

**OPERATOR AND INSPECTOR OPERATIONS SPECIFICATIONS
GUIDANCE
GUIDANCE MATERIAL FOR INSPECTORS
CA AOC-002**

SOUTH AFRICAN



***CIVIL AVIATION
AUTHORITY***

AIR OPERATOR CERTIFICATION

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FOREWORD

This manual is for the use of Flight Operations Inspectors to ensure that they carry out their duties in accordance with the requirements of the Civil Aviation Authority as well as the recommendations of the International Civil Aviation Organisation and the practices of stakeholders in the international arena.

This manual, being a "living document", will as a result of new technology in aviation, legislative changes and changes in international best practice, will be revised and the revisions properly recorded in the relevant section of the manual.

LIST OF EFFECTIVE PAGES

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i	2	18/09/2015
ii	2	18/09/2015
iii	2	18/09/2015
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2	2	18/09/2015
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Asst. Senior Manager
[Signature]
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1. General

APPLICABILITY.

This section contains direction and guidance for issuance of Operation Specifications to Civil Aviation Regulations (CAR) Part 121. Sub-part 6. Operating Certificate. Direction and guidance is also included for amending, cancelling, suspending, or revoking the Operations Specifications for these operators. In this section the phrase "Operations Specifications" will be referred to as "OpSpecs."

Note: When reference is made to a specific Regulation or Technical Standard (i.e.121.06.4) it will equally apply to parts 135 and 127.

CONCEPTUAL NEED FOR OPSPECS.

Within the commercial air transport industry there is a need to establish and administer safety standards to accommodate many variables. These variables include: a wide range of aircraft; varied operator capabilities; the various situations requiring different types of air transportation; and the continual, rapid changes in aviation technology. It is impractical to address these variables through the promulgation of safety regulations for each and every type of commercial air transport situation and the varying degrees of operator capabilities. Also it is impractical to address the rapidly changing aviation technology and environment through the regulatory process. Safety regulations would be extremely complex and unwieldy if all possible variations and situations were addressed by regulation. Instead, the safety standards established by regulation should have a broad application that allows varying acceptable methods of compliance. The OpSpecs provide an effective method for establishing safety standards that address a wide range of variables. In addition, OpSpecs can be adapted to a specific operator's class and size of aircraft and type and kind of operation. OpSpecs can be tailored to suit an individual operator's needs. Only those authorisations, limitations, standards, and procedures that are applicable to an operator need to be included.

LEGAL BASIS FOR OPSPECS.

The Civil Aviation Act, through the DCA for Civil Aviation, empowers the Civil Aviation Authority (CAA) to issue operator certificates to qualified applicants. The Civil Aviation Regulations establish minimum safety standards for the operation of the air operator to which any such certificate is issued. Civil Aviation Regulation 121.06.2 states that Operating Certificates will consist of two documents. The referenced documents are a one page certificate for public display signed by the DCA, and a multi-page AOC "Operations Specifications" containing the terms and conditions applicable to the AOC holder's certificate. The certificate holder's operations must be conducted in accordance with the terms, conditions and limitations contained in the OpSpecs. CAR 121.04.2(1) states that operations manuals developed by AOC holders must not be contrary to any Civil Aviation Regulation and the AOC holder's Operating Certificate. CAR 121.06.11 stipulates that the DCA may amend any AOC (the OpSpecs are a part of the AOC) if the CAA determines that safety in commercial air transport and the public interest require the amendment. The CAA therefore, may add other items to the contents of the OpSpecs whenever necessary to cover particular situations.

STANDARD OPSPECS.

- A. Standard OpSpecs paragraphs are developed by the CAA.

The process ensures that before the standard OpSpecs are finalised, appropriate co-ordination is accomplished with affected commercial air transport industry groups. Since standard OpSpecs specify limitations, conditions, and other provisions, which operators must comply with, co-ordination with industry is essential to ensure a mutual and clear understanding of the effect they will have on industry. After appropriate co-ordination has been completed, drafts of

the new standard paragraphs, or amendments to existing paragraphs are finalised and incorporated into the OpSpecs program.

