DEPARTEMEN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA
NOMOR : SKEPI 263/IX/2000

Tentang

PENYEMPURNAAN KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA NOMOR : SKEPI/263/IX/2000 TENTANG PETUNJUK PELAKSANAAN (STAFF INSTRUCTION (M) NOMOR 120-03) MENGENAI STANDAR SPESIFIKASI OPERASI

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

Menimbang:


b. bahwa untuk melaksanakan hal sebagaimana dimaksud pada huruf a. maka perlu Menyempurnakan Keputusan Direktur Jenderal Perhubungan Udara Nomor : SKEP/263/X/2000 tentang Petunjuk Pelaksanaan (Staff Instruction (M) Nomor 120-03) mengenai Standar Spesifikasi Operasi dengan Keputusan Direktur Jenderal Perhubungan Udara.

Mengingat:

1. Undang-undang Nomor 15 Tahun 1992 tentang Penerbangan (Lembaran Negara Tahun 1992 Nomor 53, Tambahan Lembaran Negara Nomor 3481);

2. Peraturan Pemerintah Nomor 3 Tahun 2001 tentang Keamanan dan Keselamatan Penerbangan (Lembaran Negara Tahun 2001 Nomor 9, Tambahan Lembaran Negara Nomor 4075);


/ 6. Keputusan ......
DEPARTEMEN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA
NOMOR: SKEP/ 233/IX/2001

Tentang

PENYEMPURNAAN KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA NOMOR: SKEP/ 263/X/2000 TENTANG PETUNJUK PELAKSANAAN (STAFF INSTRUCTION (M) NOMOR 120-03) MENGENAI STANDAR SPESIFIKASI OPERASI

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

Menimbang :


b. bahwa untuk melaksanakan hal sebagaimana dimaksud pada huruf a. maka perlu Menyempurnakan Keputusan Direktur Jenderal Perhubungan Udara Nomor : SKEP/263/X/2000 tentang Petunjuk Pelaksanaan (Staff Instruction (M) Nomor 120-03) mengenai Standar Spesifikasi Operasi dengan Keputusan Direktur Jenderal Perhubungan Udara.

Mengingat :

1. Undang-undang Nomor 15 Tahun 1992 tentang Penerbangan (Lembaran Negara Tahun 1992 Nomor 53, Tambahan Lembaran Negara Nomor 3481);

2. Peraturan Pemerintah Nomor 3 Tahun 2001 tentang Keamanan dan Keselamatan Penerbangan (Lembaran Negara Tahun 2001 Nomor 9, Tambahan Lembaran Negara Nomor 4075);


/ 6. Keputusan ......
DEPARTEMEN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA
NOMOR : SKEP/263 IX/2000 TENTANG PETUNJUK PELAKSANAAN (STAFF INSTRUCTION (M) NOMOR 120-03) MENGENAI STANDAR SPEKIFIKASI OPERASI

Tentang

PENYEMPURNAAN KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA NOMOR : SKEP/263 IX/2000 TENTANG PETUNJUK PELAKSANAAN (STAFF INSTRUCTION (M) NOMOR 120-03) MENGENAI STANDAR SPEKIFIKASI OPERASI

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

Menimbang:


b. bahwa untuk melaksanakan hal sebagaimana dimaksud pada huruf a, maka perlu Menyempurnakan Keputusan Direktur Jenderal Perhubungan Udara Nomor : SKEP/263 IX/2000 tentang Petunjuk Pelaksanaan (Staff Instruction (M) Nomor 120-03) mengenai Standar Spekifikasi Operasi dengan Keputusan Direktur Jenderal Perhubungan Udara.

Mengingat:

1. Undang-undang Nomor 15 Tahun 1992 tentang Penerbangan (Lembaran Negara Tahun 1992 Nomor 53, Tambahan Lembaran Negara Nomor 3481);

2. Peraturan Pemerintah Nomor 3 Tahun 2001 tentang Keamanan dan Keselamatan Penerbangan (Lembaran Negara Tahun 2001 Nomor 9, Tambahan Lembaran Negara Nomor 4075);


/6. Keputusan......

**MEMUTUSKAN:**

Menetapkan:

KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG PENYEMPURNAAN KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA NOMOR : SKEP/263/X/2000 TENTANG PETUNJUK PELAKSANAAN (STAFF INSTRUCTION (M) NOMOR 120-03) MENGENAI STANDAR SPESIFIKASI OPERASI.

PERTAMA:

Menyempurnakan Keputusan Direktur Jenderal Perhubungan Udara Nomor SKEP/263/X/2000 tentang Petunjuk Pelaksanaan (Staff Instruction (M) Nomor 120-03) mengenai Standar Spesifikasi Operasi sebagaimana tercantum dalam Lampiran Keputusan ini.

KEDUA:

Sejak berlakunya Keputusan ini, Keputusan Direktur Jenderal Perhubungan Udara Nomor : SKEP/263/X/2000 tentang Petunjuk Pelaksanaan (Staff Instruction (M) Nomor 120-03) mengenai Standar Spesifikasi Operasi dinyatakan tidak berlaku.

KETIGA:

Kepala Direktorat Sertifikasi Kelainan Udara mengawasi pelaksanaan Keputusan ini.

KEEMPAT:

Keputusan ini mulai berlaku pada tanggal ditetapkan.

Ditetapkan di : JAKARTA
Pada tanggal : 10 SEPTEMBER 2001

DIREKTUR JENDERAL PERHUBUNGAN UDARA

[Signature]

SOENARYOY
NIP.: 120038217

SALINAN. Keputusan ini disampaikan kepada:
1. Menteri Perhubungan dan Telekomunikasi;
2. Sekretaris Jenderal Departemen Perhubungan;
3. Sekretaris Direktorat Jenderal Perhubungan Udara;

MEMUTUSKAN:

Menetapkan:

KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG PENYEMPURNAAN KEPUTUSAN DIREKTUR JENDERAL PERHUBUNGAN UDARA NOMOR : SKEP/263/X/2000 TENTANG PETUNJUK PELAKSANAAN (STAFF INSTRUCTION (M) NOMOR 120-03) MENGENAI STANDAR SPESIFIKASI OPERASI.

PERTAMA:

Menyempurnakan Keputusan Direktur Jenderal Perhubungan Udara Nomor : SKEP/263/X/2000 tentang Petunjuk Pelaksanaan (Staff Instruction (M) Nomor 120-03) mengenai Standar Spesifikasi Operasi sebagaimana tercantum dalam Lampiran Keputusan ini.

KEDUA:

Sejak berlakunya Keputusan ini, Keputusan Direktur Jenderal Perhubungan Udara Nomor : SKEP/263/X/2000 tentang Petunjuk Pelaksanaan (Staff Instruction (M) Nomor 120-03) mengenai Standar Spesifikasi Operasi dinyatakan tidak berlaku.

KETIGA:

Kepala Direktorat Sertifikasi Keluakan Udara mengawasi pelaksanaan Keputusan ini.

KEEMPAT:

Keputusan ini mulai berlaku pada tanggal ditetapkan.

Ditetapkan di : JAKARTA
Pada tanggal : 10 SEPTEMBER 2001

DIREKTUR JENDERAL PERHUBUNGAN UDARA

TTD

SOENARYO Y
NIP.: 120038217

SALINAN Keputusan ini disampaikan kepada:
1. Menteri Perhubungan dan Telekomunikasi;
2. Sekretaris Jenderal Departemen Perhubungan;
3. Sekretaris Direktorat Jenderal Perhubungan Udara;

Salinan sesuai dengan aslinya
Plt. Kepala Bagian Hukum
Setda

[Signature]

NIP. 1201180009
Staff Instruction

SI (M) 120-03

Standard Operations Specifications

Revision : 01
Date : August 2001

REPUBLIC OF INDONESIA - DEPARTMENT OF COMMUNICATIONS
DIRECTORATE GENERAL OF AIR COMMUNICATIONS
JAKARTA - INDONESIA
FOREWORD

1. PURPOSE: This Staff Instruction prescribed responsibilities, policies, and procedures to be used by the Directorate of Airworthiness Certification (DAC) for the evaluation of Standard Operations Specifications. This Staff Instruction may be made available to the public so that they may better understand the authority and responsibilities of DAC.

