. Minimum Equipment List . Except for aircraft specifically authorized by this paragraph to operate without a Minimum Equipment List (MEL), there is a MEL for each aircraft listed, which conforms to the ICAO Annex 6, Part I, Standard 6.1.2 for airplanes and ICAO Annex 6, Part III, Standard 4.1.2 for helicopters, and is approved by the State of the Operator for the foreign carrier. Additionally for each U.S.-registered aircraft, the Federal Aviation Administration has approved the minimum equipment list in accordance with 14 CFR Section 129.14,

e. Airworthiness Directives . All airworthiness directives issued by the State of Registry or adopted by the State of Registry from the State of Design, applicable to each aircraft listed are accomplished properly,

f. Flight Deck Security. Each aircraft listed below must meet the flight deck security requirements of 14 CFR Section 129.28 as amended. Aircraft not meeting the requirements of 14 CFR Section 129.28 may not be operated within the United States.

g. RVSM Operations. Operation in United States airspace designated as RVSM airspace in accordance with 14 CFR 91.180, and Operation in airspace designated as RVSM airspace outside the U.S. with U.S. registered airplanes in accordance with 14 CFR 91.706 is authorized only as indicated in the table below and in the referenced paragraph, and

h. MNPS Operations. *Operations of U.S. registered aircraft* within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) in accordance with 14 CFR 91.705 is authorized only as indicated in the table below and in the referenced paragraph.

Aircraft				Configuration, Conditions and Certain Operations Authorized - See Referenced Paragraph.				
Aircraft M/M/S	**Serial Number**	**Registration Number**	**Configuration**	**En Route**	**Condition of Flight**	**Part 36 (Noise)**	**Authorized RVSM OpSpec Paragraph B046 (YES/NO)**	**Authorized MNPS (U.S. Reg.) OpSpec Paragraph B039 (YES/NO/NA)**
A-330-200	1032	A6-DCA	All Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	1070	A6-DCB	All Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	658	A6-EYD	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	688	A6-EYE	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	717	A6-EYF	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	724	A6-EYG	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	729	A6-EYH	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	730	A6-EYI	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	737	A6-EYJ	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	788	A6-EYK	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	809	A6-EYL	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	824	A6-EYM	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	832	A6-EYN	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	852	A6-EYO	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	854	A6-EYP	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	868	A6-EYQ	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	975	A6-EYR	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-200	991	A6-EYS	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A

Aircraft				Configuration, Conditions and Certain Operations Authorized - See Referenced Paragraph.				
Aircraft M/M/S	**Serial Number**	**Registration Number**	**Configuration**	**En Route**	**Condition of Flight**	**Part 36 (Noise)**	**Authorized RVSM OpSpec Paragraph B046 (YES/NO)**	**Authorized MNPS (U.S. Reg.) OpSpec Paragraph B039 (YES/NO/NA)**
A-330-300	1071	A6-AFA	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-300	1081	A6-AFB	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-300	1167	A6-AFC	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-300	1205	A6-AFD	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-300	1226	A6-AFE	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-330-300	1245	A6-AFF	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-500	0748	A6-EHA	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-500	0757	A6-EHB	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-500	761	A6-EHC	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-500	783	A6-EHD	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-600	1030	A6-EHK	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-600	1040	A6-EHL	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-600	829	A6-EHE	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-600	837	A6-EHF	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-600	870	A6-EHH	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-600	929	A6-EHI	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
A-340-600	933	A6-EHJ	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	34597	A6-ETA	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A

Aircraft				Configuration, Conditions and Certain Operations Authorized - See Referenced Paragraph.				
Aircraft M/M/S	**Serial Number**	**Registration Number**	**Configuration**	**En Route**	**Condition of Flight**	**Part 36 (Noise)**	**Authorized RVSM OpSpec Paragraph B046 (YES/NO)**	**Authorized MNPS (U.S. Reg.) OpSpec Paragraph B039 (YES/NO/NA)**
B-777-300ER	34598	A6-ETB	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	34599	A6-ETC	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	34600	A6-ETD	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	34601	A6-ETE	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	39681	A6-ETG	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	39683	A6-ETH	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	39684	A6-ETI	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	39685	A6-ETJ	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	39686	A6-ETK	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	39687	A6-ETL	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-300ER	39700	A6-ETF	PAX and Cargo	IFR	Day/Night	STAGE III	YES	N/A
B-777-F	39682	A6-DDA	All Cargo	IFR	Day/Night	STAGE III	YES	N/A

1. The Foreign Air Carrier applies for the authorizations in this paragraph.
2. These Foreign Operations Specifications are approved by direction of the Administrator.

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

A004 . Summary of Special Authorizations, Limitations and Restrictions

HQ Control: 10/15/2004
HQ Revision: 000

This Paragraph summarizes all Optional authorizations, Limitations and Restrictions issued by the FAA, which are included in the reference operations specification paragraphs listed below. The foreign air carrier or operator shall refer to the listed paragraphs to determine optional Authorizations, Limitations and Restrictions that apply to their operation, and which must be complied with.

a. In accordance with the reference paragraphs, the foreign air carrier is:

	Reference Paragraphs
Authorized to conduct Class I navigation using an area navigation system in the U.S.	B034
Authorized to conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Authorized operations in Reduced Vertical Separation Minimum (RVSM) Airspace of the United States and Operations in RVSM airspace outside the U.S. with U.S. registered aircraft for those aircraft authorized in paragraph A003	B046
Authorized to conduct IFR operations into special airports requiring special qualification by the pilot-in-command as designated by the Federal Aviation Administration.	C050
Authorized to conduct terminal flight operations under instrument flight rules in the U.S. - with airplanes.	C051
Authorized to conduct operations in the U.S. using basic instrument approach procedures for aircraft.	C052
Authorized to conduct IFR approach procedures using special IFR landing minimums for airplanes.	C054
Authorized to derive alternate airport weather minimums at U.S. airports from the table for airplane operations.	C055
Authorized to use specific IFR takeoff minimums (large airplanes) at all U.S. airports and alternate airports for departure.	C056
Authorized to conduct airplane Category II instrument approach and landing operations at U.S. airports.	C059
Authorized to conduct airplane Category III instrument approach and landing operations at U.S. airports.	C060
Conduct IFR area navigation (RNAV 1) Instrument Departure Procedures (DPs) and Standard Terminal Arrivals (STARs) published in accordance with 14 CFR Part 97.	C063
Authorized to conduct noise abatement departure profile operations with subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068
Authorized to conduct circle-to-land approach maneuvers or contact approach procedures with specific IFR landing minimums for airplanes at U.S. airports.	C075

Authorized to conduct U.S. terminal area operations with large and turbojet airplanes.	C077

b. In accordance with the reference paragraphs, the foreign air carrier is *not*:

	Reference Paragraphs
Authorized to use exemptions and deviations issued by the FAA.	A005
Required to provide the FAA with the system that the foreign air carrier will use, (for operations within the United States), to manage: operational control, aeronautical weather data, and airport aeronautical data.	A008
Authorized to conduct IFR En Route operations in Class G airspace in the U.S.	A014
Authorized to conduct air ambulance operations in the U.S.	A024
Authorized to conduct operations to the U.S. with certain Stage 2 airplanes.	A026
Authorized to conduct Land and Hold Short Operations (LAHSO) at designated U.S.airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix I.	A027
Authorized to conduct operations with aircraft in accordance with any wet lease arrangements requiring US Department of Transportation approval under 14 CFR Part 212.	A028
Authorized to conduct operations with aircraft in accordance with an aircraft interchange arrangement.	A029
Required to comply with Emergency Airworthiness Directive (AD) Notification Requirements for U.S.-registered aircraft.	A447
Authorized to use an extension, as specified in Section 129.117(k), of the compliance dates in Section 129.117(e).	A570
Authorized to conduct operations in MNPS airspace with the U.S. registered airplanes authorized in paragraph A003.	B039
Authorized to conduct VFR en route operations in U.S. airspace with large airplanes.	B051
Authorized to conduct VFR en route operations in U.S. airspace with small airplanes and helicopters.	B056
Conduct operations using FAA or State of the Operator certified Enhanced Flight Vision Systems (EFVS).	C048
Authorized to use IFR specific takeoff minimums (small airplanes) at all U.S. airports and alternate airports for departure.	C057
Authorized to use powerplant-reversing systems for rearward taxi in specific airplane operations at U.S. airports.	C065
Authorized to conduct terminal area IFR operations with airplanes in Class G airspace and at airports without an operating control tower.	C080
Authorized to conduct airplane operations using the Special Terminal Instrument Procedures (non 14 CFR Part 97) at specified U.S. airports.	C081
Limited by special operational restrictions to scheduled and non-scheduled operations, additional aircraft and special authorizations, because of State of the Operator IASA Category 2 Status.	C083