B. Equal Standards

Through the use of standard OpSpecs paragraphs, the CAA and industry are assured that commercial air transport operators conducting comparable operations with comparable equipment are held to the same standards. Occasionally, a situation may occur in which it becomes necessary to issue an operator an OpSpecs paragraph that is non-standard because of a unique situation not provided for in the standard paragraphs. Non-standard OpSpecs paragraphs may not be less restrictive than, nor contrary to, the provisions in standard paragraphs. In those cases when a non-standard paragraph is more restrictive than the standard paragraph, justifiable reasons must exist, since the operator could be placed at a competitive disadvantage.

AVAILABILITY OF OPSPECS TO CREWMEMBERS AND OTHER EMPLOYEE PERSONNEL.

In terms of CAR's 121.04.2(4), Operating Certificate (including therefore) OpSpecs information must be included in an AOC holder's operations manual. Many operators meet this requirement by including a copy of the applicable parts of the OpSpecs in the appropriate sections of their manuals. The language used in OpSpecs, however, is not designed to apply to particular situations, but is written to specify absolute minimum conditions or provisions for a broad range of issues and situations. The application of a particular OpSpecs authorisation, limitation, and/or provision may not be readily apparent to a particular situation. As a result, OpSpecs that are legal documents are not easy to use or interpret during any particular operational situation. Preferably, operators should extract information from the OpSpecs and include it in their manuals for ready use by their crewmembers and other employee personnel. The OpSpecs information in an operator's manual should pertain only to that operator's type of operation and be written in a manner that is directly applicable to the operator's crewmembers and/or other employee personnel.

Agents Control Manager
2015-09-15

2. The Development Of Opspecs

Separate Parts

For purposes of standardisation and administrative convenience, Operations Specifications may be divided into separate parts as follows:

- Part A General provisions
- Part B En-route authorisations and limitations
- Part C Aerodrome authorisations and limitations
- Part D Maintenance
- Part E Mass and balance
- Part F Interchange of equipment operations
- Part G Aircraft leasing operations

Contents

The exact content of the various parts of the operations specifications will vary depending upon the nature and scope of the operation and the provisions of the individual State regulations. However, in general terms, the parts should cover the following:

Part A General Provisions.

Specify the make and model of aircraft authorised for use, the maximum passenger seating capacity authorised by the State, authorised system of flight following and any other general authorisations or limitations not covered by the other parts.

Part B En-route authorisations and limitations.

Specify the routes or route segments which may be used by the operator, the conditions under which deviations from such routes are authorised, minimum en-route altitudes, conditions under which operations are authorised under VFR and operations within minimum navigation performance specifications (MNPS) airspace.

Part C Aerodrome (or heliport) authorisations and limitations.

Specify destination and alternate aerodromes authorised for use, instrument approach procedures, aerodrome (or heliport) operating minima authorised including take-off minima and any special operating limitations in respect of minima.

Part D Maintenance.

Specify all special maintenance authorisations for inspections, overhauls, and rework of components. (Instructions for completion of Part D are contained in Appendix 1).

Part E Mass and balance.

Specify all authorisations of standard mass quantities and mass and balance control. (Instructions for completion of Part E are contained in Appendix 1).

Part F Interchange of equipment operations.

Specify the authorised interchange of aircraft between the operator and other operators, the type of equipment to be used, the crews to be utilised, the routes and aerodromes to be used, the operations manual and aircraft operating manual to be utilised (i.e. which operator's manual) and applicable aerodrome (or heliport) operating minima.

Part G Aircraft leasing operations.

Specify the parties to the agreement and the duration thereof; the type of lease (i.e. wet or dry); in the case where two operators are involved, the operator responsible for operational control; the routes, area of operation and aerodromes (or heliports) involved; the type and registration numbers of the aircraft involved; the party responsible for maintenance; and reference to States' approval letter/order of the lease. As article 83bis of the Aviation Act No 74 of 1962 has not been promulgated a Memorandum of Understanding may be required between the SACAA and another contracting state. Operations Inspectors and Operators are required to comply with part 48 of the CAR's.