2. REFERENCE: This Staff Instruction should be used in accordance with the applicable regulations.

3. CANCELLED: Staff Instruction SI (M) 120-03 (original) is cancelled.

4. REVISION: The revision of this Staff Instruction will be approved by the Director General of Air Communications.

DIRECTOR GENERAL OF AIR COMMUNICATIONS

TTD

SOENARYO Y.
NIP. 120038217

Salinan sesuai dengan aslinya
Kepala Bagian Hukum
Sekretaris Hubud

E.A SILODY
NIP.: 120108009.
FOREWORD

1. PURPOSE: This Staff Instruction prescribed responsibilities, policies, and procedures to be used by the Directorate of Airworthiness Certification (DAC) for the evaluation of Standard Operations Specifications. This Staff Instruction may be made available to the public so that they may better understand the authority and responsibilities of DAC.

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4. REVISION: The revision of this Staff Instruction will be approved by the Director General of Air Communications.

DIRECTOR GENERAL OF AIR COMMUNICATIONS

[Signature]

SOENARYO Y
NIP: 120038217

Staff Instruction (m) 120-03 Rev-1
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CHAPTER 1. BACKGROUND

1. OBJECTIVE
   This chapter provides guidance for the preparation, processing, generation, and issuance of new CASR Part 121/135 operations specifications.

2. GENERAL
   a. Operations specifications transform the general terms of applicable regulations into an understandable document tailored to the specific needs of an individual certificate holder. When approved, the provisions of operations specifications are as legally binding as the regulations themselves (reference CASR 121 and 135).
   b. The DGAC developed operation specifications to be able to keep abreast of rapidly advancing technology and the resulting variables. New operations specifications provide access to a DAC standardized format that includes only those authorizations, limitations, standards; and procedures that are applicable to the individual certificate holder.

3. DGAC RESPONSIBILITIES
   a. When working with a certificate holder in developing operations specifications, coordination among all of the involved Inspectors is crucial. Coordination ensures the following:
      (1) That all Inspectors are aware of pending changes to an existing certificate holder's operation.
      (2) That the certificate holder/applicant is not needlessly bothered by repetitious questions.
   b. Operations specifications are divided into six parts, each of which has an assigned letter designator and contains standard paragraphs. These paragraphs are numbered consecutively from 1 to 120. Inspectors, depending upon their specialty, are responsible for the following paragraphs:
      (1) Part A - General (paragraphs A1 through A30). Paragraphs A1 through A8, A16, A28, and A29 are considered to be both airworthiness and operations paragraphs. Contents of these paragraphs must be carefully coordinated between Operations and Airworthiness Inspectors prior to approval.
         (a) Approval of these paragraphs may be indicated by the signature of the assigned Principal Inspectors, Sub Director and Director.
         (b) Operations Inspectors are primarily responsible for preparing and issuing the remaining paragraphs in Part A.
      (2) Part B - Enroute Authorizations, Limitations, and Procedures (paragraphs B31 through B50). Operations Inspectors are primarily responsible for preparing and approving Part B, with coordination with the Airworthiness Inspector for part B34 IFR class I navigation using area or long range navigation systems in the Indonesian positive control area (PCA). The Operations Inspector has sole responsibility for Part B.
      (3) Part C - Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations (paragraphs C51 through C70). Part C pertains to airplanes only. Operations Inspectors are primarily responsible for preparing and approving the paragraphs in Part C.
      (4) Part D - Aircraft Maintenance (paragraphs D71 through D95). Airworthiness Inspectors are primarily responsible for preparing and approving the paragraphs in Part D.
(a) Paragraph D94 is reserved for the development of nonstandard paragraphs (see paragraph 6 of this chapter).

(b) Required paragraphs D71, D72, D73, and D85 contain maintenance and inspection program requirements and must be issued to each certificate holder, as required.

(c) Special authorizations and limitations paragraphs D74 through D84, D86, D87, D88, D89, D90, and D95 provide special authorizations and limitations which may be approved for a particular certificate holder.

(5) **Part E - Weight and Balance (Paragraphs E96 through E100).** Airworthiness Inspectors are primarily responsible for preparing and approving Part E. Part E must be carefully coordinated with Operations Inspectors.

(a) Paragraphs E97 through E100 are reserved for future development, as needed.

(b) Paragraph E96 shall be issued to certificate holders using approved weight and balance control procedures.

(6) **Part H - Helicopter Terminal Instrument Procedures and Airport Authorizations and Limitations (paragraphs H101 through H120).** Part H pertains to rotorcraft only. Operations inspectors are primarily responsible for preparing and approving the paragraphs in Part H.

4. USING NEW OPERATIONS SPECIFICATIONS

a. **Operations Specifications Generation.** The system for generating new operations specifications is designed to allow Inspectors to collect and record the required information on DAC Form 120-6.

(1) To generate the new operations specifications for a particular certificate holder/applicant, the following occurs:

(a) The Inspector collects the certificate holder/applicant information and enters it into the DAC Form 120-6.

(b) The DAC Form 120-6 extracts those standard paragraphs appropriate to the particular certificate holder/applicant using a series of inclusion/exclusion rules.

(c) The DAC Form 120-6 produces an operating certificate work scope and/or limitation for those paragraphs needing additional information.

(2) Upon completion of the data entry into the DAC Form 120-6, a complete set of operations specifications can be submitted for a particular certificate holder/applicant and their specific type of operation.

b. **Operations Specifications Control.** New operations specifications paragraphs are accounted for and controlled by the table of contents and the signature blocks at the end of each part.

(1) **Table of contents.** The new operations specifications table of contents is an integral section of a certificate holder's operations specifications. It is used as a control to account for the particular paragraphs issued to a specific certificate holder.

(a) The DAC Form 120-6 will include a table of contents each time it generates a complete set of operations specifications. See Table of Contents.

(b) If a revision to the operations specifications causes a revision to the table of contents, the DAC Form 120-6 will have a revised table of contents showing the latest effective date for the paragraph.

(c) Paragraphs at the end of each part are reserved for future development of standard paragraphs, as needed.

(d) The date under the column titled, "CONTROL DATE", is the date that operations specifications paragraph was finalized or revised by DGAC.
(e) If the paragraph is not applicable to the certificate holder, the date will not be entered and the title will not appear. Instead the word "RESERVED" will appear.

(f) The asterisks (*) to the left of the paragraph number indicate that the paragraph is a special authorization and is also listed in paragraph A-4a, Summary of Special Authorizations and Limitations.

(g) Limited paragraphs identified by a pound sign (#) will be listed in the table of contents by number and title only. This symbol identifies those paragraphs the certificate holder is not authorized to use to conduct operations. This paragraph will also be automatically listed in paragraph A-4b, indicating the certificate holder/applicant is not authorized to use or conduct operations under that paragraph.