Authorized to conduct operations using a design group VI airplane.	C091
Authorized to conduct airplane operations using the Special Terminal Instrument Procedures (non 14 CFR Part 97) at specified U.S. airports.	C381
Authorized to conduct RNAV RNP SAAAR instrument approach procedures.	C384
Authorized to conduct operations under 14 CFR Part 129 using U.S.-registered aircraft maintained according to U.S. requirements	D085
Required to comply with an FAA approved RVSM maintenance program for U.S. registered airplanes used for operations in designated RVSM airspace.	D092
Authorized to use an FAA-approved MEL for U.S.-registered aircraft.	D095
Integrate aging aircraft programs into the foreign air carrier's maintenance program.	D097
Authorized to conduct operations using aircraft subject to a manufacturer’s recommended Aircraft Network Security Program.	D301
Required to comply with aging airplane inspection and records review requirements for U.S. registered multi-engine airplanes in accordance with 14 CFR Section 129.105.	D485
Authorized to conduct terminal flight operations under instrument flight rules - helicopter.	H101
Authorized to conduct operations using basic instrument approach procedures for helicopters in the U.S.	H102
Authorized to conduct straight-in Category I approach procedures other than ILS, MLS, or GPS with specific IFR landing minimums for helicopters at all U.S. airports.	H103
Authorized to conduct IFR helicopter en route descent (HEDA) procedures in the U.S.	H104
Authorized to use alternate airport IFR weather minimums at U.S. airports - from the table for helicopter operations.	H105
Authorized to conduct helicopter operations using standard takeoff minimums under Part 129.	H106
Authorized to conduct helicopter Category II operations.	H108
Authorized to conduct nonscheduled passenger and scheduled and nonscheduled all-cargo terminal area IFR operations with rotorcraft in Class G U.S. airspace.	H113
Authorized to conduct helicopter operations using lower than standard takeoff minimums in the U.S.	H116
Authorized to conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums at U.S. airports.	H117
Authorized to conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums.	H118
Authorized to conduct scheduled passenger U.S. terminal area IFR operations with rotorcraft in Class G airspace.	H121
Authorized to conduct rotocraft operations using the Special Terminal Instrument Procedures (non CFR Part 97) at specified U.S. airports or heliports.	H122

1. The Foreign Air Carrier applies for the authorizations in this paragraph.
2. These Foreign Operations Specifications are approved by direction of the Administrator.

Digitally signed by Harvey D Siegel, Principal Operations Inspector (EA15)
[1] EFFECTIVE DATE: 9/11/2012, [2] AMENDMENT #: 5
DATE: 2012.09.11 10:09:31 -05:00

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

Digitally signed by Jordan P Holland
DATE: 2012.09.11 07:39:59 -05:00

A006 . Foreign Air Carrier's Personnel, Designated Agent, and Other Persons

HQ Control: 09/23/2011
HQ Revision: 020

The following individuals are designated to perform the roles specified for the foreign air carrier:

a. Management Personnel.

Position Title	Name	Telephone	E-mail	Fax
Vice President - Aviation Security	Alfarajalla, Salah Awadh	971-2-511-2299		971-2-511-2296
Senior Manager Quality Assurance (Technical)	De Vaz, Clifford Ralston	971-2-511-2467		971-2-511-2497
Chief Pilot A340	Evangelisti, Giorgio	971-2-511-2204		971-2-511-2298
Chief Operations Officer	Hill, Richard	971-2-511-2200		971-2-511-2296
Chief Executive Officer	Hogan, James	971-2-511-1012		971-2-511-1016
Head of Operations Planning	Holland, Jordan	971-2-511-1218	jholland@etihad.ae	971-2-511-1213
Head of Corporate Quality	La Cava, Paolo	971-2-511-2464		971-2-511-2497
Senior Vice President - Operations	Linaker, Geoffrey	971-2-511-2070		971-2-511-2298
Senior Vice President - Technical	Rothenbaecher, Werner	971-2-511-2600		971-2-511-2602
Vice President - Airport & Network Operations	Youlten, Christopher	971-2-511-1211		971-2-511-2298

b. Operations Representative.

Name: Jordan Holland
Address: Etihad Airways
P.O. Box 35566
Abu Dhabi, United Arab Emirates
Title: Head of Operations Planning
Telephone Number: 971-2-511-1218
Fax: 971-2-511-1213
E-mail: jholland@etihad.ae

c. Agent for Service.

Name: Mosner, Anita
Address: Holland & Knight,
2099 Pennsylvania Avenue, NW, Suite 100
Washington, District Of Columbia 20006

	United States
Title:	Agent for Service
Telephone Number:	202-419-2604
Fax:	202-955-5564
E-mail:	anita.mosner@hklaw.com

d. Personnel Designated to Officially Apply for and Receive Operations Specifications.

Title	Name	Parts Authorized
Chief Pilot A340	Evangelisti, Giorgio	A,B,C
Head of Operations Planning	Holland, Jordan	A,B,C
Operations Planning Controller	Nzimande, Siphephile Ria	A,B,C

e. Responsible State Government Official.

Name:	Captain Ismail Al Mutawa/ Mr. Saidulkhadri Bin Hamzah
Address:	GCAA P.O. Box 6558 Abu Dhabi, United Arab Emirates
Title:	Principal Flight Operations Inspector/ Principal Airworthiness Inspector
Telephone Number:	971-4-211-1617 Mob: 971-50-662-1930/ 971-2-405-4284 Mob: 971-50-616-8837
Fax:	971-4-211-1627
E-mail:	ialmutawa@gcaa.ae sbinhamzah@gcaa.ae

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

2012.01.24 09:30:06 Central Standard Time
Location: WebOPSS
Digitally signed by Harvey D Siegel,
Principal Operations Inspector (EA15)

4. Date Approval is effective: 01/24/2012 Amendment Number: 9
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

2012.01.24 03:00:50 Central Standard Time
Location: WebOPSS
Digitally signed by Jordan P Holland on behalf of
Holland, Jordan, Head of Operations Planning

Date: 01/24/2012

الإتحاد
ETIHAD
CERTIFIED
TRUE COPY
Quality Assurance

A007 . Other Designated Persons

HQ Control: 05/06/2002
HQ Revision: 020

a. The following person is designated as the foreign air carrier Agent for Service:

Name: Mosner, Anita
Address: Holland & Knight,
2099 Pennsylvania Avenue, NW, Suite 100
Washington, District Of Columbia 20006
United States

Title:

Telephone Number: 202 419 2604
Telex:
Facsimile: 202 955 5564
Internet Address: anita.mosner@hklaw.com

b. The following personnel are designated to officially apply for and receive operations specifications for the foreign air carrier as indicated below.

Title	Name	Parts Authorized
Chief Pilot A340	Evangelisti, Giorgio	A,B,C
Head of Operations Planning	Holland, Jordan	A,B,C
Operations Planning Controller	Nzimande, Siphephile Ria	A,B,C

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

4. Date Approval is effective: 08/24/2011 Amendment Number: 4
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

Date: 08/24/2011

A023 . Procedure for Operations During Ground Icing Conditions

HQ Control: 10/26/2006
HQ Revision: 020

a. In accordance with ICAO Annex 6, Part 1, 4.3.5.4 for airplanes, or Annex 6, Part III, 2.3.5.4 for helicopters, when a flight is planned, or expected to operate in suspected or known ground icing conditions, such that frost, ice or snow may reasonably be expected to adhere to the aircraft, the foreign air carrier shall not take off unless the aircraft has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aircraft is kept in an airworthy condition prior to take-off.

b. The foreign air carrier shall have a system to conduct operations in accordance with the requirements of paragraph a. above and the carrier's system shall be contained in the manual required by ICAO Annex 6, Part I, 4.2.2 and Appendix 2, 2.1.15 for airplanes, or Annex 6, Part III, 2.2.2 and the Appendix, 5.6 for helicopters. The foreign air carrier's system shall not conflict with the aircraft approved flight manual, and shall have been accepted or approved by the foreign air carrier's State Civil Aviation Authority.

c. The foreign air carrier will ensure that all personnel, including contract personnel, who are used in the conduct of aircraft deicing procedures, use the carrier's system referenced above.

d. The foreign air carrier is responsible for initial and recurrent training and qualification for all affected personnel e.g., flight crew, aircraft dispatchers if applicable, maintenance representatives, ground crews, contract personnel, etc. (This subparagraph does not imply the foreign air carrier must conduct the training and qualification itself.)

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

4. Date Approval is effective: 08/24/2011 Amendment Number: 2
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

Date: 08/24/2011

A036 . Traffic Alert and Collision Avoidance System (TCAS) **HQ Control: 04/12/2005**
HQ Revision: 020

The foreign air carrier shall comply with the following requirements for TCAS in preparation for and during flight in U.S. airspace.

a. For turbine-powered airplanes of more than 33,000 pounds maximum certificated takeoff weight, where TCAS II is required by 14 CFR Section 129.18(a):

(1) An appropriate class of Mode S transponder that meets Federal Aviation Administration (FAA) Technical Standard Order (TSO) C-112, or a later version, integral to the aircraft TCAS II system, must be installed and operated on a suitable Mode A code specified by ATC. In addition, one of the following units must be installed and operated:

(a) TCAS II that meets FAA TSO C-119b (Version 7.0) or a later version.