3. Authorisations And Limitations Of Opspecs When Operating Outside The Republic Of South Africa.

Parts A & B

Part A of the OpSpecs contain general authorisations and/or limitations not covered by other parts. Authorisations and limitations for operations conducted by AOC holders outside the republic of South Africa may be documented in this part. The OpSpecs usually stipulate that the provisions of the certification and operating regulations applicable to domestic operators (AOC holders operating within the Republic) are authorised for certificate holders conducting operations over routes and route segments outside the territory of the certifying State. Approved routes for operations outside the territory of the State of certification are documented in Part B of the OpSpecs.

Foreign AOC Holders

The Civil Aviation Authority require that foreign AOC holders who wish to operate within the Republic, apply for and obtain an additional set of OpSpecs applicable to the foreign AOC holder only when conducting commercial air transport operations within that State. In preparation for conducting international operations, AOC holders should obtain and comply with all economic and safety requirements applicable to each State of intended operation. The required FOP information is contained in document CA 121-19

4. Amendments Of Opspecs

Amendment of an OpSpecs

In terms of SA CAT's 121.06.2 an operator's AOC (of which OpSpecs are a part) can be amended as a result of the operator's request or because the Civil Aviation Authority (CAA) determines that safety in commercial air transport and the public interest require the amendment.

Initiation of an Amendment Request

An amendment may be initiated either at the operator's request or by CAA initiation. The procedures for these two methods of initiating an amendment are as follows:

Amendment of OpSpecs at the operator's request.

An operator may, apply to the DCA for Civil Aviation, to amend its OpSpecs by submitting an application for an amendment. In lieu of submitting an OpSpecs page, the operator may submit a letter requesting an OpSpecs amendment. The operator's letter of request should be written as an application for an OpSpecs amendment. It should state the proposed changes and contain an explanation for the proposal; it should also contain all supporting information. In accordance with CAR 121.06.2(14) amendments shall be made at least 30 days before the proposed effective date of the amendment.

Incomplete Application.

If the application is incomplete (usually as a result of insufficient supporting information), the CAA should inform the applicant that the application is not acceptable in its present form but will be considered upon the receipt of additional, specified supporting documents and/or information.

Unacceptable Application.

The CAA may determine that the application is not acceptable because: the operator's request does not provide for an adequate level of safety in commercial air transportation, it would not be in the best interest of the public, or it is in conflict with CAA policy or the CARs. In such a case, the applicant should be informed, in writing, that the application is unacceptable and the inspector should include a statement explaining why it is not acceptable. The operator will have certain rights of appeal.

CAA initiated amendment of Operations Specifications

The CAA initiates amendments to an AOC holder's OpSpecs by notifying the certificate holder in writing of the proposed amendment. The CAA may amend an AOC holder's OpSpecs as a result of a change in the AOC holder's operating environment, or when the CAA has specific safety concerns. In such cases the following procedures apply:

Change in the operator's operating environment. In some cases, the CAA may decide to amend an operator's OpSpecs due to a change in the operator's operational environment. Once the operator has demonstrated compliance with all appropriate CARs, including operational and airworthiness requirements, the amended OpSpecs may be issued.

Safety Concerns. CAR: 121.06.2(11) provides the authority for the CAA to unilaterally amend the Operations Specifications portion of an operator's AOC when the CAA has determined that safety in commercial air transport and the public interest necessitates such an amendment. When amending an operator's Operations Specifications under these regulations, the CAA notifies the operator in writing and then allows a minimum of 7 days for comments regarding the proposal. The 7-day period provides the operator with an opportunity to submit written information, views, and arguments on the proposal. After reviewing the comments, the CAA either rescinds or adopts the amendment. If the CAA decides to amend the OpSpecs, the amended OpSpecs should have an effective date of not less than 30 days after receipt by the operator. The operator has certain appeal rights, which are specified under CAR: 121.06.2(13). Examples of the types of CAA initiated amendments due to safety concerns are as follows:

The CAA will propose to amend an operator's OpSpecs when it is determined that the operator's operating environment, or its operational capability is no longer consistent with the operating authorisations, conditions, and limitations contained in the OpSpecs issued. Examples of such cases are when the operator:

Terminates operations with a specific make/model/series of aircraft that is authorised in its Operations Specifications

Has a series of accidents or incidents involving a particular type of operation (such as low visibility takeoffs and/or landings at a time when the Operations Specifications authorise lower than standard weather minima)

Terminates a particular type of operation or area of operation (such as when the operator no longer conducts scheduled or minimum navigation performance specifications (MNPS) operations)

Emergency amendment of Operations Specifications.

In terms of part 121.06.2(14) of the CAR's the DCA may amend an operator's AOC (of which OpSpecs are a part) without a stay, and that the amendment will become effective immediately upon receipt by the operator. This case applies only when an emergency exists which requires immediate action with respect to safety in commercial air transport and when the other procedures to amend Operations Specifications are impractical or contrary to the public interest. One example of when an emergency amendment to an operator's OpSpecs would be justified would be: when the operator is knowingly operating a make/model/series of aircraft that is authorised in its OpSpecs, but is doing so either with unqualified crewmembers or with the aircraft not in an airworthy condition. Another example would be when the operator is continuing to operate flights into an airport or area that has been shown to be unsafe due to inadequate or unavailable facilities either because of a natural disaster or civil strife.

5. Surrendering Of Opspecs.

Upon a change in its operating environment, an operator should exchange the appropriate paragraphs of its OpSpecs for the amended paragraphs that reflect the new operating environment.

Criteria.

The criteria to hold a particular OpSpecs authorisation are no less than that necessary for its original issuance. For example, if an operator was issued an authorisation to conduct operations in MNPS airspace but no longer has aircraft equipped to conduct that kind of operation, the operator must surrender the MNPS authorisation.

If an operator ceases all operations and is no longer equipped or able to conduct any kind of operation, the DCA shall request that the operator voluntarily surrender the entire OpSpecs document. Depending upon the circumstances, the DCA may also request that the operator voluntarily surrender the AOC as well.

Seasonal operators who are equipped to resume operations are not required to surrender OpSpecs during the inactive season.

Refusal to Surrender.

If an operator does not meet the requirement to hold an OpSpecs paragraph, but refuses to surrender the paragraph, the assigned inspector shall amend the OpSpecs in accordance with CAR: 121.06.6. If safety in air commerce is affected, then an emergency amendment under CAR: 121.06.6(14) is appropriate.

Voluntary Surrender.

If an operator voluntarily surrenders a part of its OpSpecs, amended OpSpecs must be issued to reflect the operator's new operating environment. If an operator surrenders its entire OpSpecs document to the CAA, the operator's status as an AOC holder shall be terminated.

6. Suspension Or Revocation Of Opspecs

Suspension or cancellation procedures of an operator's AOC and OpSpecs is contained in CAR 121.06.4.

Appendix 1 Guidelines For Development And Issuance Of Operations Specifications Part D And E

General

Part D

Part D is necessary to provide detailed maintenance-related authorisations and limitations for a particular operator. For example, time limitations for overhaul, inspections and checks may vary with aircraft type and the type of maintenance programme followed; most aircraft have parts that are life-limited by the manufacturer. Consequently, such authorisation and limitations need to be specified in the OpSpecs.

The OpSpecs

The OpSpecs developed by the South African CAA (Doc CA AOC-L/D Operations Specifications) should create a standardised format that includes only those authorisations, limitations, standards, and procedures that is applicable to the individual AOC.

Co-ordination

Co-ordination among all of the CAA inspectors (Operations, Avionics, and Maintenance) is essential when working with the AOC holder/applicant in developing Operations Specifications. Co-ordination ensures the following:

That all inspectors are aware of changes or pending changes to an AOC holder's/applicant's operation.