(2) Reserved Paragraphs. There are two types of reserved paragraphs:
- Those reserved for future use by DGAC
- Those that have not been issued to a certificate holder/applicant because they are not applicable or the activity has not been authorized for that certificate holder

5. NEW FEATURES AND SYMBOLOLOGY OF NEW OPERATIONS SPECIFICATIONS PARAGRAPHS
a. The file system is entered manually to change the text of certain paragraphs and subparagraphs to make them applicable to the specific requirements of a particular certificate holder.
   (1) For example, if other business names are authorized, the text of subparagraph A1c of the operations specifications permits their use.
   (2) In some paragraphs, certain subparagraphs may not be applicable to a particular certificate holder. In these situations, the DAC Form 120-6 will delete the inapplicable subparagraph and consecutively re-letter the applicable subparagraphs.

b. The words "Amendment No.", "Effective date:" and Supersedes Specification dated:" are generated and printed to the completed paragraph.

c. The certificate holder's certificate number and the certificate holder's name on the DAC Form 120-6 must be correctly printed and appropriate to the certificate holder.

d. Although the DAC Form 120-6 prints page numbers on the operations specifications, the operations specifications are controlled by the table of contents and the signature blocks at the end of each part.
   (1) All paragraphs will be identified and consecutively numbered in the Table of Contents. Paragraphs not applicable to the certificate holder/applicant will be identified in the Table of Contents as "RESERVED". Therefore, the paragraphs that are actually issued to the certificate holder/applicant will not necessarily be consecutively numbered. See Table of Contents.
   (2) Each paragraph begins at the top of an operations specifications form. Each paragraph is separate and can be added or deleted without affecting other paragraphs.
   (3) When a paragraph requires more than one page, the pages will be sequentially numbered following the paragraph number, i.e. D71-2. The signature blocks are placed only at the last page.

6. NONSTANDARD PARAGRAPHS
   a. Reserved paragraph D94 is designated for use in developing nonstandard paragraphs. Nonstandard paragraphs are outside the new operations specifications program and must only be used in situations unique to a specific certificate holder.
(1) A copy of each proposed nonstandard paragraph shall be forwarded under a letter of transmittal to the DGAC for evaluation prior to approval. The letter must describe the circumstances and justification for issuance of the nonstandard paragraph.

(2) DGAC will evaluate each proposed nonstandard paragraph to determine the following:
   (a) Alignment with current national policy.
   (b) Necessity of the proposed paragraph.
   (c) Whether other certificate holders may be similarly affected, necessitating incorporation of the nonstandard paragraph into the new program.

(3) DGAC will respond to the certificate holders/applicant's with a written reply indicating approval or disapproval within 10 (ten) working days.

(4) If additional nonstandard paragraphs are needed for the same certificate holder, paragraph numbering shall be D94-1, D94-2, etc.

b. Each nonstandard paragraph must be entered manually into the table of contents.

   (1) A nonstandard paragraph should be considered for use only when the subject matter does not relate to any standard paragraph and it would be inappropriate to add the information as an extra subparagraph.

   (2) When issuing a nonstandard, reserved paragraph, the same considerations associated with issuing an extra subparagraph must apply.

7. ADDITIONAL TEXT (SUBPARAGRAPHS)

   a. The new operations specifications program will allow additional text to be added to each standard paragraph in Parts D and E.

   (1) Additional text should relate to the subject matter of the main paragraph. Inspectors may need to add a subparagraph to address certificate holder/applicant situations that are unique or to satisfy a certificate holder/applicant's request to have a situation addressed in the operations specifications.

   (2) The provisions within the additional text must not be less restrictive than or contrary to the provisions in standard paragraphs.

      (a) If an added subparagraph is more restrictive than the standard, the Inspector must have a justifiable reason since a more restrictive provision results in unique treatment and could adversely affect a certificate holder's competitive position.

      (b) Examples of situations which may justify adding additional text to a standard paragraph include the following:

         • A series of accident, incident, or enforcement actions
         • Certificate holder initiated inspection time interval increases without justification
         • Restrictions or procedures requested by the certificate holder/applicant to be specified in operations specifications

   b. Because the addition of extra subparagraphs makes the entire paragraph nonstandard, extra subparagraphs must not be added without prior approval from DGAC.

   c. A copy of each new operations specifications paragraph incorporating an extra subparagraph shall be forwarded to DGAC, under a letter of transmittal, for approval or disapproval.

   (1) DGAC will evaluate each extra subparagraph to determine the following:

      (a) Alignment with current national policy.

      (b) Necessity of the extra subparagraph.
(c) Whether other certificate holders may be similarly affected, necessitating incorporation of the extra subparagraph into the new program.

(2) DGAC will respond with a written reply, indicating approval or disapproval, within 10 (ten) working days.

8. OPERATIONS SPECIFICATIONS DAC FORM 120-6 WORKSHEETS.
   a. Operations specifications DAC Form 120-6 worksheets are obtainable from two sources:
      (1) The new operations specifications program that allows the Air Operator file to print DAC Form 120-6 for paragraphs that are incomplete.
      (2) The DGAC office from which a complete set of operations specifications DAC Form 120-6 can be issued.
   b. The DAC Form 120-6 contains blank tables or spaces for entering additional information specific to the certificate holder, such as aircraft make, model, and series and maintenance authorizations.
      (1) It is highly desirable that the assigned principal Inspectors work closely with the certificate holder in preparing the DAC Form 120-6 worksheets.
      (2) Principal Inspectors shall review the DAC Form 120-6 and ensure the information is correct and that appropriate documents are referenced.
      Note: Coordination is essential between the Principal Operations and Airworthiness inspectors regarding the information to be added to these paragraphs.
   c. When amending an operations specifications paragraph, only those applicable pages of the DAC Form 120-6 need be completed.
   d. Inspectors can conserve time and effort by working with the certificate holder/applicant to verify the accuracy of the information. This cooperation enhances mutual understanding concerning added information that will be in the standard operations specifications paragraphs. After the operations specifications DAC Form 120-6 are completed, the data must then be entered into the file system.

9. DRAFTS OF OPERATIONS SPECIFICATIONS
   a. After the information from the Air Operator data entry forms and the operations specifications DAC Form 120-6 has been entered into the file system, Inspectors should issue a draft of the operations specifications paragraphs. This draft should be reviewed to verify that appropriate paragraphs for the particular certificate holder/applicant have been selected.
      After verifying that the appropriate paragraphs have been selected and printed, Inspectors must proofread the added information for accuracy. Any corrections must be annotated and reentered into the file system.
   b. Inspectors should coordinate the draft operations specifications with the certificate holder/applicant. This coordination keeps the certificate holder/applicant involved throughout the preparation of the operations specifications. It provides an opportunity to develop a common understanding between the certificate holder/applicant and the DGAC about the authorizations, limitations, and provisions in the operations specifications. The certificate holder/applicant also has the opportunity to verify that the updated information is correct.

10. PRINTING NEW OPERATIONS SPECIFICATIONS
    a. After the draft operations specifications have been reviewed, verified for accuracy, and coordinated with the certificate holder/applicant, they are printed on blank bond paper which then becomes DAC Form 120-6, Operations Specifications, as amended.
b. The DAC Form 120-6 is to begin each paragraph on a new page, although a single paragraph may take several pages. If a paragraph ends in the middle of a page, the DAC Form 120-6 will not begin to print another paragraph until a new page is fed into the printer.

11. GENERAL OPERATIONS SPECIFICATIONS - PART A.
   a. General. Specific paragraphs within this part are the joint responsibility of the Principal Operations and Airworthiness Inspectors. Approval of these paragraphs may be indicated by the signature of any one of those assigned principal inspectors, Sub Director and Director of Airworthiness Certification.

   The following is a list of the paragraphs:
   - A1. Issuance and Applicability
   - A2. Definitions and Abbreviations
   - A3. Aircraft Authorization
   - A4. Summary of Special Authorizations and Limitations
   - A5. Exemptions and Deviations
   - A6. Authorized Management Personnel
   - A7. Other Designated Persons
   - A8. Operational Control
   - A16. Single Pilot, Single Pilot In Command, or Basic Part 135 Operators
   - A28. Aircraft Leasing Arrangements
   - A29. Aircraft Interchange Arrangements

b. Paragraph A1 - ISSUANCE AND APPLICABILITY

(1) Paragraph A1 identifies the operations specifications holder. The name of the certificate holder/applicant is printed as it appears in the Air Operator Information data.

   a) A1a specifies the kinds of operations authorized and the applicable regulatory sections under which the operations are to be conducted.

   b) Variable wording is determined from the information entered into the DAC Form 120-6 from the Air Operator Information.

