UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON

Form Approved.
Budget Bureau No. 04-R075.

OPERATIONS SPECIFICATIONS

PART 42 OPERATIONS

Issued to: _____
(Name of Operator)

PART A - GENERAL

1. Applicability. These operations specifications are issued pursuant to section 42.18 of the CAR and apply to all operations of the above named operator that are subject to the provisions of Part 42.

2. Abbreviations and Symbols. As used in these operations specifications the following abbreviations and symbols mean:

X - Authorized according to current approved rules and regulations
NA - Not authorized
SS - Sliding scale
FM - Fan Marker
INT - Intersection
N - North
E - East
S - South
W - West
ASR - Airport Surveillance Radar
ADF - Automatic Direction Finding
LFR - Low Frequency Range
ILS - Instrument Landing System
PAR - Precision Approach Radar
VOR-VHF - Omni Directional Range
BCOB - Broken Clouds or Better
RVR - Runway Visual Range
OM - Outer Marker
MM - Middle Marker
LOM - Outer Compass Locator
LMM - Middle Compass Locator
L/MF - Low Medium Frequency
MEA - Minimum enroute altitude prescribed by the Administrator
1000-2 - (Number preceding hyphen refers to ceiling in feet) (number following hyphen refers to visibility in statute miles)
Y - Flight Crewmembers Required
IFR - Instrument Flight Rules
VFR - Visual Flight Rules
L/MF-VOR - Federal Airways
IMC - Instrument Meteorological Conditions
VMC - Visual Meterological Conditions
RVV - Runway Visibility Value

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Flight Level 390 - 39,000 feet with altimeter set at 29.92
Altitude - Altitude when altimeter setting is corrected to sea level
ICAO (PANS-OPS) - Procedures for Air Navigation Services Aircraft Operations
D - Direct
G - Green--Green Low Frequency Federal Airways
A - Amber--Amber Low Frequency Federal Airways
R - Red--Red Low Frequency Federal Airways
B - Blue--Blue Low Frequency Federal Airways
V - Victor Federal Airways
F - Flotation Devices and Signal Equipment not required
DF - Direction Finding

3. Definitions. Unless otherwise specified herein, all words and phrases defined in the Federal Aviation Act of 1958 as amended and Part 42 of the Civil Air Regulations shall have the same meaning when used in these operations specifications.

4. Flight Identification. The flight plan required by section 42.412 of the Civil Air Regulations shall contain as part of the identification of the flight the name of the operator which will be used in all radio telephone communications between aircraft and ground stations.

5. Flight Following. In accordance with the provisions of section 42.38 of the Civil Air Regulations, the operator shall not conduct any flight unless the progress of the flight is monitored by at least one of the flight-following centers specified below and described in detail in the operators manual.

6. Airplane Authorization. The operator is authorized to operate the following makes and models of airplanes provided that such airplanes are operated in accordance with the applicable performance operating limitations for such airplanes.

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PART 42 OPERATIONS

PART B - ENROUTE AUTHORIZATIONS AND LIMITATIONS

1. Federal Airways. The terms "L/MF Federal Airways" or "Victor Federal Airways" as used in these operations specifications designate a route or route segment between two points within the United States via any L/MF or Victor Federal Airway and includes control zones and control zone extensions associated with such Federal Airways.

2. Off Airway Operations. Unless otherwise specified in these operations specifications, an off airway route, listed in the applicable Form FAA-514A, which is located within the United States shall have a width of five miles on each side of a course between the points defining such route. When such off airway route is within or passes through a control zone extension or control zone, it shall be coextensive with such controlled zone, unless otherwise restricted in these operations specifications.

3. Substitute Route Structure. During the period of shutdown of an enroute navigation facility, the substitute route structure published in the Notice to Airmen section of the Airman's Guide may be used, provided that the operator is currently approved for enroute navigation using the types of facilities associated with the substitute route structure.

4. Turbojet-Powered Aircraft Operations Within the Navigable Airspace of the Contiguous United States. Notwithstanding any other authorizations in these operations specifications, all turbojet-powered aircraft shall be flown in accordance with instrument flight rules, except that, at the originating or destination terminal areas flight may be conducted in accordance with visual flight rules (VFR), provided the pilot is in direct communication with either the tower or approach/departure control.