(b) TCAS II that meets FAA TSO C-119a (Version 6.04A Enhanced) that was installed in that airplane before May 1, 2003. If that TCAS II Version 6.04A Enhanced no longer can be repaired to TSO C-119a standards, it must be replaced with a TCAS II that meets FAA TSO C-119b (Version 7.0), or a later version.

(c) A collision avoidance system equivalent to FAA TSO C-119b (Version 7.0), or a later version, capable of coordinating with units that meet FAA TSO C-119a (Version 6.04a Enhanced), or a later version.

(2) Not withstanding subparagraph (1)(a) through (c) above, To operate an airplane that is equipped with TCAS II in U.S. RVSM airspace or a U.S. registered airplane anywhere in RVSM airspace, the following unit must be installed and operated:

TCAS II that meets FAA TSO C-119b (Version 7.0), or a later version.

(3) A valid, unique aircraft-specific Mode S transponder identification address code must be assigned to each TCAS II-equipped airplane listed in these operations specifications and that address code must be set and operated for each flight in U.S. airspace.

(4) No aircraft operations under the authority of these operations specifications may be conducted if the TCAS II system, including its integral Mode S transponder, is inoperative unless:

(a) For U.S.-registered aircraft, the operator has obtained and uses an FAA-approved MEL containing the authority to dispatch the aircraft with a TCAS system or component temporarily inoperative; or

(b) For foreign-registered aircraft, the operator has obtained and uses an MEL, approved bythe State of the operator, containing the authority to dispatch the aircraft with a TCAS system or component temporarily inoperative.

(5) Flight crewmembers must be properly trained and qualified in the procedures for the operational use of TCAS II as specified by ICAO Advisory Circular 120-55, as amended, or other equivalent criteria that is acceptable to the FAA. These procedures must be used when aircraft

operations are conducted in U.S. airspace.

(6) Unsafe conditions or performance related to TCAS operation which potentially could affect continued safe operations in the U.S. National Airspace System must be reported to the foreign air carrier's FAA Principal Operations Inspector (POI) within 10 days of the time that such a hazard is identified.

b. For turbine-powered airplanes with a passenger-seat configuration of 10 to 30 seats, excluding any pilot seat, where TCAS is required by 14 CFR Section 129.18(b):

(1) The aircraft must be equipped with one of the following:

(a) TCAS I that meets FAA TSO C-118, or a later version, or

(b) A collision avoidance system equivalent to excluding any FAA TSO C-118, or a later version, or

(c) A collision avoidance system and Mode S transponder that meet subparagraph a. of this section.

(2) If TCAS II is installed the foreign carrier must comply with all of the provisions of subparagraph a.

(3) No aircraft operations under the authority of these operations specifications may be conducted if the TCAS system is inoperative unless:

(a) For U.S.-registered aircraft, the operator has obtained and uses an FAA-approved MEL containing the authority to dispatch the aircraft with a TCAS system or component temporarily inoperative; or

(b) For foreign-registered aircraft, the operator has obtained and uses an MEL, approved by the State of the operator, containing the authority to dispatch the aircraft with a TCAS system or component temporarily inoperative.

(4) Flight crewmembers must be properly trained and qualified in the procedures for the operational use of TCAS as contained in the foreign air carrier's operations manual. These procedures must be used when aircraft operations are conducted in U.S.airspace.

(5) Unsafe conditions or performance related to TCAS operation which potentially could affect continued safe operations in the U.S. National Airspace System must be reported to the foreign air carrier's FAA POI within 10 days of the time that such a hazard is identified.

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

4. Date Approval is effective: 08/24/2011 Amendment Number: 1
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

Date: 08/24/2011

A040 . Aircraft Radio Equipment

HQ Control: 04/06/2006
HQ Revision: 020

a. Applicability. For all operations the aircraft must have installed equipment as is necessary to properly use the air navigation facilities in accordance with 14 CFR Section 129.17 and ICAO Annex 6, Chapter 7. The requirements of paragraphs b and c apply only to the operation of large aircraft. A large aircraft for the purposes of these operations specifications means an aircraft with a seating capacity of more than 30 passengers and/or a maximum payload of more than 7,500 pounds.

b. Large Aircraft. The operator shall not dispatch aircraft under the provisions of these operations specifications to or from any airport or landing area within the United States, its territories or possessions, unless in accordance with 14 CFR Section 129.17 and ICAO Annex 6, Chapter 7, the aircraft has installed the following minimum items of radio communications and navigation equipment listed in subparagraph c.

c. Required Aircraft Radio Equipment.

Equipment	Frequency Specifications
Dual VHF Communications Transceivers	118.0 to 135.975 MHz (25 kHz separation)
Dual VHF VOR/ILS Receivers	108.00 to 117.95 MHz (50 kHz separation)
Dual UHF Glide Path Receivers	329.15 to 335.00 MHz
Automatic Radio Direction Finder Receivers (if required for route or approach to be flown)	200 to 415 KHz
ATC Transponder	Rx. 1030 MHz
Modes A, B, C, 4096 Code capability and Encoding Altimeter	Tx. 1090 MHz
Distance Measuring Equipment (DME) (One DME must be installed when operated above 24,000 feet)	962 to 1213 MHz
Marker Beacon (if required for route or approach to be flown)	75 MHz

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

4. Date Approval is effective: 08/24/2011 Amendment Number: 1
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

Date: 08/24/2011

B031. VFR and IFR En Route Limitations and Provisions **HQ Control: 03/24/09**
HQ Revision: 030

a. The foreign air carrier is authorized to conduct the en route operations specified in this paragraph only within the areas of en route operation listed in paragraph A001 of these operations specifications. The foreign air carrier shall comply with any limitations and/or procedures specified for each area listed and the provisions of the paragraphs referenced for each area. The foreign air carrier shall not conduct any other en route operation within any other area under these operations specifications.

b. The foreign air carrier is authorized to conduct VFR Class I navigation only if paragraph B051 and /or B056 are also issued. VFR en route operations shall only be conducted in accordance with the procedures and operations authorized in those paragraphs.

c. The foreign air carrier is authorized to conduct IFR Class I navigation. When conducting IFR Class I navigation, the foreign air carrier is authorized to conduct these operations in accordance with the following additional provisions:

(1) Except as authorized in paragraph A014 if issued, the foreign air carrier shall not conduct IFR en route operations is Class G airspace.

(2) Except as authorized in paragraphs C064, C080, H113 and H121 if issued, the foreign air carrier shall not conduct IFR terminal operations (including flights to alternate or diversionary airports) in Class G airspace or for airplanes at airports without an operating control tower.

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

(4) With the exception of subparagraphs c(5) and c(7) below, the airways used shall lie within the operational service volume of the facilities defining the airways or off-airway routing.

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

(6) With the exception of subparagraph c(7) below, the facilities which define an airway shall be used as the primary navigation reference.

(7) 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.

(8) Except in Class G airspace, operate IFR flights over routing predicated on ATC radar vectoring services.

(9) Except in Class G airspace, operate IFR flights (including flights to alternate or diversionary airports) over off-airway routings, which are predicated on airways navigation facilities, provided the following conditions are met:

(a) Airways navigation facilities shall be the primary navigation reference for these off-airway routings and the off-airway routings shall lie within the operational service volume of the facilities used. Such off-airway operation must be authorized by the appropriate ATC facility.

(b) The operation shall be conducted in accordance with the route width and MEA criteria prescribed for or applied to the foreign air carrier 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 ATC over the route of flight specified in the ATC clearance.

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

e. For operations within Class A airspace, the foreign air carrier 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.

f. The foreign air carrier 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.

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

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 4/21/09 Amendment Number: 1
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Hill, Richard Head Operations Official Date: 4/21/09

B034 . IFR Class I En Route Navigation Using Area Navigation Systems **HQ Control: 02/18/2010**
HQ Revision: 01a

The foreign air carrier shall conduct IFR Class I navigation (including operations outside positive radar control) using aircraft and area navigation systems described in this paragraph. Such operations shall be conducted only within the areas of en route operations where this paragraph is referenced in paragraph A001 of these operations specifications. Except as provided in these operations specifications, the foreign air carrier shall not conduct any other IFR Class I en route navigation using area navigation systems.

a. Authorized Aircraft Navigation Systems. The foreign air carrier shall conduct IFR Class I en route navigation using the following aircraft and area navigation systems approved by the State of Registry.

