AeroGal

Especificaciones Operacionales Part. 129

2015-05-22

Quito, Ecuador

Table of Contents

Part A

Table of Contents

Part B

Table of Contents

Part C

A001 . Issuance and Applicability, and Reports **HQ Control: 08/30/2013**
HQ Revision: 060

a. These operations specifications are issued to AEROLINEAS GALAPAGOS S A - AEROGAL S A (hereinafter, the "foreign air carrier"). The foreign air carrier's addresses:

Primary Business:	Within the United States of America:	Mailing Address:
Ave. Republica del Salvador N34-107 Suiza Quito, Pichincha, Ecuador N/A	1435 NW 82nd Ave. Doral, FL 33126	Ave. Republica del Salvador N34-107 Suiza Quito, Pichincha, Ecuador N/A

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)
ECUADOR	AGL-121-004	Foreign Air Carrier Exemption	application pending (Part 377 & APA)

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 only 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 may conduct the operations described in subparagraph b. under the following other business names:

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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
USA - The Commonwealth of Puerto Rico

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
Aerogal	GLG

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

(2) If the foreign air carrier plans on conducting a non-scheduled 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:
SO23 - Miami IFO (MIA)

US Post Office Mailing Address	Overnight Package Delivery Address
2895 SW 145th Ave., Suite 221, Miramar, FL 33027	Same

FAA Principal Inspector(s) Name/Title	Phone Number	Fax Number	E-mail Address
Cuffe, Errol Principal Maintenance Inspector	954-641-6742	954-641-6720	errol.cuffe@faa.gov
McHenry, Allan Principal Avionics Inspector	954-641-6778	954-641-6727	allan.mchenry@faa.gov
Webb, Darrell T Principal Operations Inspector	954-641-6745	954-641-6720	darrell.t.webb@faa.gov

1. Issued by the Federal Aviation Administration.
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.

Grijalva, Patricio, Operations Manager Date

A002 . Definitions and Abbreviations **HQ Control: 05/22/2013**
HQ Revision: 02a

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	Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14

	CFR part 97 as “ILS PRM.” ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCLs). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.
Imported Airplane-Noise Compliance	For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the 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.
Localizer-Type Directional Aid (LDA) PRM	See definition of SOIA.
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.
RNAV (GPS) PRM	Area navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.
Runway	In these operations specifications the term "runway" in the case of land airports, water airports, and heliports, shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.
Simultaneous Offset	This operation comprises one ILS and one LDA with glide slope. The

Instrument Approach (SOIA)	ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as an SOIA.
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. Issued by the Federal Aviation Administration.
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.

Vintimilla, Tito, Operations Manager	Date

A003 . Aircraft Authorized for Operations to the United States

HQ Control: 05/19/2015
HQ Revision: 060

a. The foreign air carrier is authorized to conduct its operations in the United States using only the following:

Table 1 - Authorized Aircraft, Configuration, Conditions and Certain Operations

Aircraft				Configuration, Conditions and Certain Operations Authorized					Data Link	
Aircraft M/M/S	Serial Number	Registration Number	Configuration	En Route	Condition of Flight	Part 36 (Noise)	RVSM	Ground Deicing Program	Data Link System	Communication System
A-319-112	1866	HC-CKL	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**
A-319-112	1872	HC-CKM	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**
A-319-112	1882	HC-CKN	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**
A-319-112	1925	HC-CKO	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**
A-319-112	2126	HC-CKP	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**
A-319-112	2078	HC-CLF	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**
A-320-214	4379	HC-CJM	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**
A-320-214	4547	HC-CJV	Passenger	IFR	Day/Night	STAGE IV	**Yes**	**No**	**Not Authorized**	**Not Applicable**

b. Limitations. The following authorizations and limitations apply:

(1) All State of the Operator more restrictive limitations apply.

1. Issued by the Federal Aviation Administration.
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.

Plaza, Hector Enrique, Operations Manager

Date

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 in the U.S. airspace using an area or long-range navigation system.	B035
Authorized to conduct operations in the U.S. using basic instrument approach procedures for aircraft.	C052
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 at all U.S. airports and alternate airports for departure.	C056
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 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 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 conduct terminal flight operations under instrument flight rules in the U.S. - with airplanes.	C051
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 use powerplant-reversing systems for rearward taxi in specific airplane operations at U.S. airports.	C065
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 terminal area IFR operations with airplanes in Class G airspace and at airports without an operating control tower.	C080
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
Conduct operations using an airplane design group VI airplane (ICAO Group F).	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 AR operations.	C384
Authorized to conduct operations under 14 CFR Part 129 using U.S.-registered aircraft maintained according to U.S. requirements	D085
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
Required to maintain U.S.-Registered airplanes in accordance with the approved maintenance program - Continued Airworthiness	D108
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. Issued by the Federal Aviation Administration.
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.