That the AOC holder/applicant is not needlessly bothered by repetitious questions.

Acceptability

It must be recognised that the applicant must initially draft the details of the OpSpecs and the final version be acceptable to the operator and the CAA Inspectors. Accordingly, every possible effort should be made by the CAA Inspectors to detect and resolve any difficulties, which might result in a delay or possible rejection of the applicant's OpSpecs.

7. Maintenance Operations Specifications – Part D

Categories

It is generally convenient to divide Part D into two categories of material. One category is that, which specifies the inspection, check and overhaul time limits for airframes, powerplants, propellers, rotors and other equipment. The pages of Part D listed above are generally referred to as "Maintenance Pages". Another category is that which consists of a number of maintenance-related authorisations, which are required by the unique characteristics of the proposed operations. These specified authorisations are generally divided into sub-categories, depending on the AOCs

operation. A description of the individual authorisation pages and maintenance pages are described below:

Part D - Table Of Contents.

This Table of Contents (TOC) page is an integral section of an AOC holder's Operations Specifications in that it is used to account for the specific paragraphs issued to a specific AOC. Each time a OpSpecs is issued, amended, rescinded, or revoked the TOC must also be amended to show the new effective date to correspond with the OpSpecs page.

Page D 1 – General

This page applies to aircraft subject to a Continuous Airworthiness and Inspection Programme. It contains conditions that must be met for an AOC holder to operate its aircraft under the terms of its operating provisions.

Page D 2 - Check, Inspection And Overhaul Time Limits

These pages specify the time limits and conditions for the aircraft services, checks and inspections approved for the AOC. Limits expressed in terms other than time (in-service, clock, or calendar) need to be defined. The symbols used in the maintenance pages would also be defined on this page. These pages may also be used to authorise the use of an identifiable programme, i.e. a manufacturer's program.

Page D 3 – Reliability Programme Authorisation

These pages are used to authorise and control reliability programmes which would fall into one of two categories:

those which control the inspection, check and overhaul time for the entire airframe or powerplant; or
those which control the inspection, check and overhaul time for complete systems or for individually specified items within the system (i.e., hydraulic system, pumps, valves, actuators).

In the case listed in a) above, the authorisation listed on the page may serve as the sole control as far as the OpSpecs are concerned. When a reliability programme governs the entire airframe or powerplant, there is no need to list individual items on the aircraft maintenance pages (D 16). However the airframe or powerplant controlled by an approved programme must be identified on the authorisation page. In the case listed in b) above, where complete systems or selected individual items are controlled by a reliability programme, reference to the control programme must be made on the authorisation page, specifically identifying the controlling document. Individual items must be further identified on the aircraft maintenance page (D 16) on which they appear by an asterisk, control programme name, acronym, or other symbol. The identification marks and symbols used must be identified on an authorisation page (D2).

Page D 4 – Short-Term Escalation Authorisation

Applicants who wish to establish authorisation for short-term increases in maintenance intervals (escalation) for aircraft, powerplants, systems, or appliances not authorised short-term escalation through a reliability program. This page must reference the AOCs Maintenance Control Manual, or other approved document defining those procedures, in a manner that requires the OpSpecs page to be amended whenever the procedure is revised.

Page D 6 – Leased Aircraft Maintenance Authorisation

This authorisation allows an AOC holder (lessee) to use a lessor's approved maintenance programme for the leased aircraft. In other words, this page is prepared so that an AOC holder is authorised to use two different maintenance programs for the same type aircraft. This page applies only to aircraft that are intended to be returned to the lessor at a time specified in the lease agreement. This authorisation allows the lessor to retain compatibility of the aircraft with other aircraft remaining in its possession.