(2) CASR Part 121. Four kinds of CASR Part 121 operations can be authorized by paragraph A1a. A certificate holder/applicant can be authorized for only one of the four: The 4 (four) kinds of operations are as follows:

   a) Domestic Operations. Domestic operations are conducted pursuant to CASR 121. This kind of operation authorizes, carriage of passengers and cargo in scheduled operations within the contiguous Indonesia. A certificate holder authorized for domestic operations is automatically authorized to conduct supplemental (nonscheduled) operations in accordance with paragraph A30 of the operations specifications.

   b) Domestic and Flag Operations. Domestic and flag operations are conducted pursuant to CASR 121. A certificate holder authorized to conduct flag operations is also authorized to conduct domestic operations. This kind of operation authorizes, carriage of passengers and cargo in domestic and international scheduled operations. A certificate holder authorized for domestic and flag operations is automatically authorized to conduct supplemental (nonscheduled) operations in accordance with paragraph A30 of the operations specifications.

   c) Supplemental Operations. Supplemental operations are conducted pursuant to CASR 121. This kind of operation authorizes, carriage of passengers and cargo in nonscheduled operations. A certificate holder authorized for only
supplemental operations is not authorized to conduct domestic or flag operations.

(d) Supplemental, Cargo Only Operations. Supplemental, cargo only operations are conducted pursuant to CASR 121. This kind of operation authorizes, only the carriage of cargo.

(3) CASR Part 135 (Fixed Wing). Three kinds of CASR Part 135 fixed wing airplane operations can be authorized by paragraph A1a. A certificate holder can be authorized only one of the three kinds. The 3 (three) kinds of operations are as follows:

(a) Commuter Airplane. Commuter airplane operations are conducted pursuant to CASR 135. This kind of operation authorizes, carriage of passengers and cargo in scheduled operations. A certificate holder authorized for commuter airplane operations is automatically authorized to conduct on demand (nonscheduled) operations.

(b) On Demand Airplane. On demand airplane operations are conducted pursuant to CASR 135. This kind of operation authorizes, carriage of passengers and cargo in nonscheduled operations. Any certificate holder authorized for only on demand airplane operations is not authorized to conduct commuter airplane operations.

(c) On Demand Cargo Only Airplane. On demand cargo only airplane operations are conducted pursuant to CASR 135. This kind of operation only authorizes, the carriage of cargo.

(4) CASR Part 135 (Rotorcraft). Three kinds of CASR 135 rotorcraft operations can be authorized by paragraph A1a. A certificate holder can be authorized for only one of the three kinds. The 3 (three) kinds of operations are as follows:

(a) Commuter Rotorcraft. Commuter rotorcraft operations are conducted pursuant to CASR 135. This kind of operation authorizes, carriage of passengers and cargo in scheduled rotorcraft operations. A certificate holder authorized for commuter rotorcraft operations is automatically authorized to conduct on demand operations.

(b) On Demand Rotorcraft. On Demand rotorcraft operations are conducted pursuant to CASR 135. This kind of operation authorizes, carriage of passengers and cargo in nonscheduled operations. A certificate holder authorized for only on demand rotorcraft operations is not authorized to conduct commuter rotorcraft operations.

(c) On Demand Cargo Only Rotorcraft. On demand cargo only rotorcraft operations are conducted pursuant to CASR 135. This kind of operation only authorizes, the carriage of cargo.

(5) A certificate holder can be authorized to conduct one kind of operation under CASR Part 121 and other kinds of operations under CASR Part 135. For example, paragraph A1a could authorize a certificate holder to conduct domestic and flag, commuter airplane, and on demand rotorcraft operations. The appropriate CASR regulatory section for each kind of operation will be automatically specified in paragraph A1a.

C. Paragraph A2 - DEFINITIONS AND ABBREVIATIONS.

Paragraph A2 includes the definitions of words or phrases used in other operations specifications paragraphs as developed by DGAC. The intent of these definitions is to enhance the understanding between DGAC and the aviation industry.

(1) DGAC developed definitions shall not be changed and definitions will be added when it becomes apparent that the definition is needed.

(2) The proposed addition of a definition by DGAC makes the entire paragraph nonstandard. In this case, the operations specifications paragraph must be processed as described in Chapter 1, Paragraph 6.
d. **Paragraph A3 - AIRLINE/AIRCRAFT AUTHORIZATION.**

A3 authorizes a certificate holder to use a specific make/model/series of airplanes or aircraft in CASR Part 121 or 135 operations. The following provides additional direction for the information fields that must be added to this paragraph.

1. **Make/Model/Series, CASR Parts 121 and 135.** When entering an authorized make/model/series into either the Air Operator Information file or data entry form, it should be precisely copied (including any abbreviation) from the Type Certificate (TC) Listing.
   
   a. The file system edits the make/model/series being entered. If it is not precisely the same as found in the TC Listing, verification of the operator file is required.
   
   b. If the appropriate make/model/series cannot be found in the TC Listing, Inspectors should immediately notify DAC, so that the table can be updated.

2. **CASR Part 121.** The following choices must be made in order to determine the correct CASR Part 121 airline/aircraft authorization:
   
   a. Passenger Seating Capacity or Cargo Only. The passenger seating capacity used by the certificate holder during the emergency evacuation demonstration required by CASR 121 for each make/model/series listed must be entered in the column labeled "DEMONSTRATED". If the demonstrated passenger seating capacity applies to more than one series of a particular make and model, the seating capacity must be listed for each series to which it applies.
   
   b. It is unnecessary to list seating configurations used by the certificate holder that are less than the demonstrated seating capacity. The demonstrated seating capacity shall also be listed in the column labeled "APPROVED". However, if the certificate holder requests a higher seating capacity than that demonstrated by the certificate holder, the Principal Operations Inspector may approve the higher capacity under the following conditions:
      - The higher seating capacity does not require another emergency evacuation demonstration to be conducted in accordance with CASR 121.
      - The higher seating capacity does not exceed the maximum approved passenger seating capacities.
      - The Principal Operations Inspector lists the higher seating capacity in the column labeled "APPROVED".
   
   c. If the airplane is configured for cargo only, the phrase "Cargo Only" shall be entered in the column labeled "APPROVED". In some situations, such as combination passenger/cargo configurations, the approved seating capacity and the required number of flight attendants may need elaboration. This elaboration should be accomplished by adding an extra nonstandard paragraph.
   
   d. The number of flight attendants used during the emergency evacuation demonstration must be entered for each make/model/series listed, unless the aircraft is configured for cargo only.
   
   e. The total number of aircraft, per make/model/series, to be operated by the operator.

3. **CASR Part 135.** The following choices or data must be entered to determine the correct CASR Part 135 airline/aircraft authorization:

   a. Enter the appropriate class of operation for each make/model/series listed. Only one of the five classes of operation shall be entered for each make/model/series. The 5 (five) classes of operation for CASR Part 135 operations are:
      - Single Engine Land (SEL)
      - Single Engine Sea (SES)
      - Multiengine Land (MEL)
e. Paragraph A4 - SUMMARY OF SPECIAL AUTHORIZATIONS AND LIMITATIONS.
This paragraph summarizes special authorizations and/or limitations applicable to a particular certificate holder. The file system provides the special paragraphs that authorize a specific activity to print the titles of the paragraphs or equivalent phrases.

(1) When printed in A4a, the title (or equivalent phrase) completes the lead-in phrase authorizing the specific activity and reference number of the paragraph.

(a) When a certificate holder is capable of conducting the activity which a special paragraph would permit but the certificate holder is not authorized to conduct that activity, the file system prints the title (or equivalent phrase) of the special paragraph in subparagraph A4b. When printed in A4b, the title or equivalent wording completes the lead-in phrase prohibiting the certificate holder from conducting the activity.

(b) If the certificate holder is not capable of conducting the special activity, or the special activity is not applicable to the certificate holder, the title or equivalent wording is not printed in either subparagraphs A4a or A4b.

f. Paragraph A5 - EXEMPTIONS AND DEVIATIONS.
In order for a certificate holder to conduct operations under the provisions of any exemption or deviation, the exemption or deviation must be listed in paragraph A5.