   All turbojet-powered aircraft shall be equipped with an operating air traffic control transponder, provided that, in the event of failure of the air traffic control transponder to operate enroute, the flight may continue to the next point of intended landing where repairs or replacement facilities are available.

   The operator shall not operate flights above flight level 410. When operating at flight level 240, or above, the operator shall conduct such flights within the continental control area on jet route segments for which jet advisory areas are specified in Part 75, within the terminal jet advisory areas listed in Part 75, over any designated jet route segment within positive control areas provided such segment is listed in Part 75 or is specifically listed in these operations specifications, or when operating outside the continental control area only over the routes specified herein for turbojet-powered aircraft.

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When operating below flight level 240 all flights shall be conducted on Federal Airways, except when deviations from the routes are authorized or required by Air Traffic Control for traffic or meteorological reasons.

5. Approved Routes and Route Segments. Except when deviation from route is necessary to avoid a potentially hazardous meteorological condition, the operator shall not operate an aircraft over any route or route segment other than as specified in the Forms FAA-514A of this part of the operations specifications nor other than in accordance with the limitations prescribed therein.

6. Approved Areas. The operator shall not operate aircraft in any area outside the United States other than as specified in the Forms FAA-514A of this part of the operations specifications.

7. Oil Burner Routes. Notwithstanding operations otherwise authorized herein, such operations are authorized only at altitudes which will provide 1,000-foot vertical separation from approved and published altitudes on approved Oil Burner Routes during the times that Oil Burner Routes are in use, unless otherwise cleared by Air Traffic Control. The approved Oil Burner Routes and altitudes are published in the current Airmans Guide.

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PART C - AIRPORT AUTHORIZATIONS AND LIMITATIONS

1. General. The phrase "applicable approach procedure" when used in these operations specifications shall refer to the instrument approach procedures and IFR minimums prescribed in Part 97 of the Federal Aviation Regulations, or in the case of airports located outside the United States, the instrument approach procedures and IFR minimums prescribed or approved by the government of the country in which the airport is located, or by such U. S. military agencies as may be operating the airport, provided procedures and minimums published by the government of another country meet the criteria prescribed by the United States (Part 97) or ICAO (PANS-OPS).

(a) IFR Operations.

(1) Facilities. The operator is authorized to utilize the following types of facilities in executing instrument approach procedures:

L/MF_____ VOR_____ ADF_____ ILS_____ PAR/ASR*_____ VOR/DME_____

*Instrument approach procedures utilizing AN/FPN-33 type radar equipment, not authorized.

(2) IFR Takeoff and Landing Weather Minimums and Instrument Approach Procedures for Airports Located Within the United States.

Unless otherwise authorized in these operations specifications when conducting an IFR takeoff or landing, or an instrument approach at an airport located within the United States, the operator shall comply with the IFR weather minimums and the instrument approach procedures prescribed in Part 97 of the Federal Aviation Regulations, or, in the case of a military airport, the procedures and minimums established and approved by the military agency having jurisdiction over such airport, provided that notwithstanding lower takeoff and landing minimums authorized in Part 97, or by a military agency, the basic minimums listed in sections 1(b) and 1(c), Part C, shall apply except as modified by section 3, Part C of these operations specifications.

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(3) IFR Takeoff and Landing Weather Minimums and Instrument Approach Procedures for Airports Located Outside the United States. When conducting an IFR takeoff or landing, or an instrument approach, the operator shall comply with the IFR weather minimums and the instrument approach procedures prescribed or approved by the government of the country in which the airport is located, or by a U. S. military agency using the airport, provided that notwithstanding lower takeoff or landing minimums approved by a foreign government or a U. S. military agency, the basic minimums listed in sections 1(b) and 1(c) of Part C shall apply except as modified by section 3, Part C of these operations specifications.

(b) Basic Minimums for All Airports Except as Otherwise Specified in Section 1(c) and Section 3, Part C.