Page D 7 – Parts Pool Authorisation

This page may be approved for a AOC holder desiring to enter into a parts pooling agreement with foreign AOC holders or AMOs whose employees do not hold a South African technician license. In those cases where an AOC holder wishes to enter into such an agreement, an authorisation page should be prepared containing at least the following:

A statement that only those parts pool participants specified herein shall be eligible to provide parts to (names of eligible AOC/AMO holders).

A statement that (name of AOC holder) shall not utilise any part provided by any participant identified herein unless such part meets with the applicable provisions of the Civil Air Regulations and the AOC holder's Maintenance Control Manual.

Page D 8 – Prorated Time Authorisation

Whenever the proration process is used to establish initial maintenance starting times an authorisation page needs to be included in the AOC holder's OpSpecs, Part D. (Explanation of initial starting times: Proration is a procedure to determine the time consumed under one maintenance system and to establish the remaining time under a new system. AOC holders often sell or lease their equipment to other AOC holders. This "used" equipment will have accumulated a certain amount of time in service. This time is transferred to the new AOC holder and may be phased in or prorated to the new operator's approved time limitations). This authorisation is essential, not only for proper time accountability, but also for the transfer of the correct times should the aircraft be sold to another AOC holder. This page should indicate to all concerned that the aircraft is being operated under adjusted times since overhaul, calculated via the proration process.

Page D 9 – Parts Borrowing Authorisation

CAA regulations should provide for AOC holders to obtain reasonable relief from approved time limits when borrowing parts from another AOC holder. If no regulations govern this activity, the Operations Specifications must specify that the AOC holder can borrow a part from another operator when the time in service of the available part exceeds the AOC holder's approved overhaul time limit. The parts, however, cannot exceed the lender's approved time limits. In the case of a life limited part, the part may not be operated beyond its approved service life.

Page D 10 – Ferry Flight Authorisation

This page authorises a AOC holder, whose aircraft are maintained under a continuous airworthiness and inspection programme, to issue a special flight permit with continuing authorisation to conduct ferry flights.

Page D 11 – Minimum Equipment List (Mel) Authorisation

CAR 91.03.1 requires an AOC holder to carry a MEL approved by the authority On its aircraft, if applicable, for use of its personnel during the performance of their duties. This page sets forth the conditions and limitations that must be met by the AOC holder to be able to operate its aircraft under the terms of the MEL

Page D 12 – Aircraft Listing Authorisation

AOC holders certificated in accordance 121.06.2(3) are prohibited from operating a specific aircraft unless that aircraft is listed on the AOC by registration. This page conveys the authorisation to operate such aircraft. The aircraft may be listed on this page or a current list attached to this page (Doc CA AOC-L/D-Operations Specifications Annexure A). In either case the listing shall include at least the following information:

Type of aircraft by make, model, and series

Registration numbers or letters

Serial numbers

Date

The statement “ This list supersedes any previous Lists” or similarly worded statement.

The aircraft listing may contain the AOC holder's aircraft that are not in revenue service. This includes, but not limited to aircraft that are in heavy maintenance, in storage, awaiting parts, newly purchased. However, for aircraft not in service, the AOC holder must have procedures in place specifying how these aircraft are handled i.e. short term/long term storage procedures.

Page D 13 – Leased Foreign Registered Aircraft Authorisation

This page authorises an AOC holder to maintain leased, foreign registered aircraft, by adopting the foreign air operator's approved maintenance program as its own. The CAA avionics and maintenance inspectors must evaluate the AOC holder's proposed foreign maintenance program to be used for its leased foreign-registered aircraft before approving this OpSpecs page.

Note: The airworthiness requirements of foreign countries may differ greatly from South African CAA requirements. Aircraft changes may have to be made before a South African AOC holder can use a foreign aircraft. Such changes may invalidate the Airworthiness Certificate. In such cases, an exemption may be required from the foreign airworthiness authority. To maintain the validity of the foreign airworthiness certificate, the South African operator may have to perform more extensive inspections or tests than those required by its CAA approved continuous airworthiness and inspection programme and/or the CAA Regulations.