(1) Exemptions. The current exemption number and expiration date must be entered in A5a. List the exemption numbers in numerical order. In the space labeled "Remarks and/or References" (adjacent to each exemption) enter a brief description of the exemption or, if appropriate, the exempted regulations.

(a) If certain conditions or limitations related to the exemption are specified in another paragraph of the operations specifications, the reference number of the other paragraph must also be entered in this space.

(b) For example, if a single HF radio is permitted by exemption in certain areas of an enroute operation, a reference to paragraph B50 should be made, such as "see paragraph B50". In this example, the appropriate areas of enroute operation in paragraph B50 should contain a note authorizing the provisions of that exemption for those areas.

(2) Deviations. The applicable CASR sections to which a deviation has been granted must be entered in A5b. List the deviations in numerical order by CASR section. In the space labeled "Remarks and/or References" (adjacent to each deviation) briefly describe the provisions of the deviation or indicate a reference number for the standard operations specifications paragraph that authorizes the deviation.

(a) For example, if a certificate holder is granted a deviation to permit the same person to serve as director of operations and director of maintenance, the applicable CASR section must be listed in the Applicable CASR Section column. In the "Remarks and/or Reference" space enter "See paragraph A6".
(b) A standard operations specifications paragraph must be referenced and issued when granting deviations to the subject areas Requiring Operations Specifications Paragraphs.

g. Paragraph A6 - MANAGEMENT PERSONNEL

(1) A certificate holder’s management personnel may have titles different from titles of management positions used in the Civil Aviation Safety Regulations. The intent of paragraph A6 is to identify clearly the certificate holder’s management personnel who are fulfilling Civil Aviation Safety Regulations management positions. A6 is also used to approve deviations from required management positions. Approval of these deviations must be indicated in A6 as follows:

(a) For deviations permitting less than the required management positions, leave blank the positions that are not filled. Also leave management positions for Single Pilot Operators and Single Pilot in Command Operators blank.

(b) For deviations permitting the same person to fill two or more positions, enter the name and title of that person in the appropriate position.

(c) For deviations permitting a person to hold a management position when that person does not meet the regulatory qualification requirements, enter the name and title of that person in the appropriate position.

(d) In all cases the appropriate regulatory section must be listed in paragraph A5(b) of the operations specifications.

(2) The file provides management information for A6 from the Air Operator Information file. The Air Operator Information file must be correct in order to reflect the desired information required for operations specifications.

(a) An extra paragraph may be added to A6 without making it nonstandard, provided the extra paragraph is used to identify additional management positions (such as more than one chief pilot) or to specify conditions of a deviation.

(b) If the extra paragraph provides for anything other than identifying additional management personnel or specifying the conditions of a deviation, it must be processed as a nonstandard paragraph.

h. Paragraph A7 - OTHER DESIGNATED PERSONS.

(1) Agent For Service. An agent for service is a person or company designated by the certificate holder upon whom all legal notices, processes and orders, decisions, and requirements of the DGAC shall be served.

(a) Once any of these documents has been served upon the certificate holder’s agent for service, the certificate holder cannot legally claim non receipt of the documents.

(b) The name, title, and address of the agent for service must be obtained from the certificate holder and correctly entered into the Air Operator Information file.

(2) Persons Designated to Apply for and Receive Operations Specifications. Names and titles of designated by the certificate holder as authorized to apply for and receive operations specifications must be entered in subparagraph A7b. The operations specifications parts for which the designated person is responsible must also be entered. Principal Inspectors may determine that it is appropriate to have signatures of these designated persons recorded in this subparagraph on the original operations specifications.

i. Paragraph A8 - OPERATIONAL CONTROL

(1) Each CASR Part 121 and 135 certificate holder must have a system and/or procedures for the operational control of flight movements. The intent of A8 is to promote a mutual understanding between a certificate holder and the DGAC concerning the system and/or procedures used by that certificate holder. The three basic systems and/or procedures requirements are:
(a) Dispatch systems that are required for CASR Part 121 Domestic and Flag operations.

(b) Flight following systems that are required for CASR Part 121 supplemental operations when the certificate holder does not have an established dispatch system.

(c) Flight locating procedures that are used by CASR Part 135 certificate holders.

(2) The system and/or procedures used by a certificate holder must be described or referenced in A8. It is preferable to complete A8 with references to a certificate holder’s manual or sections of a certificate holder’s manual that describe the system and/or procedures used by that certificate holder. It is not necessary to control these references by date.

(a) The references should be changed only when a revision to the certificate holder’s manual makes the reference in the operations specifications incorrect. When a certificate holder’s manual does not adequately describe the system and/or procedures used, a narrative description combined with references may be necessary.

(b) In many cases (especially with smaller CASR Part 135 certificate holders) it may not be appropriate to use references in this paragraph. In these cases narrative description may be necessary. When a narrative description is used, it should be brief but provide sufficient information so that the DGAC and the certificate holder have the same understanding about the system and/or procedures used by the certificate holder.

(3) The description of the systems and/or procedures for controlling flight movement as described in the operator’s manual and referenced in the operations specifications or as described in the operations specifications should include the following information, as appropriate:

- Methods and procedures for initiating, diverting, and terminating flights
- Persons or duty positions authorized to exercise, and responsible for exercising, operational control
- Facilities and location of facilities used by the operator in the exercise of operational control
- Communication systems and procedures used by the operator
- Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy
- Emergency notification procedures

Paragraph A16 - SINGLE PILOT, SINGLE PILOT IN COMMAND, OR BASIC CASR PART 135 OPERATORS.

A16 comprises four different paragraphs. Only one of these paragraphs will be extracted by the file system for issuance. The appropriate extraction depends upon selections entered from the operations specifications checklist.

(1) The four types of operations authorized by A16 are:

- Single Pilot Operators
- Single Pilot in Command Operator
- Basic CASR Part 135 Operators (On-Demand Operations Only)
- Basic CASR Part 135 Operators (Commuter and On-Demand Operations)

(2) Although the operations specifications have only one selection for a Basic CASR Part 135 Operator, the file system distinguishes whether “commuter” or “on-demand only” operations are authorized.

(3) A deviation is required to authorize a Single Pilot In Command or a Basic CASR Part 135 Operator. Therefore, the appropriate regulatory sections and paragraph
A16 must be listed in A5 of the operations specifications, and the Air Operator File must indicate that a deviation is authorized.

k. **Paragraph A28 - AIRCRAFT WET LEASE ARRANGEMENTS.**

   When a wet lease arrangement is authorized, A28 shall be issued only to the certificate holder who has operational control as determined by the DGAC.

   (1) If the certificate holder maintains operational control in more than one lease agreement, all such agreements must be authorized by A28 and the following information included in the appropriate column:
   - The name of the lessor and lessee of each agreement
   - The aircraft make/model/series used in each agreement
   - The expiration date of each agreement

   (2) The kind of operation is specified in A1 of the certificate holder’s operations specifications. If it is necessary to specify other conditions or limitations, they should be specified by adding an extra subparagraph to A28.

l. **Paragraph A29 - AIRCRAFT INTERCHANGE ARRANGEMENTS.**

   When an interchange arrangement is authorized, A29 shall be issued to both parties of the interchange agreement by each responsible Principal Operations Inspector. All interchange arrangements authorized for an operator must be listed in A29.

   (1) The name of the operator who would normally operate the aircraft if an interchange agreement were not in effect must be entered in the column labeled “Primary Operator”. The name of the other party to the interchange agreement must be listed in the column labeled “Interchange Operator”.

   (2) The make/model/series of aircraft used and all specified interchange points for each agreement must be listed in the appropriate columns. If it is necessary to specify other conditions or limitations such as expiration dates, they should be specified by adding an extra subparagraph to A29.