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
Quality Control Chief	Alvarez, Augusto Ivan	011-593-294-3100 ext 2605	augusto.alvarez@avianca.com	N/A
Chief Pilot	Hidalgo, Pablo Anibal	011-593-294-3100 ext 2504	anibal.hidalgo@avianca.com	N/A
Operations Manager	Plaza, Hector Enrique	011-593-294-3100 ext 2501	hector.plaza@avianca.com	N/A

b. Operations Representative.

Name: Hector E. Plaza
Address: Aeropuerto Internacional Mariscal Sucre - Hangar Avianca
Title: Operations Manager
Telephone Number: 011-593-294-3100 ext 2501
Fax: N/A
E-mail: hector.plaza@avianca.com

c. Agent for Service.

Name: Parra, Carlos
Address: 1750 NW 66 Av., Suite 211
Miami, Florida 33126
United States
Title: Agent for Service
Telephone Number: 305-526-6720 ext 1562
Fax: N/A
E-mail: carlosarturo.parra@avianca.com

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

Title	Name	Parts Authorized
Operations Manager	Plaza, Hector Enrique	A,B,C,D
Agent for Service	Parra, Carlos	A,B,C,D
Quality Control Chief	Alvarez, Augusto Ivan	D

e. Responsible State Government Official.

Name: Fidel Guitarra Santacruz
Address: Buenos Aires 149 y AV 10 de Agosto
Title: Director Inspeccion y Certificacion - DGAC Ecuador

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Fax: N/A
E-mail: fidel.guitarra@aviacioncivil.gob.ec

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.

B035 . Class I Navigation en route in United States (U.S.) Airspace Using Area or Long-Range Navigation Systems

HQ Control: 05/19/2015

HQ Revision: 020

a. The foreign air carrier must conduct Class I navigation en route in U.S. airspace as follows:

Table 1 - Aircraft and Navigation Equipment

Aircraft Type (Make/Model/Series)	Navigation Equipment (Manufacturer/Model)	Q-Routes
A-319-112	FMGC / THALES AVIONICS / C13042AA04	Yes
A-320-214	FMGC / THALES AVIONICS / C13042AA05	Yes
A-319-112	FMGC / THALES AVIONICS/ C13042AA05	Yes

b. The following limitations and provisions apply:

(1) Aircraft and navigation systems are approved by the State of Registry.

(2) The foreign air carrier's training program provides training, approved by the State of the Operator, for the equipment and special procedures to be used.

(3) 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 approved training program for the navigation system being used.

(4) Unless the RNAV route specifically requires GPS or GNSS equipage, aircraft on the RNAV route must be within air traffic control (ATC) radar surveillance and communication (except for operations in Alaska). For operations in Alaska, the entire portion of the intended route of flight, using the RNAV or long-range navigation systems, shall be under ATC radar surveillance.

(5) Aircraft that are not equipped with GPS or GNSS shall return to use of airways navigation when ATC radar fails.

(6) An RNAV 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.

(7) The airborne navigation equipment (VOR, DME, ADF) required to navigate is installed and operational.

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.

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)
LOC		ILS
LOC/DME		ILS/DME
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.

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: 08/05/2011 Amendment Number: 1

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

Rosales, Bolivar, Safety and Compliance

Date: 08/05/2011

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.

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).

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: 06/10/2010 Amendment Number: 1

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

Rosales, Bolivar, Safety and Compliance

Date: 06/10/2010

C056 . IFR Takeoff Minimums - Airplanes

HQ Control: 07/09/2013
HQ Revision: 030

a. Takeoff minimums are defined in 14 CFR Part 91, § 91.175(f) and hereinafter will be referred to as standard takeoff minimums.

b. When takeoff minima are equal to or less than the applicable standard takeoff minima, the foreign air carrier is authorized to use the following lower than standard State of the Operator authorized takeoff minima:

Lowest RVR in Feet (TDZ/MD/Rollout)	Airplane Type	HUD System	Additional Limitations and Provisions
1200/1200/1200	ALL	N/A	N/A

c. If the weather conditions at the airport of takeoff are below the foreign air carrier's landing minimums for that airport, the airplane may not depart from that airport unless an alternate airport for departure is designated and:

(1) The ceiling and visibility at the alternate airport at the time of departure, as well as the estimated time of arrival at the alternate airport, is at or above the alternate minimums specified in paragraph C055 of these operations specifications.