Aircraft M/M/S	Area Navigation System(s) Manufacturer/Model
A-330-200	As authorized by the United Arab Emirates CAA.
A-330-243	As authorized by the United Arab Emirates CAA.
A-330-300	As authorized by the United Arab Emirates CAA.
A-340-500	As authorized by the United Arab Emirates CAA.
A-340-600	As authorized by the United Arab Emirates CAA.
B-777-300ER	As authorized by the United Arab Emirates CAA.

b. Special En Route Limitations and Provisions. The foreign air carrier shall conduct all operations permitted 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 or check pilot, the flightcrew must be qualified in accordance with the foreign air carrier'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 or check pilot.

(2) The navigation system shall be fully operational or operating in accordance with the foreign air carrier's approved Minimum Equipment List, when the system is used for any navigation.

(3) An approved area navigation 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 required for air traffic control over that portion of the flight.

(4) The area navigation systems used must permit the flight to navigate to the degree of accuracy required for ATC; be approved for the particular area of en route operation as specified in paragraph A001 of these operations specifications; and be certificated for IFR flight.

(5) Except as provided in subparagraph b(6), IFR Class I navigation using a single area navigation system shall not be conducted unless Class I navigation with a single system is authorized in subparagraph a 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 area navigation system fails.

(c) The facilities, which define the airway or off-airway routing, are used as the primary navigation reference.

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

(6) IFR Class I navigation, using a single area navigation 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 navigation aids, airways, and any other instrument flight procedure 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 area navigation system accuracy is insufficient to navigate to the degree of accuracy required for air traffic control.

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

4. Date Approval is effective: 05/17/2010 Amendment Number: 5

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

Evangelisti, Giorgio, Chief Pilot A340

Date: 05/17/2010

B035 . Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems **HQ Control: 05/06/2002**
HQ Revision: 010

The foreign air carrier shall conduct Class I navigation in U.S. Class A Airspace using the airplanes and area navigation or long-range navigation systems described in this paragraph, provided the special limitations and provisions of subparagraph b are met. Except as provided in these operations specifications, the foreign air carrier shall not conduct any other operation using area or long-range navigation systems in U.S. Class A Airspace.

a. Airplanes and Navigation Equipment. The foreign air carrier is authorized to conduct Class I navigation in U.S. Class A Airspace using the following airplanes and navigation systems approved by the State of Registry.

Airplane Type (Make/Model/Series)	Navigation Equipment (Manufacturer/Model)
A-330-200	As authorized by the United Arab Emirates GCAA.
A-330-300	As authorized by the United Arab Emirates GCAA.
A-340-500	As authorized by the United Arab Emirates GCAA.
A-340-600	As authorized by the United Arab Emirates GCAA.
B-777-300ER	As authorized by the United Arab Emirates GCAA.

b. Special Limitations and Provisions. The foreign air carrier shall comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The foreign air carrier shall not conduct such operations unless the foreign air carrier's 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 or check pilot, any pilot used in operations authorized by this paragraph must be qualified in accordance with the foreign air carrier's training program for the navigation system being used.

(3) The entire portion of the intended route of flight, using the area navigation or long-range navigation systems, shall be under positive radar control.

(4) If the ATC radar fails or the area or long-range navigation equipment fails, the foreign air carrier shall obtain an ATC clearance to permit the flight to return to and use airways navigation facilities for navigation.

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

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

4. Date Approval is effective: 12/02/2009 Amendment Number: 4

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

Holland, Jordan, Manager Operations Planning

Date: 12/2/2009

B046. Operations in Reduced Vertical Separation Minimum (RVSM) Airspace of the United States and Operations in RVSM airspace by U.S. registered aircraft.

HQ Control: 10/15/04
HQ Revision: 010

a. *Operation in United States airspace designated as RVSM airspace* - The foreign air carrier or foreign operator is authorized to conduct operations in United States airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace in accordance with **14 CFR Section 91.180**, the limitations and provisions of this paragraph, and for U.S. registered aircraft, in accordance with the FAA approved maintenance program requirements of paragraph D092. The foreign air carrier or foreign operator shall not conduct any other operations in United States airspace designated as RVSM airspace under these operations specifications.

b. *Operation in airspace designated as RVSM airspace outside the U.S. with U.S. registered airplanes* - The foreign air carrier or foreign operator operating U.S.-registered airplanes is authorized to conduct operations in airspace designated as RVSM airspace outside the U.S. in accordance with **14 CFR Section 91.706**, the limitations and provisions of this paragraph and the FAA approved maintenance program requirements of paragraph D092.

c. Required altitude-keeping equipment. The foreign air carrier or foreign operator shall not operate an airplane within U.S. airspace where RVSM is applied, unless the Civil Aviation Authority (CAA) of the State of Registry and the State of the Operator has approved the following aircraft systems. In addition for U.S. registered airplane operations, anywhere RVSM is applied, the Federal Aviation Administration (FAA) must also have approved the following aircraft systems for RVSM operations. The following aircraft systems must be available and operational during RVSM operations:

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

(a) Cross-coupled static source system provided with ice protection, if located on the aircraft in areas subject to ice accretion;

(b) Equipment for measuring static pressure sensed by the static source, converting it to pressure altitude and displaying the pressure altitude to the flightcrew;

(c) Equipment for providing a digitally coded signal corresponding to the displayed pressure altitude for automatic altitude reporting purposes;

(d) Static source error correction (SSEC), if required to meet RVSM altimetry system error performance requirements;

(e) Equipment to provide reference signals for automatic altitude control and alerting at selected altitude.

(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.

d. *Traffic Alert and Collision Avoidance System (TCAS) (ACAS)* – If a TCAS II is installed in any airplane used in RVSM operations in U.S. airspace, or a TCAS II installed in a U.S.-registered airplane

used in RVSM operations anywhere, it must meet FAA Technical Standard Order (TSO) C-119b (Version 7.0) or a later version.

e. *Required Operational Procedures*. The foreign air carrier or foreign operator must have operational procedures authorized by the CAA of the State of the Operator in the manual required by ICAO Annex 6, Part 1, 4.2.2, for operations in airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace.

f. *Required pilot training*. Except when under the supervision of an appropriately trained check pilot (check airman), the flightcrew must have completed an approved training program on RVSM operating practices and procedures approved by the CAA of the State of the Operator.

g. 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 a program approved by the CAA of the State of Registry and approved/accepted by the CAA of the State of the Operator, as required by that State.

h. *Authorized Airplanes*. The foreign air carrier or foreign operator is authorized to conduct airplane operations in U.S. airspace designated as RVSM airspace, and/or with U.S. registered airplanes in airspace designated as RVSM airspace outside U.S. airspace, only with the airplanes listed as "Authorized RVSM" "YES" in the aircraft listing in paragraph A003. In addition, for a foreign air carrier or foreign operator using U.S. registered airplanes in airspace designated as RVSM airspace, the airplanes must also be listed in paragraph D092 of these operations specifications.

i. *Deviation to RVSM requirements*. The FAA may authorize a foreign air carrier or operator to deviate from RVSM requirements for a specific individual flight in U.S. airspace designated as RVSM airspace if:

(1) The operator submits an appropriate request with the air traffic control center controlling the U.S. airspace at least 48 hours in advance of the operation.

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

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

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 7/5/06 Amendment Number: 0
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Weixler, Helmut Head Operations Official Date: 7/5/06

C050. Special Pilot-in-Command Qualification Airports **HQ Control: 10/15/04**
HQ Revision: 000

a. The foreign air carrier is only authorized to conduct IFR operations into special airports requiring special qualification by the pilot-in-command as designated by the Federal Aviation Administration (FAA), in accordance with the provisions and limitations of this operations specification paragraph.

b. Applicability. The foreign air carrier conducting the following operations to the United States with the following types of aircraft must comply with paragraph c through e. below:

(1) Scheduled operations conducted using turbojet-powered airplanes or airplanes having a passenger-seat configuration of more than 9 passenger seats, excluding each crewmember seat.

(2) Any operation with large aircraft as defined in paragraph A002 of these operations specifications.

c. The foreign air carrier 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) For each special pilot in command qualification airport, the pilot-in-command has qualified by using a pictorial means approved/accepted to the State of the Operator CAA;

OR (3) The pilot-in-command or second-in-command has made an entry to that airport while occupying the flight deck observers seat, they are qualified on the aircraft type and monitor radio communications during the entry, and the procedure is included in the carriers manual, which has been approved/accepted by the State of the Operator CAA

d. 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.

e. Special airports requiring special qualification by the pilot-in-command in accordance with this paragraph are designated by the FAA in a list maintained in the Operations Specifications Subsystem (OPSS) guidance subsystem in association with operations specification C050 and on the public Web site at:

http://www.opspecs.com/ops/SpecialPICAirports/

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

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 7/5/06 Amendment Number: 0
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Weixler, Helmut Head Operations Official Date: 7/5/06

C051. Terminal Instrument Procedures **HQ Control: 05/30/02**
HQ Revision: 020

a. The foreign air carrier shall conduct terminal instrument operations using the procedures and minimums 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 Part 97, Standard Instrument Approach Procedures; or

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

b. Lower than standard takeoff minimums exercised by the foreign air carrier as described in these operations specifications shall not be less than those lower than standard takeoff minimums that are authorized by the foreign air carrier's regulatory authority.

c. The foreign air carrier shall use the following conversion tables to convert any takeoff and landing minimum expressed in the metric linear measurement system to the U.S. standard linear measurement system.