12. MAINTENANCE OPERATIONS SPECIFICATIONS PART D.

   When adding or deleting any of the following paragraphs, Paragraph A4 should be updated and printed. When “See attached list” is used, the actual list must include identifiers so as to be traceable to the applicable paragraph in the operations specifications. This identification will include the following information, as applicable:
   - Certificate Holders Name
   - Certificate number
   - Applicable paragraph number
   - Effective date
   - Amendment number

a. **Paragraph D71 - MAINTENANCE REQUIREMENTS, FOR AIRCRAFT TYPE CERTIFICATED FOR NINE OR LESS SEATS.**

   This paragraph applies to CASR Part 135 certificate holders maintaining aircraft type certificated for nine or less seats, excluding any pilot seat, including aircraft subject to an Approved Aircraft Inspection Program (AAIP) under CASR 135.367(b). It identifies the manufacturer’s maintenance program and/or the approved operator developed maintenance program. Either program satisfies the requirements of CASR 135.

   **Note:** Supporting documents, i.e. Service Bulletins, may be listed in Paragraph D71.

   **Note:** A CASR 135 operator may elect to maintaining its aircraft for nine or less seats under a continuous airworthiness maintenance program (CAMP), by using paragraph D72 instead of D71 dan D73.
b. **Paragraph D72 - AIRCRAFT MAINTENANCE GENERAL REQUIREMENTS, FOR AIRCRAFT TYPE CERTIFICATED FOR TEN AND MORE SEATS.**

This paragraph applies to aircraft subject to a Continuous Airworthiness Maintenance Program (CAMP). CAMP applies to CASR 121 and 135 certificate holders maintaining aircraft type certificated for ten and more seats, excluding any pilot seat. CAMP contains the conditions that must be met for a certificate holder to operate its aircraft under the terms of its operations specifications. The information following the word "Part" is printed in by the file system based on the information that was entered in the Air Operator File, e.g., 121, 135, or 121 and 135.

c. **Paragraph D73 - APPROVED AIRCRAFT INSPECTION PROGRAM, FOR AIRCRAFT TYPE CERTIFICATED FOR NINE OR LESS SEATS.**

This paragraph identifies aircraft subject to an Approved Aircraft Inspection Program under CASR 135.387(b). Each aircraft identified in this paragraph is subject to the requirements of CASR 135 and will be issued paragraph D71.

1. This paragraph may be issued for Turbo propeller and Turbojet aircraft type certificate for 9 passenger seats or less or having an STC (Supplement Type Certificate) or field approved seating configuration of nine seats or less.

2. Aircraft may be listed in this operations specifications or in a current listing attached to this operations specifications. The aircraft listing shall include at least the information required by the operations specifications.

d. **Paragraph D74 - RELIABILITY PROGRAM AUTHORIZATION: ENTIRE AIRCRAFT.**

This paragraph authorizes the use of a maintenance reliability program that contains standards for determining maintenance intervals and processes. This program controls the inspection, check, and overhaul times for the entire aircraft and is the sole control as far as operations specifications are concerned. Each make/model/series of aircraft controlled by reliability and its approved reliability document shall be identified on this operations specifications. The level of detail in specifying the series of aircraft should match the detail of the operator's program.

**Note:** The Airworthiness inspectors do not control the time limitations but will control the procedures of the program.

1. The time limitations for overhaul, inspections, and checks shall be contained in one of the following:
   - Certificate holder's manual
   - Maintenance specification document
   - Any other document approved by the DGAC

2. These time limitations must not exceed the manufacturer's retirement times, Type Certificate limitations, or Airworthiness Directive limitations.

**Note:** Operators authorized Paragraph D74 must not be issued Paragraphs D88 or D89.

e. **Paragraph D75 - RELIABILITY PROGRAM AUTHORIZATION: AIRFRAME, POWERPLANT, SYSTEMS, OR SELECTED ITEMS (Partial Reliability Program).**

This paragraph authorizes the use of a maintenance reliability program containing the standards for determining maintenance intervals and processes. The program controls the inspection, check, and overhaul time for airframe, powerplant, systems, or individually selected items within a system (e.g., hydraulic system, pumps, valves, actuators, etc.) and must be identified on the operations specifications.

1. Airframe, powerplant, systems, or items controlled by reliability shall be identified in the Maintenance Time Limitations Section by an asterisk or other identifier, and a note.

2. If preferred, a certificate holder may reference in its Maintenance Time Limitations Section a document approved by the DGAC (Paragraph 14). The referenced
document shall contain at least that information required by the Maintenance Time Limitations Section.

**Note:** Operators authorized Paragraph D75 will be issued Paragraph D88.

**f. Paragraph D76 - SHORT TERM ESCALATION AUTHORIZATION.**

This paragraph authorizes a certificate holder to use short term escalation procedures with aircraft, powerplants, systems, or appliances not authorized short term escalation through a reliability program.

**g. Paragraph D77 - MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION FOR AN ENTIRE AIRCRAFT.**

This paragraph authorizes a certificate holder to use a contractor's approved maintenance program for the maintenance of its entire aircraft, including participation in the contractor's reliability program.

**h. Paragraph D78 - MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION FOR SPECIFIC MAINTENANCE.**

This paragraph authorizes a certificate holder to arrange with one or more contractors for specific maintenance functions using the contractor's approved maintenance program.

**i. Paragraph D79 - RELIABILITY PROGRAM CONTRACTUAL ARRANGEMENT AUTHORIZATION.**

This paragraph authorizes a certificate holder to participate in another certificate holder's (contractor's) DGAC approved reliability program for its aircraft or engines. The certificate holder's aircraft or engines may be included in the contractor's fleet for the purpose of this program.

**Note:** Operators authorized for Paragraph D79 will be automatically issued Paragraph D88.

**j. Paragraph D80 - LEASED AIRCRAFT MAINTENANCE PROGRAM AUTHORIZATION: INDONESIAN REGISTERED AIRCRAFT.**

This authorization allows a certificate holder (lessee) to use a lessor's approved maintenance program for the leased aircraft.

(1) Paragraph D80 applies only to leases of aircraft that are intended to be returned to the lessor at a time specified in the lease agreement. This arrangement allows the lessor to retain compatibility of the aircraft with other aircraft remaining in its possession.

(2) This paragraph is designed for entries of one or more lessors and aircraft.

**k. Paragraph D81 - PARTS POOL AGREEMENT AUTHORIZATION.**

Under the provisions of CASR 121, this paragraph may be approved for a certificate holder desiring to enter into a parts pooling agreement with foreign air carriers or agencies whose employees do not hold Indonesian LAME certificates.

**l. Paragraph D82 - PRORATED TIME AUTHORIZATION.**

This paragraph authorizes a certificate holder to use aircraft for which inspection and overhaul times have been established using the pro-ration process.

(1) Paragraph D82 is essential for proper time accountability and transfer of the time if the aircraft is sold to another certificate holder.

(2) Chapter 2 of Advisory Circular 121-1, Standard Operations Specifications, as amended, and, Prorated Time Authorizations, have further guidance and information.

**m. Paragraph D83 - PARTS BORROWING AUTHORIZATION.**

This paragraph authorizes a certificate holder conducting operations under CASR Part 121 or CASR 135, nominal and reasonable relief from its approved overhaul time limits when borrowing parts from another certificate holder.
Paragraph D84 - SPECIAL FLIGHT PERMIT WITH CONTINUES AUTHORIZATION TO CONDUCT FERRY FLIGHTS.

This paragraph authorizes a certificate holder, whose aircraft are maintained under a Continuous Airworthiness Maintenance Program, to issue a special flight permit with continuing authorization to conduct ferry flights. This permit can only be issued under the guidelines as set forth in CASR § 21.197.

Paragraph D85 - AIRCRAFT LISTING.

Certificate holders with aircraft under a Continuous Airworthiness Maintenance Program, including domestic, flag, supplemental, commuter, and on-demand operations are required to list all such aircraft.