Type A/C - Stall Speed		LFR/ADF/VOR Back Course ILS Day & Night	ILS/PAR Day & Night	ASR Day & Night
65 knots or less-2 engine	Takeoff	300-1	300-1 or 400-3/4	300-1
	Circling	400-1	400-1	400-1
	Straight-in	400-1	400-3/4	400-1
	Alternate	800-2	600-2	800-2
More than 65 knots-2 engine	Takeoff	300-1	300-1 or 400-3/4	300-1
	Circling	500-1	500-1	500-1
	Straight-in	500-1	400-3/4	500-1
	Alternate	800-2	600-2	800-2
More than 65 knots-4 engine	Takeoff	300-1	300-1 or 400-3/4	300-1
	Circling	500-1½	500-1½	500-1½
	Straight-in	500-1	400-3/4	500-1
	Alternate	800-2	600-2	800-2

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(c) IFR Takeoff and Landing Minimums - Turbojet Aircraft. Turbojet operations shall be conducted in accordance with section 1(a)(2) and section 1(a)(3) above. The basic weather minimums as listed below shall apply except when modified by application of section 3, Part C, of these operations specifications.

BASIC TURBOJET MINIMUMS**

	LFR/ADF/VOR Back Course ILS Day & Night	ILS/PAR Day & Night	ASR or Localizer* Day & Night
Takeoff	300-1	300-1	300-1
Circling	700-2	700-2	700-2*
Straight-in	500-2	400-1	500-1*
Alternate (landing)	800-2	700-2	800-2*

*Provided either the outer marker or outer compass locator and related airborne equipment are in normal operation.

**The provisions of sections 9, 12 and (14 - "Sliding Scale"), Part C of these operations specifications are not applicable.

2. Runway Visual Range Authorization. Whenever the latest weather report furnished by the U. S. Weather Bureau, or a source approved by the Weather Bureau, including an oral report from the control tower, contains a visibility value specified as runway visual range or runway visibility for a particular runway of an airport, such visibility value will control for all straight-in instrument approaches, landings and takeoffs for that runway, regardless of the reported prevailing visibility for the airport.

Runway visual range is authorized as the operating minimum for landing (without regard to reported meteorological ceiling); only at airports where the basic meteorological minimums are 300-3/4 or less provided that all components of the ILS or PAR, high intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, all weather runway markings or centerline lighting and all related airborne equipment are in satisfactory operating condition. Descent below the minimum authorized altitude for the approach will not be made unless visual contact with the approach lights has been established, or aircraft is clear of clouds.

In the event it is not possible to use RVR as the operating landing minimum (without regard to ceiling) due to required components being inoperative or for other reasons, the appropriate ceiling minimum specified

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for the airport will apply together with an RVR minimum, which shall be used in lieu of the meteorological visibility minimum specified for the airport. Such RVR minimums will be determined in accordance with the following:

Meteorological Visibility	RVR
1/2	2600 feet
3/4	4000 feet
1	5200 feet
1 1/4	6000 feet

Whenever the transmisometer is inoperative or runway visibility measurements (RVR or RVV) are otherwise not available, the meteorological ceiling and visibility minimums specified for the airport are applicable. When the meteorological airport minimums are more than 300-3/4 and RVR is available, the appropriate meteorological ceiling and the related RVR values as determined above will be utilized for landings on the runway for which RVR is reported.

3. Lower Than Basic Minimums for Specified Airports. Unless otherwise restricted in the applicable instrument approach procedure, the minimums listed below may be used by those pilots-in-command who:

(a) currently meet the requirements of CAR 42.303,

(b) have been checked in accordance with CAR 42.302(b) on the type facility for which the lower minimums are authorized, and

(c) have been certified by a company check pilot or an authorized representative of the Administrator as being qualified to operate at the lower minimums.

Airport	Aircraft	Facility	Runway	Takeoff	Landing

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4. Alternate Airport.

(a) Landing Minimums - IFR. The alternate airport ceiling and visibility minimums specified in the applicable approach procedure, and as set forth below, will govern the use of an airport as an alternate regardless of whether the particular airport is also listed as a specified airport in section 3, Part C of these operations specifications. In no case shall such minimums be less than the corresponding minimums required for the airport when used as a specified airport.

(1) Where alternate airport landing minimums are shown in the applicable approach procedure as 800-2, they shall also mean 900-1½ or 1000-1.

(2) Where alternate airport landing minimums are shown in the applicable approach procedure as 600-2, they shall also mean 700-1½ or 800-1.