Table 1

RVR Conversion	
Feet	**Meters**
300 ft	75 m
400 ft	125 m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 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

Meteorological Visibility Conversion		
Statute Miles	**Meters**	**Nautical Miles**
¼ sm	400 m	¼ nm
3/8 sm	600 m	3/8 nm
1/2 sm	800 m	1/2 nm
5/8 sm	1000 m	5/8 nm
3/4 sm	1200 m	7/10 nm
7/8 sm	1400 m	7/8 nm
1 sm	1600 m	9/10 nm
1 1/8 sm	1800 m	1 1/8 nm
1 ¼ sm	2000 m	1 1/10 nm
1 ½ sm	2400 m	1 3/10 nm
1 ¾ sm	2800 m	1 ½ nm
2 sm	3200 m	1 ¾ nm
2 ¼ sm	3600 m	2 nm
2 ½ sm	4000 m	2 2/10 nm
2 ¾ sm	4400 m	2 4/10 nm
3 sm	4800 m	2 6/10 nm

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

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 7/5/06 Amendment Number: 0
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Weixler, Helmut Head Operations Official Date: 7/5/06

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

HQ Control: 04/22/2011

HQ Revision: 050

a. The foreign air carrier 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)
*...or GPS		ILS
LOC		ILS/DME
LOC BC		
LOC/DME		
NDB		
NDB/DME		
VOR		
VOR/DME		

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the foreign air carrier 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: Touchdown zone (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) Unless otherwise authorized by these operations specifications, the foreign air carrier may not conduct any RNP special aircraft and aircrew authorization required (SAAAR) operations.

(4) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The foreign air carrier 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 foreign air carrier 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 glideslope) as applicable 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.

(c) The flightcrew must demonstrate proficiency in ILS approaches to minimums using the FD, AP, or HUD as applicable, in accordance with their State of the Operator approved training program.

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

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

4. Date Approval is effective: 05/18/2011 Amendment Number: 3

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

Holland, Jordan**, Manager Operations Planning

Date: 05/18/2011

C054. Special Limitations and Provisions for Instrument Approach Procedures and IFR Landing Minimums

HQ Control: 05/30/02
HQ Revision: 020

a. Limitations on the Use of Landing Minimums for Turbojet Airplanes. A pilot-in-command of a turbojet airplane shall not conduct an instrument approach procedure when visibility conditions are reported to be less than three quarter (3/4) statute mile or RVR 4000 until that pilot has been specifically qualified to use the lower landing minimums.

b. Approach and landing limitations.

(1) Except as provided in subparagraph (2) below, the foreign air carrier may not execute an instrument approach procedure or make a landing at an airport within the United States when the latest U.S. National Weather Service (NWS) weather report for that airport indicates the visibility is less than that prescribed by the published instrument approach procedure for landing at that airport.

(2) If an instrument approach procedure is initiated when the current U.S. National Weather Service (NWS) report indicates that the prescribed visibility minimums exist and a later weather report indicating below minimum conditions is received after the airplane has passed the final approach fix or, if a final approach fix doesn't exist, has initiated the final approach segment, such approach may be continued and a landing made in the event weather conditions equal to or better than the prescribed minimums are found to exist by the pilot-in-command upon reaching the authorized DH or MDA.

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

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 7/5/06 Amendment Number: 0
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Weixler, Helmut Head Operations Official Date: 7/5/06

C055 . Alternate Airport IFR Weather Minimums

HQ Control: 06/08/2010
HQ Revision: 02a

a. The foreign air carrier is authorized to derive alternate airport weather minimums from Table 1 below. Alternate airport minimums exercised by the foreign air carrier under these operations specifications shall not be less than those alternate airport minimums that are authorized by the State of the Operator.

b. Special limitations and provisions:

(1) In no case shall the foreign air carrier use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the foreign air carrier shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

(3) When determining the suitability 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 minima 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 minima must be considered in determining alternate minima.

(6) Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the foreign air carrier, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

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 1600m 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.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized Category III ILS IAP.	200 feet	½ statute mile (800 m) or RVR 1800 feet (550 m).

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

2012.01.24 10:28:18 Central Standard Time
Location: WebOPSS
Digitally signed by Harvey D Siegel,
Principal Operations Inspector (EA15)

4. Date Approval is effective: 01/24/2012 Amendment Number: 3
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

2012.01.24 03:00:46 Central Standard Time
Location: WebOPSS
Digitally signed by Jordan P Holland on behalf of
Holland, Jordan, Head of Operations Planning

Date: 01/24/2012

ETIHAD CERTIFIED TRUE COPY Quality Assurance

C059 . Category II Instrument Approach and Landing Operations - U.S. Airports **HQ Control: 04/30/2009**
HQ Revision: 030

a. Authorization. The foreign carrier 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. Authorization by the State of the Operator. The foreign air carrier is approved by the State of the Operator to conduct Category II instrument approach and landing operations, and a copy of that approval including the approved approach minimums shall be provided to the FAA.

c. Approved Airplanes. The foreign air carrier is authorized to use the airplanes listed in Table 1 in CAT II operations, provided all the applicable limitations and provisions of this paragraph are met.

Table 1

CAT II Approach and Landing Minimums		
Airplane M/M/S	**DH Not less Than**	**Lowest Authorized RVR**
A-330-200	100 ft	1000 RVR
A-330-300	100 ft	1000 RVR
A-340-500	100 ft	1000 RVR
A-340-600	100 ft	1000 RVR
B-777-300ER	100 ft	1000 RVR

d. Required CAT II Airborne Equipment. The flight instruments, radio navigation equipment, and other airborne systems required by the applicable Section of the Title 14 Code of Federal Regulations (CFR) and the approved Airplane Flight Manual for the conduct of CAT II operations must be installed and operational. Any additional airborne equipment that is required in accordance with State of the Operator / State of Registry requirements, FAA Order 8400.13 and FAA AC-120-29 (or equivalent document as listed in AC-120-29), for the kinds of CAT II operations to be authorized, must be operational and listed in Table 2.

Table 2

Kind of CAT II Operation		
Airplane M/M/S	**Additional Equipment and/or Special Limitations And Provisions**	**Manual (HUD)/or Autopilot**
A-330-200	As authorized by the United Arab Emirates GCAA	Autopilot
A-330-300	As authorized by the United Arab Emirates GCAA.	Autopilot
A-340-500	As authorized by the United Arab Emirates GCAA.	Autopilot
A-340-600	As authorized by the United Arab Emirates GCAA.	Autopilot

e. Airplane Maintenance. The foreign air carrier must maintain the airplanes and equipment listed in Tables 1 and 2 of this paragraph in accordance with its approved lower landing minimums continuous maintenance program approved by the State of the Operator.

f. Flight Crew Qualifications. The flight crew 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 shall not conduct CAT II operations in any airplane until that pilot has successfully completed the foreign air carrier's approved CAT II training program, and has been certified as being qualified for CAT II operations by one of the foreign air carrier's check airmen properly qualified for CAT II operations, or a CAA inspector from the State of the Operator.

g. Authorized CAT II Approach and Landing Minimums. The foreign air carrier is authorized to conduct CAT II approaches using the most restrictive (highest) combination of Decision Height (DH) and Runway Visual Range (RVR) from:

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

(2) those prescribed for the specific make, model and series of airplane as listed in Table 1, and

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

h. Authorized CAT II Approaches, Airports and Runways. For approach minima requiring autoland or manual (HUD) to touchdown, the airplane and its automatic flight control guidance system or manually flown (HUD) guidance system must be approved for approach and landing operations. Advisory Circular 120-29 provides operational approval criteria which may be used as one means, but not the only means, appropriate to satisfy operational requirements. When utilizing a HUD to touchdown it must be flown in the AIII Approach mode of operation. The foreign air carrier is authorized to conduct the following types of CAT II approaches:

(1) Standard CAT II Approach. The foreign air carrier 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 with a notation in the chart minima section saying “Category II ILS – Special Aircrew & Aircraft Certification Required".

(a) Required runway lights: HIRL, and TDZ, and CL (or foreign equivalent).

(b) Required approach lights: ALSF 1 / 2. Sequenced flashing lights may be inoperative.

(c) If only TDZ RVR is available: 1600 RVR minimum. Use of autopilot or manual (HUD) to DH is required.

(d) If TDZ and Rollout RVR available: 1200 RVR minimum. Use of autopilot or manual (HUD) to DH is required.