1. The aircraft may be listed in Paragraph D85 or in a current listing attached to the operations specifications. The aircraft listing shall include at least the following information:
   - Type of aircraft by make, model, and series
   - Registration number
   - Serial number

2. Identify any aircraft used under an interchange agreement with an asterisk (*) or other identifier, with a note to reference Paragraph A29.

3. Identify commuter aircraft with a double asterisk or other identifier and a note identifying aircraft inspected in accordance with CASR 135.

4. The statement "This list supersedes any previous lists", or a similarly worded statement, must be included in the document.

Paragraph D86 - MAINTENANCE PROGRAM AUTHORIZATION FOR TWO ENGINE AIRPLANES USED IN EXTENDED RANGE OPERATION.

This paragraph authorizes a certificate holder to use certain approved aircraft for use in extended range operations. Principal Airworthiness Inspectors must be familiar with paragraph B42 and shall coordinate with Principal Operations Inspectors before approving paragraph D86.

Paragraph D87 - MAINTENANCE PROGRAM AUTHORIZATION FOR LEASED FOREIGN REGISTERED AIRCRAFT OPERATED BY INDONESIAN AIR CARRIERS.

This paragraph authorizes a certificate holder to maintain leased, foreign registered aircraft by adopting the foreign air carrier's maintenance program as its own.

1. Inspectors shall fully evaluate each certificate holder's proposed foreign maintenance program to be used for its leased, foreign registered aircraft before approving this paragraph.

2. Each revision to an adopted foreign air carrier's maintenance program shall be approved on an individual basis by amending paragraph D87 to reflect the new revision number and date.

Note: Identification of the maintenance cannot be the manufacturer's program.

Paragraph D88 - MAINTENANCE TIME LIMITATIONS, FOR OPERATORS WITH PARTIAL RELIABILITY PROGRAM.

This paragraph authorizes a certificate holder requiring a maintenance time limitations section, because of a partial reliability program, to use a separate approved document or approved section in the certificate holder's manual. The manual must contain that same information as required by Paragraph 14, of this chapter. This option is provided by paragraph D72(c).

1. The referenced document or manual chapter must be approved by the DGAC and must have procedures for effecting revisions and revision control acceptable to DGAC.

2. Each change to an item not controlled by a reliability program must be DGAC approved.
(3) For a change to the time limitations, the certificate holder must provide the actual data change to be included in either the operations specifications or a referenced list.

(4) The signature block (line 2) provides a limited section where the operator can justify the change to the time limitations. This supporting information reference must tie in all of the data supporting the change to the operations specifications by referencing the DGAC approved document.

s. Paragraph D99 - MAINTENANCE TIME LIMITATIONS, FOR OPERATORS WITHOUT A RELIABILITY PROGRAM.

This paragraph authorizes a certificate holder requiring a maintenance time limitations section to use a separate approved document(s) attached to Paragraph 89.

(1) The referenced document(s) must be approved by the DGAC and must have procedures for affecting revisions and revision control acceptable to the Principal Airworthiness Inspector.

(2) This paragraph is to be issued only if the operator is not authorized any type of a reliability program.

(3) For a change to the time limitations, the certificate holder must provide the actual data change to be included in either the operations specifications or a referenced list.

(4) There is a limited section where the operator can justify the change to the time limitations. This supporting information reference must tie in all of the data supporting the change to the operations specifications by referencing the DGAC approved document.

t. Paragraph D90 - COORDINATION AGENCIES FOR SUPPLIERS EVALUATION (C.A.S.E.)

This paragraph authorizes an operator to utilize C.A.S.E. to satisfy the requirements of CASR 121.373 or 135.377, for auditing a vendor for analysis, control, and acceptability. These audits cover vendors supplying services, parts, used/salvaged equipment, airline/military surplus parts/components, and for suppliers of fuel and fueling services. The certificate holder still maintains the primary responsibility for ensuring the airworthiness of these parts, materials, and services.

u. Paragraph D91 - AUTHORIZATION TO MAKE ARRANGEMENTS WITH OTHER ORGANIZATIONS TO PERFORM SUBSTANTIAL MAINTENANCE.

This paragraph authorizes a certificate holder to arrange with other organizations as a maintenance providers to perform its substantial maintenance.

Substantial maintenance is defined as follows: 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:

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

(2) Accomplishment of off-aircraft maintenance or alteration of engines that involves: the separation of modules or propellers; Full Authority Digital Engine Controls; 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.

v. Paragraph D92 - MAINTENANCE PROGRAM AUTHORIZATION FOR AIRPLANES USED FOR OPERATIONS IN DESIGNATED REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE.

This paragraph authorizes a certificate holder to conduct operations in designated RVSM Airspace with the airplanes listed in this paragraph.
w. **Paragraph D93 – HELICOPTER NIGHT VISION GOGGLE OPERATIONS (HNVGO) MAINTENANCE PROGRAM.**
   
   This paragraph authorizes a certificate holder to conduct HNVGO with the aircraft listed in this paragraph.

x. **Paragraph D95 – MINIMUM EQUIPMENT LIST AUTHORIZATION.**

   This paragraph authorizes a certificate holder conducting operations under CASR Parts 121 and/or 135 to use an approved Minimum Equipment List (MEL).

   1. Paragraph D95 sets forth the conditions and limitations that must be met by the certificate holder to be able to operate its aircraft under the terms of the MEL.

   2. This paragraph may be issued for all aircraft authorized for use in Paragraph A3 or for selected aircraft within an operator fleet.

13. **PART E: PARAGRAPH E96 - WEIGHT AND BALANCE.**

   This paragraph authorizes a CASR Part 121 certificate holder to use its approved weight and balance control procedures. Additionally all commuter operators using airplanes having a maximum passenger seating configuration of 30 seats or less must be authorized for the method of controlling weight and balance by using Part E, paragraph E96.

   **Note:** This paragraph is not intended for use by an CASR Part 135 reciprocating powered aircraft of nine or less passenger seats.

14. **MAINTENANCE TIME LIMITATIONS SECTION (PARTIAL RELIABILITY PROGRAM OR NO RELIABILITY PROGRAM)**

   a. **General.** A Maintenance Time Limitations Section is prepared by the certificate holder for each type of aircraft operated and maintained in accordance with the requirements of a Continuous Airworthiness Maintenance Program.

   1. The Maintenance Time Limitations Section shall consist of the following:
      
      • Index
      • Abbreviations and definitions Checks and Inspections
      • Inspection frequency and overhaul

   2. A certificate holder requiring a Maintenance Time Limitations Section may reference, in paragraph D88 or D89, a document containing that information. This option is provided by paragraph D72(c).

      a. The referenced document must include at least the information required to be in the Maintenance Time Limitations Section and shall be approved by the DGAC.

      b. The document must have procedures for effecting revisions and revision control acceptable to the DGAC.

   **Note:** Each change to a time interval for an item not controlled by a reliability program must be DGAC approved.

   b. **Index.** The index is the revision and page control for the Time Limitations Section. Each time a certificate holder revises an operations specifications page in this section, the index must be revised accordingly.

      1. When pages of a Maintenance Time Limitations Section are deleted, they shall be retained on the amendment of the index page for control purposes. Superseded or deleted pages shall be kept in a separate file and retained for at least 5 years.

      2. The effective date indicates the date the information was entered on the page. The certificate holder shall enter the effective date for the original or amended page in the lower left corner of the page. The effective date and amendment number must also be entered in the Table of Contents signature block.

   c. **Definitions.** This page defines each abbreviation and term used in the Maintenance Time Limitations Section that is not self-explanatory.
d. **Checks and inspections.** These pages show the time limits and intervals for aircraft checks and inspections approved for the operator.

**Note:** The "Checks and Inspections" are the basic pages for approving the certificate holder’s Continuous Airworthiness Maintenance Program.