(2) The International Civil Aviation Organization (ICAO) Annex 6 alternate takeoff distance requirements, (Part I, 4.3.4), are to be calculated using still air conditions.

d. The following limitations must be met:

(1) All takeoff operations based on RVR, must use RVR reports from the locations along the runway. For operations at or above RVR 1600 ft:

(a) The touchdown zone (TDZ) RVR report, if available, is controlling.

(b) The mid RVR report may be substituted for an unavailable TDZ report.

(2) Visibility or Runway Visibility Value (RVV) 1/4 statute mile (sm) or TDZ RVR, 1600 ft, provided at least one of the following visual aids is available.

(a) Serviceable high intensity runway lights (HIRL);

(b) Serviceable runway centerline (CL) lights;

(c) Visible runway centerline marking (RCLM); or

(d) In circumstances when none of the above visual aids are available, visibility or RVV

¼ sm may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff roll.

(3) For operations below RVR 1600 ft:

(a) A minimum of two operative RVR reporting systems are required.

(b) All available RVR reports are controlling, except a fourth far-end RVR which is advisory only.

(4) RVR: TDZ 1200 ft/mid, (if installed), 1200 ft/rollout 1000 ft, may be used provided RVR equipment and one of the following visual aids combinations are available:

(a) Daylight Hours. Visible RCLM or serviceable: HIRL or CL lights.

(b) Nighttime Hours. Serviceable: HIRL or runway CL lights.

(5) RVR: TDZ 1000 ft/mid, (if installed), 1000 ft/rollout 1000 ft, may be used provided RVR equipment and one of the following visual aids combinations are available:

(a) Serviceable CL lights, OR

(b) Serviceable HIRL and visible RCLM.

(6) For RVR: TDZ less then 1000 ft but not lower than 500 ft/mid, (if installed), less then 1000 ft but not lower than 500 ft /rollout less then 1000 ft but not lower than 500 ft, provided RVR equipment and ALL of the following visual aids are available:

(a) Serviceable HIRL.

(b) Serviceable runway CL lights.

(7) For RVR TDZ less then 500 ft but not lower than TDZ 300 ft/mid less then 500 ft but not lower than TDZ 300 ft/ rollout less then 500 ft but not lower than TDZ 300 ft provided:

(a) RVR equipment is available.

(b) Serviceable HIRL.

(c) Serviceable runway CL lights.

(d) The crosswind component on the takeoff runway is less than the airplane flight manual's crosswind limitation, or 15 knots, whichever is more restrictive.

(e) The foreign air carrier shall conduct no takeoffs using these takeoff minima unless using the HUD System.

(f) The takeoff is conducted on a runway with a published landing minimum of RVR 300 with localizer front course guidance displayed on the HUD.

1. Issued by the Federal Aviation Administration.
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.

Vintimilla, Tito, Operations Manager Date

C067 . Special Airplane Authorizations, Provisions, and Limitations for Certain Airports

HQ Control: 12/17/2014
HQ Revision: 030

a. Foreign air carriers prior to operation into any U.S. airport must ensure that the airport is appropriate for the type of operation and aircraft. The foreign air carrier is authorized as follows:

Table 1 - Special Airplane Authorizations For Certain Airports

Airport (Airport Location/ Identifier	Airplane	Special Provisions / Limitations
N/A		•

b. Destination Airport. Except for a required alternate, no foreign air carrier and no pilot being used by a foreign air carrier conducting any operation with the airplanes described below, may operate at a U.S. land airport unless that airport is certificated under 14 CFR Part 139. Further, for Class I II, III, and IV airports as defined in Part 139, when a foreign air carrier and the pilot being used by a foreign air carrier 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.

(1) An airplane designed for more than 9 passenger seats in the conduct of scheduled passenger - carrying operations.

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

c. Alternate Airports operated by the U.S. Government. A foreign air carrier and a pilot being used by a foreign air carrier conducting any operation with the airplanes described in subparagraph 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:

(1) Meets the equivalent:

a. Safety standards for airports certificated under Part 139.

b. Airport classification requirements under Part 139 to serve the type airplanes to be operated and the type of operations to be conducted.

(2) To operate at these airports prior to the commencement of operations permission must be obtained as follows:

a. Airport manager for non-military airports.

b. Base operations for military airports.

c. Designated airport manager for joint-use civil and military airport.

1. Issued by the Federal Aviation Administration.
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.

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. Issued by the Federal Aviation Administration.
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.