(e) If TDZ and Rollout RVR available: 1000 RVR minimum. Use of autoland or manual (HUD) to touchdown is required.

(f) When touchdown zone and/or centerline lights become inoperative on a CAT II instrument approach, the foreign air carrier is authorized to use the minimums listed under the heading Reduced Lighting CAT II below. All requirements listed in that subparagraph must be met, however, the procedure only need be identified as described under the heading Standard CAT II approach, above.

(2) Reduced Lighting CAT II. The foreign air carrier is authorized to conduct CAT II instrument

approach procedures on certain ILS facilities that do not meet the equipment requirements of a U.S. Standard or International Civil Aviation Organization Standard, for example, touchdown zone lighting (TDZ), runway centerline lighting (CL), and an ALSF1 or ALSF2 approach lighting system. These facilities meet all requirements of the CAT II Performance Classification Standard, and also meet CAT III localizer requirements to touchdown. The absence of runway TDZ, CL and ALSF 1/2 lighting systems is mitigated by the operator requirement to use autoland or manual (HUD) to touchdown. 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 14 CFR Part 97 CAT II approaches will be identified 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, or MALSR or ALSF-1 / 2. Sequenced flashing lights may be inoperative.

(d) If only TDZ RVR is available: 1600 RVR minimum. Use of autoland or manual (HUD) to touchdown is required.

(e) If TDZ and Rollout RVR available: 1200 RVR minimum. Use of autoland or manual (HUD) to touchdown is required.

i. Approach Requirements. The foreign air carrier shall not begin the final approach segment of a CAT II instrument approach procedure unless all of the following conditions are met:

(1) The airborne equipment required by this paragraph is installed and operating satisfactorily.

(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) for CAT II “RA NA” (radar/radio altimeter not authorized) an inner marker to identify the DH.

(3) The RVR sensors required for the minimums for the approach being conducted are available and reporting. The touchdown zone sensor report is controlling for all CAT II operations. Additional RVR sensors are advisory. A mid RVR sensor or a far end sensor, if available may be substituted for a rollout RVR, if the rollout sensor RVR report is not available.

(4) The crosswind component on the landing runway is less than the airplane flight manual’s crosswind limitations, or 15 knots or less, whichever is more restrictive.

(5) Fifteen percent additional runway length is available over the landing field length specified for destination airport in the foreign air carrier’s State of the Operator approved Aircraft Operating Manual.

j. 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.

(4) The crosswind component at touch down is expected to be greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

k. CAT II Runway Restrictions. The foreign air carrier is authorized to conduct 14 CFR Part 97 CAT II instrument approach procedures using autoland or manual (HUD) to touchdown into the restricted U.S facilities listed in Table 3.

Table 3

Runway and Airplane Restrictions and Limiting Conditions for 14 CFR Part 97 CAT II Operations	
Airport Name/Identifier, and Runways	**Restrictions and Limitations**
N/A	N/A

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

4. Date Approval is effective: 12/02/2009 Amendment Number: 4

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

Holland, Jordan, Manager Operations Planning

Date: 12/2/2009

C060 . Category III Instrument Approach and Landing Operations - U.S. Airports

HQ Control: 09/17/2003
HQ Revision: 020

The foreign air carrier is authorized to use the Category III (CAT III) landing minimums for the aircraft listed in Table 1, at the authorized airports and runways listed in Table 2, and with equipment installed and operational as required by the AFM, CFR, or this operations specification. The foreign air carrier must use the procedures, special limitations, and minimums specified in this paragraph and shall conduct no other CAT III operations. These minimums are the lowest authorized at any airport.

a. The foreign air carrier must be authorized by the State of the Operator Civil Aviation Authority (CAA) to conduct Category III instrument approach and landing operations, and a copy of that authorization with the approved Category III approach minimums, are provided to the FAA; and

b. The foreign air carrier shall comply with the requirements of Advisory Circular 120-28, as amended, Criteria for Approval of Category III Landing Weather Minima, or equivalent criteria acceptable to the FAA, for all Category III operations conducted under authority of this paragraph.

c. Required Field Length and Special Operational Equipment and Limitations. The foreign air carrier shall not begin the final approach segment of a CAT III instrument approach unless the runway field length requirements, and the special operational equipment (installed and operational) and limitations listed or referenced in Table 1 are met. The required field length is established by multiplying these factors by the runway field length required by the provisions of ICAO Annex 6 or the State of the Operator performance requirements for runway field length, whichever is more restrictive. For operations with a controlling runway visual range (RVR) at or above 600 feet the required field length is 1.15 times the field length.

Table 1

CAT III Approach and Landing Minimums						
Airplane M/M/S	**Type of Landing System***	**Type of Rollout Control System**	**DH/AH**	**Lowest RVR**	**Field Length Factor**	**Special Operational Equipment and Limitations**
A-330-200	FP	FP	50 DH	600	1.15	N/A
A-330-200	FO	FO	200 AH	300	1.15	1.3 FLF required if anti-skid inop or if braking action is less than fair, and RVR is less than 600.
A-330-300	FP	FP	50 DH	600	1.15	N/A
A-330-300	FO	FO	200 AH	300	1.15	1.3 FLF required if anti-skid inop or if braking action is less than fair, and RVR is less than 600.
A-340-500	FP	FP	50 DH	600	1.15	N/A
A-340-500	FO	FO	200 AH	300	1.15	1.3 FLF required if anti-skid inop or if braking action is less than fair, and RVR is less than 600.
A-340-600	FP	FP	50 DH	600	1.15	N/A
A-340-600	FO	FO	200 AH	300	1.15	1.3 FLF required if anti-skid inop or if braking

CAT III Approach and Landing Minimums						
Airplane M/M/S	**Type of Landing System***	**Type of Rollout Control System**	**DH/AH**	**Lowest RVR**	**Field Length Factor**	**Special Operational Equipment and Limitations**
						action is less than fair, and RVR is less than 600.
B-777-300ER	FP	FP	50 DH	600	1.15	N/A
B-777-300ER	FO	FO	200 AH	300	1.15	1.3 FLF required if anti-skid inop or if braking action is less than fair, and RVR is less than 600.
B-777-F	FP	FP	50 DH	600	1.15	N/A
B-777-F	FO	FO	200 AH	300	1.15	1.3 FLF required if anti-skid inop or if braking action is less than fair, and RVR is less than 600.

Enter: *N/A = Not Applicable; FP = Fail-passive Landing or Rollout Control System; FO = Fail-operational Landing or Rollout Control System; (i.e., FP/FO systems include autoland and head-up guidance systems (HGS)).

d. Required RVR Reporting Equipment. The foreign air carrier shall not conduct any CAT III operation unless the following RVR reporting systems are installed and operational for the runway of intended landing:

(1) Fail-passive Landing Systems Not Using Rollout Control Systems:
   (a) For CAT III landing minimums as low as Touchdown Zone RVR 600 (175 meters), Mid RVR 600 (175 meters) and operative Rollout RVR require the following:
      (i) The Touchdown Zone, Mid, and rollout RVR reporting systems be used.
      (ii) Touchdown Zone and Mid RVR reports are controlling for all operations while the rollout report provides advisory information to pilots.
   (b) For fail-operational landing system aircraft using either fail-passive rollout or fail-operational rollout systems, or fail-passive landing system using any rollout system, these RVR requirements may be used in lieu of subparagraphs (3) or (4) below.

(2) Fail-passive Landing Systems Using Rollout Control Systems. For CAT III landing minimums as low as Touchdown Zone RVR 600 (175 meters), Mid RVR 400 (125 meters), and operative Rollout RVR require the following:
   (a) The Touchdown Zone, Mid, and rollout RVR reporting systems must be used.
   (b) Touchdown Zone and Mid RVR reports are controlling for all operations while the rollout report provides advisory information to pilots.

(3) Fail-operational Landing Systems Using Fail-passive Rollout Control Systems.
   (a) For CAT III landing minimums as low as Touchdown Zone RVR 400 (125 meters), Mid RVR 400 (125 meters), and Rollout RVR 400 (125 meters) require the following:
      (i) The Touchdown Zone, Mid, and Rollout RVR reporting systems are normally required and are controlling for all operations.
      (ii) If one of these RVR reporting systems is temporarily inoperative, these operations may be initiated and continued using the two remaining RVR reporting systems. Both RVR reports are controlling.
   (b) Operations may be conducted in accordance with the RVR limitations set forth in subparagraph d(1)(a).