(3) When an airport, served by a radio navigation facility, is specified in the flight release as an alternate airport and the landing ceiling minimum shown on the applicable approach procedure for the use of such airport as an alternate airport specifies landing minimums of at least 1000-2 when broken clouds or better exist, the following alternate landing minimums may also be used unless otherwise limited in such approach procedure.

(i) 800-2, 900-1½, or 1000-1 provided that an additional alternate airport is specified in the flight release, or;

(ii) 800-2, 900-1½, or 1000-1 provided (1) the airport is equipped with an additional radio navigation facility for which an approved instrument approach has been established, and (2) the aircraft is equipped to utilize such radio facility, or

(iii) Ceiling at least 1000 feet above the minimum enroute instrument altitude applicable to the route over which the particular flight would normally proceed to such alternate airport and visibility at least two miles.

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(4) If an alternate airport is not equipped with a radio navigation facility, the weather conditions existing thereat, at the time of clearance, must be equal to, or better than a ceiling 1000 feet above the elevation of the airport and a visibility of two miles when broken clouds or better exist or 1000 feet above the minimum enroute instrument altitude to such alternate airport and a visibility of two miles if overcast conditions exist. The hourly weather report sequence and forecasts shall show a trend that gives sufficient indication of weather conditions continuing or improving until the flight shall arrive thereat, provided that the Administrator may, in the interest of safety, prescribe higher minimums at individual airports.

(b) Takeoff Minimums - IFR. When an airport is used as an alternate airport and such airport is authorized in the operator's operations specifications as a specified airport in section 3, the takeoff minimums shown on the applicable approach procedure may be used, provided that the pilot-in-command is currently qualified into the airport in accordance with the applicable Civil Air Regulations, otherwise, takeoff minimums of 300-1 or the takeoff minimums shown on the applicable approach procedure, whichever are greater, will apply.

5. Limitations on Descent Below Authorized IFR Landing Minimums. No aircraft shall descend below the minimum altitude for landing specified in the applicable approach procedure, unless clear of clouds. Thereafter, except when landing minimums of 1000-2 or better are authorized, no aircraft shall descend more than 50 feet below such altitude unless (1) it has arrived at a position from which a normal approach can be made to the runway of intended landing and (2) either the approach threshold of such runway or the approach lights or other markings identifiable with such runway are clearly visible to the pilot. If, at any time, after descent below the clouds the pilot cannot maintain visual reference to the ground or lights, he will immediately execute the appropriate missed approach procedure prescribed for that airport.

6. Instrument Approach Procedures Utilizing the Visual Courses of VHF Ranges or ILS. No instrument approach procedure shall be commenced using the visual courses of VHF ranges or ILS unless the airport radio receiving equipment is provided with an approved device to automatically indicate failure or malfunctioning of the ground facilities or related airborne equipment.

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7. ADF Instrument Approach Procedures Utilizing Low Frequency Range. Unless prohibited in the applicable approach procedure, an ADF instrument approach may be executed at airports served by a low frequency radio range, provided the ADF instrument approach is executed in accordance with the applicable low frequency range approach procedure.

8. Limitations on Approaches from Fan Markers. When an instrument approach is authorized from a fan marker, descent below the pertinent altitudes specified in the applicable approach procedure shall not be commenced until both aural and visual fan marker signals have been received and identified.

9. Straight-in IFR Landing Minimums with Inoperative ILS Components. Subject to any additional limitations in the applicable approach procedure, a straight-in ILS instrument approach procedure shall not be commenced at any airport when any component of the ILS is inoperative or cannot be received, except in accordance with the following conditions and limitations, provided that under no circumstances shall an ILS instrument approach procedure be commenced when the localizer is inoperative or cannot be received.

   (a) An ILS instrument approach procedure for the purpose of conducting a straight-in approach to the ILS runway is authorized if (1) no more than one component of the ILS (other than the localizer) is inoperative or the signals therefrom cannot be received, (2) all other components of the ILS and related airborne equipment are in normal operation, and (3) the ceiling and visibility are 400-1 or better. At those airports for which lower basic ILS straight-in minimums are authorized in section 3 of these operations specifications, the ceiling and visibility minimums authorized under the foregoing conditions shall not be less than 300-3/4.