Page D 14 – Substantial Maintenance Authorisation

This page allows an AOC holder on a continuing basis, to make arrangements with other organisations listed in Table 1 of this OpSpecs to perform substantial maintenance in accordance with the AOC holder's continuous airworthiness and inspection programme.

Contractors are defined as: any person with whom the AOC holder has made an arrangement, (informal/oral or formal/written) for the performance of any maintenance, preventive maintenance, or alterations involving the AOC holder's authorised aircraft and/or components thereof. This includes arrangements with persons or organisations that supply parts and/or components, other than new, on a lease, exchange, or sale basis.

Substantial Maintenance is defined for the purpose of this OpSpecs as: Any activity involving a C-check or greater maintenance visit; any engine maintenance requiring case separation or tear down; and/or major alterations or major repairs performed on airframes, engines or propellers. The following provide examples:

Accomplishment of scheduled heavy maintenance inspections, i.e., "C" checks, "D" checks, or equivalent, which may include accomplishment of Airworthiness Directives (ADs), Corrosion Prevention and Control Program tasks applicable to the aircraft primary structure.

Accomplishment of off-aircraft maintenance or alteration or engines that involves: the separation of modules or propellers; major engine repairs and; repairs to life limited parts, such as compressors, turbine disks, engine cases, but excluding, for example blades, vanes, and burner cans.

Prior to using a maintenance provider for the first time, the AOC holder must conduct an on site audit of the maintenance provider. The AOC holder's on site audit must demonstrate to the CAA Inspectors (Avionics or Maintenance) the maintenance provider has at least the following:

- Capability
- Organisational structure
- Competent and trained personnel
- The AOC holder's manual or relevant parts
- Adequate facilities and equipment

ICAO Document 9389, Attachment 6-F contains requirements for contractual maintenance agreements that also could be adopted by CAA Inspectors in developing this OpSpecs.

Page D 16 – Maintenance Pages

These pages provide an orderly itemised listing of the inspection, check and overhaul time limits for airframes, powerplants, propellers, rotors and appliances for AOC holders with no reliability program or partial reliability program. The symbology used on the maintenance page is defined in the authorisation page entitled "Check, Inspection and Overhaul Time Limits".

Note: See Reliability Programme Authorisation for further explanation of these maintenance pages.

Mass and Balance Operations Specifications – Part E

Page E 1 – Aircraft Mass And Balance



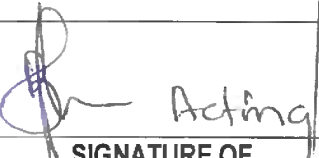
This page has been established to maintain control of mass and balance of the AOC holder's aircraft and to ensure that the aircraft are loaded within the gross mass and centre of gravity limitations. By using an approved mass and balance program an AOC holder/applicant is authorised to use other than known weights for crew, passengers, baggage, or cargo. The Maintenance Inspector approves the mass and balance control program, including loading schedules and charts, on the OpSpecs. This program must be included in the AOC holder's Operations Manual and the Maintenance Control Manual.

The AOC holder may develop and submit for approval any method or procedure by which it can show that an aircraft:

- Is properly loaded according to approved loading schedules or charts
- Will not exceed authorised mass and balance limitations during all ground and flight operations
- Will be periodically reweighed and its data re-evaluated
- Will have its data recalculated, if change necessitate

Note: United States FAA Advisory Circular 120-27 as amended provides one means, but not the only means, for obtaining approval of a mass and balance control program.

8. Document Authorisation

REVIEWED & VALIDATED BY:		
	PULE RAMOLEFI	2015 -09- 15
SIGNATURE OF SENIOR MANAGER: FOD	NAME IN BLOCK LETTERS	DATE
APPROVED BY:	 CAA AUTHORISED OFFICER B. VORSTER 0271029449 Designated as an Authorised Officer in terms of Section 88(1) of the Civil Aviation Act 13 of 2009	
		2015 -09- 16
SIGNATURE OF EXECUTIVE MANAGER: ASO	NAME IN BLOCK LETTERS	DATE

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