(4) Fail-operational Landing Systems Using Fail-operational Rollout Control Systems.
(a) For CAT III landing minimums as low as Touchdown Zone RVR 300 (75 meters), Mid RVR 300 (75 meters), and Rollout RVR 300 (75 meters) require the following:
(i) The Touchdown Zone, Mid, and Rollout RVR reporting systems are normally required and are controlling for all operations.
(ii) If one of these RVR reporting systems is temporarily inoperative, these operations may be initiated and continued using the two remaining RVR reporting systems. Both RVR reports are controlling.
(b) Operations may be conducted in accordance with the RVR limitations set forth in subparagraph d(1)(a).

e. Pilot Qualifications. The minimums prescribed in subparagraphs c and h are authorized for only those pilots-in-command and seconds-in-command who have completed the foreign air carrier's approved CAT III training program and who have been qualified for CAT III operations by one of the foreign air carrier's check airmen or State of the Operator CAA inspector in accordance with State of the Operator requirements.

f. Operating Limitations. The foreign air carrier shall not begin the final approach segment of a CAT III instrument approach procedure, unless the latest reported controlling RVR for the landing runway is 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) Localizer and glide slope
(b) Outer marker or final approach fix. A precision or surveillance radar fix, a NDB, VOR, DME fix, its published waypoint, or a published minimum GSIA fix, may be used in lieu of an outer marker.
(c) Touchdown zone lights
(d) Runway centerline lights
(e) High intensity runway lights
(f) ALSF-I, ALSF-II approach light system or foreign equivalent. Sequence flashing lights, may be inoperative.
(3) All CAT III fail-operational landing system-equipped aircraft operations using any controlling RVR below 600 shall be conducted to airports, which meet U.S. (SMGCS) criteria for CAT III operations.
(4) The crosswind component on the landing runway is less than the airplane flight manual's crosswind limitations, or 15 knots or less, whichever is more restrictive.
(5) All CAT III approaches, once established on the final approach segment (after the final approach fix), may continue the approach if the RVR decreases below the applicable authorized minima, as appropriate.

g. Missed Approach Requirements.
(1) For CAT III approaches using a fail-passive landing system without a rollout control system, a missed approach shall be initiated when any of the following conditions exist:
(a) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.
(b) No later than DH, if any controlling RVR is reported below the lowest authorized minima.
(c) 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 touch down in the

touchdown zone.

(d) When a failure in the fail-passive landing system occurs prior to touch down.

(e) If the pilot determines that touch down cannot be safely accomplished within the touchdown zone.

(f) When any of the required elements of the ground system becomes inoperative before arriving at the DH.

(g) The crosswind component at touch down is expected to be greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

(2) For CAT III approaches using a fail-passive landing system with a fail-passive rollout control system or a fail-operational landing system using either a fail-operational or a fail-passive rollout control system, a missed approach shall be initiated at or before DH or AH when any of the following conditions exist:

(a) A failure occurs in one of the redundant systems in the aircraft before reaching the AH.

(b) Any of the required elements of the ground system becomes inoperative. However, CAT III approaches and landings may be continued even though the sequence flashers and the approach lights became inoperative.

(c) The crosswind component at touchdown is expected to be greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

(d) If the pilot determines that touch down cannot be safely accomplished within the touchdown zone.

(e) For aircraft using a fail-passive landing system and fail-passive rollout control system:

(i) At the DH, if the pilot has not identified the required visual references to verify that the aircraft will touch down in the touchdown zone of the runway of intended landing.

(ii) 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 touch down in the touchdown zone.

(3) The preceding subparagraphs e(1) and (2) do not preclude continuation of a higher minimum Category approach if the system failures do not affect the systems required for the higher approach minimums.

h. Authorized CAT IIIAirports and Runways. The foreign air carrier is authorized to conduct CAT III operations at the airports and runways listed in the Table 2 below.

Table 2

Airport Name/Identifier	Runways	Special Limitations
Airports with operational Cat III facilities, as authorized by the United Arab Emirates GCAA and these Op Specs.	Runways with operational Cat III facilities as authorized by the United Arab Emirates GCAA and these Op Specs.	The highest values of DH, AH and RVR, as authorized by the United Arab Emirates GCAA, these Ops Specs, or the instrument approach used, shall apply.

Airport Name/Identifier	Runways	Special Limitations
Covington, KY/CVG	36C	RVR600. B777 authorized. See Notes 1 & 2.
Denver, CO/DEN	34R	RVR300. B777 authorized. See Notes 1 & 2.
Pittsburgh, PA/PIT	10L/10R	RVR 300. RESTRICTED to 600 RVR until less than 600 RVR SMGCS operations are approved. A-330 authorized. See Notes 1 & 2.
Seattle, WA/SEA	16L/16C/16R	RVR300. A-330, A-340 and B777 authorized. See Note 1.
Spokane, WA /GEG	21	RVR 600. HUD Certified-to-touchdown or Rockwell-Collins HGS Certified-to-touchdown equipped aircraft ONLY. Special autoland evaluation required. See Note 3.

i. The foreign air carrier must maintain the aircraft and equipment listed in Table 1 in accordance with a lower landing minimums maintenance program approved by the State of the Operator.

Note 1. Approved aircraft must be equipped with either Autoland or HUD Certified-to-touchdown.

Note 2. If an aircraft by type is not specifically listed as approved, then the aircraft must be equipped with Rockwell-Collins HGS Certified-to-touchdown for CAT III operations, unless restricted by AFM. Minimum 600 RVR.

Note 3. Spokane, WA (GEG) Runway 21 exceeds maximum runway slope for autoland without special evaluation.

1. The Foreign Air Carrier applies for the authorizations in this paragraph.
2. These Foreign Operations Specifications are approved by direction of the Administrator.

Digitally signed by Harvey D Siegel, Principal Operations Inspector (EA15)
[1] EFFECTIVE DATE: 9/11/2012, [2] AMENDMENT #: 7
DATE: 2012.09.11 10:12:04 -05:00

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

Digitally signed by Jordan P Holland
DATE: 2012.09.11 07:40:03 -05:00

C063 . IFR RNAV 1 Departure Procedures (DP) and Standard Terminal Arrivals (STAR) - U.S. Airports

HQ Control: 05/31/2007
HQ Revision: 020

a. The foreign air carrier is authorized to conduct IFR area navigation (RNAV 1) Instrument Departure Procedures (DPs) and Standard Terminal Arrivals (STARs) published in accordance with 14 CFR Part 97 using approved area navigation systems to the airports and runways approved for such operations and shall conduct all such operations in accordance with the provisions of these operations specifications.

b. Authorized Aircraft and Equipment. The foreign air carrier is authorized to conduct RNAV 1 DPs and STARs operations using the following eligible aircraft and area navigation systems installed and operational as required by the AFM, CFR, the FAA compliance table, or this operations specification.

Table 1 Aircraft With RNAV Systems Eligible for RNAV 1 DPs and STARs

Compliant RNAV System(s) and Software				
Airplane M/M/S	**Manufacturer**	**Model/HW Part**	**Software Part/Version/Revision Number**	**Limitations and Provisions**
A-330-200	Thales Avionics Honeywell	C12858CA02 4077880-962	PS4087705-906 PS4087700-903	N/A
A-330-300	Thales Avionics Honeywell	C13200HA01 4089740-961	PS3087705-906 PS4087700-903	N/A
A-340-500	Thales Avionics Honeywell	C12858EA07 4077880-962	PS4087705-906 PS4087700-903	
A-340-600	Thales Avionics Honeywell Thales	C12858EA07 C13200KA01	PS4087705-906 PS4087700-903	N/A
B-777-300ER	Honeywell Boeing Honeywell	066-50012-0101 066-50013-0101 066-50029-1201 HG2060AD01 7516118-27010 4088240-901	3107-BCG-017-D1 HNP5C-AM01-1006 HNP5D-AM01-1007 316C-BSM-005-66 3168-BSM-336-00 3475-HNC-102-04 347B-HNC-100-08 PS4088839-901	N/A

c. The foreign air carrier must maintain the aircraft and equipment listed in Table 1 above using an established maintenance program that addresses these RNAV requirements. The foreign air carrier maintenance program approval is the responsibility of the State of the operator.

d. Flightcrew Qualifications. Flightcrews shall not conduct operations approved by this operations specification until that flightcrew is qualified in accordance with the foreign air carrier's training program for RNAV 1 DPs and STARs operations. The foreign air carrier training program approval is the responsibility of the State of the operator.

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

4. Date Approval is effective: 07/12/2011 Amendment Number: 2

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

Holland, Jordan, Head of Operations Planning

Date: 07/12/2011

C067. Special Airplane Authorizations, Provisions, and Limitations for Certain Airports **HQ Control: 10/15/04** **HQ Revision: 020**

General. This paragraph is used to authorize special airport operations if the airport has special requirements beyond the PIC qualification requirements of paragraph C050 and to establish the requirements for the use of certificated U.S. land airports and any authorization to use uncertificated U.S. land airports. OpSpec C050 must also be issued for "special PIC qualification airports" authorization. OpSpec C081 must also be issued for airports/runways where specific "Special" terminal instrument procedures are authorized for the foreign air carrier.

a. Operations at other Special U.S. Airports.
The foreign air carrier shall only conduct the following types of operations, which may require special provisions and limitations and special flight crewmember training, to U.S. airports provided the specific airports are authorized in Table 1 and types of operations are approved/accepted by the State of the Operator Civil Aviation Authority (CAA).