   (b) An ILS instrument approach procedure for the purpose of conducting a straight-in approach to the ILS runway is authorized if (1) the localizer and either the outer marker or outer compass locator and related airborne equipment are in normal operation and (2) the ceiling and visibility are 400-1 or better. At those airports for which lower basic ILS straight-in minimums are authorized in section 3

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of these operations specifications, the ceiling and visibility minimums authorized under the foregoing conditions shall not be less than 300-1.

10. IFR Circling Landing Minimums with Inoperative ILS Components. Except as otherwise limited in the applicable approach procedure, an ILS instrument approach for the purpose of conducting a circling approach to the runway of intended landing is authorized if (1) the localizer and either the outer marker or outer compass locator and related airborne equipment are in normal operation and (2) the ceiling and visibility are equal to or better than those prescribed for a circling approach in the applicable approach procedure.

11. IFR Landing Minimums with Inoperative ILS Components - Alternate Airports. Except as otherwise limited in the applicable approach procedure an ILS instrument approach procedure for the purpose of conducting either a circling or straight-in ILS approach to the runway of intended landing is authorized if (1) the localizer and related airborne equipment are in normal operation, (2) no more than one other component of the ILS is inoperative, or the signals therefrom cannot be received, (3) all other components of the ILS and related airborne equipment are in normal operation, and (4) the ceiling and visibility are equal to or better than those prescribed for the use of the airport as an alternate airport.

12. Straight-in IFR Landing Minimums - PAR Approaches without Approach Lights. Except as otherwise limited in the applicable approach procedure, a PAR instrument approach for the purpose of conducting a straight-in approach to the PAR runway is authorized when approach lights are not available, provided that the ceiling and visibility are 300-3/4 or better for piston aircraft and 400-1 or better for turbojet aircraft when executing an approach at a specified airport listed in section 3 of these operations specifications, and at least 600-2, 700-1½, or 800-1 when the airport is used as an alternate airport.

13. Operations to and from Alaska. Notwithstanding the provisions of section 42.317(a)(1) and 42.317(b)(1), for flights between the terminal points, Seattle, Washington and Fairbanks, Alaska, via Whitehorse or between the terminal points, Seattle, Washington and Anchorage, Alaska, via Yakutat, a pilot of an aircraft having a flight crew of two pilots may be scheduled to fly not more than 10 hours during any twenty-four consecutive hours without an intervening rest period when necessary to complete such flights to the terminal points within the twenty-four hour period. When a pilot has flown in excess of eight hours during any twenty-four consecutive hours, he shall be

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given a minimum of 16 hours rest before being assigned to further duty. This does not apply to operations with turbojet-powered aircraft.

14. (Sliding scale provisions to be added in accordance with current directives when the operator is approved lower than basic minimums for specific airports in section 3, Part C.)

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(Signature)

Date .....

.....
(Title)

INSPECTOR'S RECOMMENDATIONS:

.....
(Signature)

.....
(Title)

The Operations Specifications set forth on the reverse side hereof are .....

.....

Amendment No. .....

Effective date .....

Supersedes specifications dated .....

By direction of the Administrator:

.....
(Signature)

.....
(Title)

Received for the applicant by:

.....
(Signature)

Date .....

.....
(Title)

Form Approved.
Budget Bureau No. 04-R075.

OPERATIONS SPECIFICATIONS

PART 42 OPERATIONS

PART D - No Change

Part E - Deleted

Part F - Deleted

Effective date _____

FEDERAL AVIATION AGENCY

Washington, D. C.

Operating Certificate No. .....

..... hereby makes application for amendment of the Operations Specifications appearing on the reverse side hereof, as follows:

Reasons and supporting data (if insufficient space attach additional page):

I CERTIFY that the statements submitted in connection herewith are true and that I am duly authorized to make this application on behalf of the applicant.

..... (Signature)

Date .... (Title)

INSPECTOR'S RECOMMENDATIONS:

..... (Signature)

..... (Title)

The Operations Specifications set forth on the reverse side hereof are .....

.....

Amendment No. ..... By direction of the Administrator:

Effective date .... (Signature)

Supersedes specifications dated .... (Title)

Received for the applicant by:

..... (Signature)

Date .... (Title)