(1) Airports requiring special airplane performance charts and equipment or required special lighting for airports such as flare pots or runway reflectorization systems instead of lights, or required special navigation and communications equipment to operate at that airport.

(2) Airports that require a curfew notation

(3) Turbojet or large airplane operations at airports with unpaved runways or any airplane operation on runways constructed on frozen lakes and rivers

(4) For foreign air carrier that do not have an available alternate in accordance with Annex 6, Part I, 4.3.4.3 (b) that are dispatched in accordance with the required fuel reserves set forth in Annex 6, Part I, 4.3.6.3.2 (b), shall be listed along with any special provisions or limitations.

b. Operation at uncertificated U.S. Airports.
Definitions. Used For the purposes of this OpSpec Paragraph:

"designed for passenger seats". means as determined by the airplane type certificate issued by competent civil aviation authority.

"U.S. Land Airport". a U.S. land airport in any State of the United States, the District of Columbia, or any territory or possession of the United States.

"*Scheduled passenger carrying operations*". Scheduled international air service performed in airplanes for the public transport of passengers, mail, or cargo, between points in the U.S. and one or more foreign countries and including regularly scheduled charter air transportation for which the public is provided an advance schedule containing the departure location, departure time, and arrival location of the flight.

(1) No foreign air carrier and no pilot being used by an foreign air carrier conducting any operation with the airplanes described in subparagraph b. (1) (a) or (b) below, may operate at a U.S. land airport unless that airport is certificated under 14 CFR part 139 of this chapter. Further, after June 9, 2005 for Class I airports and after December 9, 2005 for Class II, III, and IV airports as defined in part 139, when an foreign air carrier and the pilot being used by an foreign air carrier are required to operate at an airport certificated under part 139, the air carrier and the pilot may only operate at that airport if the airport is classified under part 139 to serve the type airplane to be operated and the type of operation to be conducted.

(a) an airplane designed for more than 9 passenger seats in the conduct of scheduled passenger carrying operations.

(b) an airplane designed for at least 31 passenger seats in non-scheduled passenger carrying operations.

(2) *Required Alternate.* A foreign air carrier and a pilot being used by an foreign air carrier conducting any operation with the airplanes described in subparagraph b. (1) (a) and (b) above, may designate and use as a required alternate airport for departure or destination that is not certificated under 14 CFR part 139.

(3) *Operations prior to December 9, 2005.* Until December 9, 2005, A foreign air carrier and a pilot being used by an foreign air carrier conducting any operation with airplanes designed for more than 9 but less than 31 passenger seats in the conduct of scheduled passenger carrying operations, may designate and use a U.S. land airport that does not hold an operating certificate issued under 14 CFR part 139.

(4) *Airports operated by the U.S. Government.* A foreign air carrier and a pilot being used by an foreign air carrier conducting any operation with the airplanes described in subparagraph b. (1) (a) and (b) above, may be authorized to conduct passenger-carrying airplane operations into an airport (military and non-military) operated by the U.S. Government that is not certificated under part 139, provided that for each airport to be used:

(a) The airport meets the equivalent safety standards for airports certificated under part 139;

(b) The airport meets the equivalent airport classification requirements under part 139 to serve the type airplanes to be operated and the type of operations to be conducted;

(c) The location/identifier of each such airport authorized, and the M/M/S of the airplanes to be operated is listed in Table 1 of this paragraph; and

(d) Permission is obtained from the airport manager of non-military airports and the Base Commander of military airports, to operate at these airports prior to the commencement of operations. This permission is not needed for operations at joint-use civil and military airports.

(5) An foreign air carrier and a pilot being used by an foreign air carrier conducting any operation with the airplanes described in subparagraph b. (5) (a) below, may operate at a land airport that is not certificated under 14 CFR part 139 provided the conditions in subparagraph b. (5) (b) are met.

(a) Airplanes and type operations:

(i) an airplane designed for 9 passenger seats or less in the conduct of scheduled passenger carrying operations.

(ii) an airplane designed for less than 31 passenger seats in non-scheduled passenger carrying operations.

(b) Operating conditions:

(i) The airport is adequate for the proposed operation, considering such items as size, surface, obstructions, and lighting.

(ii) For an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless:

(A) The pilot has determined the wind direction from an illuminated wind direction indicator or local ground communications or, in the case of takeoff, that pilot's personal observations; and

(B) The limits of the area to be used for landing or takeoff are clearly shown by boundary or runway marker lights. If the area to be used for takeoff or landing is marked by flare pots or lanterns, their use must be authorized by the FAA in Table 1.

Table 1 – Other Special U.S. Airports Authorized and Special Provisions

If no special authorizations are granted N/A will appear in each column of Table 1 below.

Airport Location/Identifier	Airplane M/M/S (enter N/A if not applicable)	Special Provisions and Limitations and Special Flight Crewmember Training
N/A	N/A	N/A

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

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 7/5/06 Amendment Number: 0
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Weixler, Helmut Head Operations Official Date: 7/5/06

C068. Noise Abatement Departure Profiles **HQ Control: 05/06/02**
HQ Revision: 010

The foreign air carrier shall conduct noise abatement departure profile (NADP) operations in accordance with the provisions of this paragraph and the procedures in the foreign air carrier's manuals and approved or accepted by the State of the Operator. The foreign air carrier 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 foreign air carrier 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 foreign air carrier's NADP's must meet the following criteria:

a. For Each NADP, the foreign air carrier 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 foreign air carrier 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 Title 14 of the Code of Federal Regulations (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 14 CFR 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 Advisory Circular (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 foreign air carrier 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 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 14 CFR 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 automatic 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. Issued by the Federal Aviation Administration.
2. These Foreign Operations Specifications are approved by direction of the Administrator.

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 7/5/06 Amendment Number: 0
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Weixler, Helmut Head Operations Official Date: 7/5/06

C075. Category I IFR Landing Minimums - Circling Maneuvers **HQ Control: 05/06/02**
HQ Revision: 010

The foreign air carrier shall not use any IFR Category I landing minimum lower than that prescribed by the applicable published instrument approach procedure. The IFR landing minimums prescribed in paragraphs C053 for nonprecision approaches and C074 for precision approaches of these operations specifications are the lowest Category I minimums authorized for use at any airport.

Circling Maneuvers. The foreign air carrier shall not conduct circling maneuvers when the ceiling is less than 1000 feet or the visibility is less than 3 statute miles, unless the maneuver has been specifically authorized by the State of the Operator, and appropriate pilot training and checking has been accomplished by the foreign air carrier for circling maneuvers. When conducting an instrument approach procedure which requires a circling maneuver to the runway of intended landing, the foreign air carrier shall not use a landing minimum lower than the minimum prescribed for the applicable circling maneuver or a landing minimum lower than specified in the following table, whichever is higher. The lowest authorized IFR landing minimum for instrument approaches which require a circling 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 circling maneuver.

Speed Category	HAA	Visibility in Statute Miles
less than 91 kts	350	1
91 to 120 kts	450	1
121 to 140 kts	450	1 1/2
141 to 165 kts	550	2
above 165 kts	1000	3

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

Lynch, Robert M. Principal Operations Inspector EA29

3. Date Approval is effective: 7/5/06 Amendment Number: 0
4. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Weixler, Helmut Head Operations Official Date: 7/5/06

C077 . Terminal Visual Flight Rules, Limitations, and Provisions

HQ Control: 07/14/2011
HQ Revision: 03a

a. Except as provided in this paragraph, Title 14 Code of Federal Regulations (CFR) Part 93, and paragraph B051, when issued, the foreign air carrier shall operate all flights conducted under the provisions of Title 14 CFR Part 129 turbojet and large airplane operations, within the areas listed in paragraph A001 of these operations specifications in accordance with instrument flight rules (IFR). The foreign air carrier 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 Part 91 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.

(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 foreign air carrier 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 visibility 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 91.119, or those prescribed in the authorized 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.

(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 and paragraph B051, 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 visibility conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance.

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 foreign air carrier must identify obstacles and use airport obstacle data which ensures that the performance requirements of the State of the operator are met.

(2) The weather conditions must allow the flightcrew sufficient visibility conditions to identify and avoid obstacles and safely maneuver using external visual references and to maintain minimum altitudes.

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

2012.01.24 10:28:18 Central Standard Time
Location: WebOPSS
Digitally signed by Harvey D Siegel,
Principal Operations Inspector (EA15)

4. Date Approval is effective: 01/24/2012 Amendment Number: 3
5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Holland, Jordan, Head of Operations Planning

2012.01.24 03:00:42 Central Standard Time
Location: WebOPSS
Digitally signed by Jordan P Holland on behalf of
Holland, Jordan, Head of Operations Planning

Date: 01/24/2012