1. Limits expressed in terms other than time in service as defined in CASR Part 1, such as clock or calendar time, must be identified on the definition page.
2. Time in service and/or calendar times for checks and inspections shall be the maximum allowable increment for that item.
3. Instruments and electrical systems.
   a. Major components of ATA Systems 22 autopilot, 23 communications, 24 electrical, 31 instrument, 33 lighting, 34 navigational, and 77 engine instruments must be identified by the following:
      - Name
      - Manufacturer
      - Model number, part number, or other specific designator used by the carrier
   b. These component identifications must be listed, under the applicable ATA chapter, on the appropriate inspection frequency and overhaul page or a document that is referenced and identified on a checks inspections page.
4. Parts that have specified life limits imposed by the manufacturer must be listed on either of the following:
   - The inspection frequency and overhaul pages under the applicable ATA Chapters for those parts
   - A separate document that is referenced and identified on the checks and inspections page
   a. For example, reference documents may be the approved limitations section of the Airplane Flight Manual (AFM) or Type Certification Data Sheet.
   b. The certificate holder’s manual shall contain procedures for controlling life-limited parts (CASR §§ 121.369 and 135.369).

**e. Inspection Frequency and Overhaul.** These pages shall contain at least the following type of information using the format headings as follows:

<table>
<thead>
<tr>
<th>Chapter (ATA number and identification)</th>
<th>Primary Maintenance Process</th>
<th>Inspection Check Period</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>OC</td>
<td>C</td>
<td>VIS</td>
<td></td>
</tr>
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</table>

1. The letter designation (i.e. A, B, or C) and abbreviations (OC, VIS) in the above example must be identified on the definitions page.
2. The letter designator in the "Inspection Check Period" column may be preceded by a 2, 3, or 4. This number serves as a multiple of the checks and inspection intervals. For example, if check "B" is required to be performed at 350 hours and the symbol in the "Inspection and Check Period" column is 2B, the limit for the task would be 700 hours.
3. The aircraft make and model shall be entered at the top of each page.

15. **INCREASES TO MAINTENANCE TIME LIMITATIONS (OPERATORS ISSUED PARAGRAPHS D88 AND D89)**

a. General. Inspection and overhaul time limitations applicable to airframes, powerplants, propellers, and appliances normally are based on service experience.
(1) Time limitations may be established in terms of time in service based on hours, cycles, calendar months, or the number of inspection or overhaul intervals.

(2) Time limitations for appliances, where deterioration is not necessarily a result of operation hours (electronic units, emergency equipment, etc.), may be established in terms of calendar months.

b. Increasing Time Limitations.

(1) An increase in time limitations may be made if the certificate holder can properly justify and substantiate the time increase.
(a) The justification should indicate that the increase will not adversely affect airworthiness of the aircraft.
(b) Submitted service records should show that a component or sub component does not require maintenance or adjustment because of damage, wear, or deterioration.

(2) Before applying for amended operations specifications, a certificate holder should give the DGAC an informal indication of intent. Every effort should be made to coordinate with the certificate holder in an effort to detect and informally resolve any problem area or item that might result in a delay or disapproval of the operations specifications submitted at the time of formal application.

c. Time Limitation Increase - Physical Inspection. During preliminary discussions, the certificate holder must be advised of the number of engines, components, appliances, etc., to be inspected. The items inspected should have been operated to within 5 (five) percent of the currently approved time limitations. Physical inspection need not be conducted by an Airworthiness inspector if, in the judgment of the DGAC, the certificate holder has a capable and qualified person perform the inspection and properly documents the work. However, the assigned Airworthiness inspector must coordinate the inspection process with the certificate holder.

d. Airframes. Increases in time limitations for inspection, overhaul, or structural inspections of airframes are based on evaluation of all pertinent service records and/or examination of at least one aircraft of the model involved that has been operated to within 5 (five) percent of the currently approved time limitation.

(1) Other methods of justifying time increase may be used when sufficient justification (such as industry experience) can be furnished by the certificate holder.
(2) When a phase inspection, modular, or block overhaul type of maintenance system is used, individual items may be rescheduled in another phase inspection, modular, or block interval (increase or decrease) if the performance and condition of the specific item warrants the change.

e. Powerplant/Propeller and Associated Appliances. Increases in engine or propeller inspection/overhaul periods may be approved in increments mutually agreed upon by the certificate holder and the DGAC.

(1) Increases in time limitations normally are based on satisfactory service experience and/or at least one tear down examination. The engine/propeller should have operated to within 5 (five) percent of the currently approved time limitation.
(2) Alternate methods acceptable to the DGAC may be used for determining time interval increases to the established intervals for the inspection overhaul of powerplants or propellers when sufficient justification is furnished by the certificate holder.
(3) Engine appliances may have time interval increases in multiples of the approved engine inspection/overhaul time if it can be shown that satisfactory in service history and inspection/overhaul experience justifies the increase and will not adversely affect the airworthiness of the appliance involved.

f. Aircraft Appliances

(1) Increases in the established time intervals for appliance inspection, bench test, or overhaul may be granted if sufficient justification is furnished by the certificate
holder and the justification meets the criteria in paragraphs 16a, 16c, and 16d of this section.

(2) When electrical/electronic appliances are maintained as "on condition", special consideration should be given to the continued airworthiness of the mechanical components of such equipment.

g. Data Review. Data submitted by the certificate holder as justification for the time increase shall be thoroughly researched and evaluated. If observations made during the physical inspection or record review indicate that deterioration of reliability will result if the requested time limitation increase is approved, the certificate holder shall be required to continue at limitations currently approved.

16. REVIEW, APPROVAL, AND DISTRIBUTION OF OPERATIONS SPECIFICATIONS

a. General. Operations specifications are legal documents and care must be taken in their preparation. Operations specifications may be approved only by the DAC or by Sub-Director to sign for him in his absence.

b. Final DGAC Review. Assigned principal inspectors shall review the operations specifications for accuracy and completeness of the added information. This added information will be in upper case letters for ease of review.

(1) New operations specifications paragraphs shall be checked to ensure the following:

(a) The effective date appears in the bottom left corner.
(b) Operator's certificate number appears in the center of the page.
(c) Operator's correct name appears in the center bottom of the page.
(d) The certificate holder has included each change to the times in the operations specifications or an attached list.
(e) The certificate holder has provided the supporting information reference.
(f) The title, date, and authorized signature of the certificate holder are completed.

(2) Maintenance Time Limitations Sections shall be reviewed to ensure the following:

(a) The page headings include the make, model, and series of the aircraft.
(b) The effective date is in the lower left corner.
(c) The page number is in the lower right corner.
(d) The operator's certificate number is in the center of the page.

c. Approving Operations Specifications. To approve operations specifications, the principal inspector shall enter the effective date and amendment number (for original issuance enter "Original or Orig". The Inspector's name must be manually entry in the space provided. The last paragraph page of the original operations specifications must be signed by the respective Sub Director and the Director of Airworthiness Certification (DAC). This signature must be in ink.

d. Distribution of Operations Specifications (Including CASR Part 135 (9 or Less)

(1) After approving the operations specifications, the DGAC shall forward the original and copy of each paragraph and each Maintenance Time Limitations Section page (if applicable) to the certificate holder's authorized to receive operations specifications. The certificate holder shall retain the original, indicate receipt on the copy, and return the copy to the DGAC office.

(2) DAC shall keep the copies of all operations specifications on file in the DGAC Office. Superseded operations specifications shall be retained for at least 5 years.

(3) Nonstandard paragraphs shall be distributed in accordance with the instructions in Paragraph 8a(1) and (2) of this chapter.
17. AMENDMENT OR CANCELLATION OF OPERATIONS SPECIFICATIONS

a. Effective Date. Except for emergency amendments, amendments to operations specifications become effective on the date the amendment is approved by the DGAC. At this time the Inspector must date and stamp "superseded" on all versions of the old operations specifications.

b. Amendments Not Acceptable to the Operator. When an amendment is necessary in the interest of safety and the certificate holder will not consent to the amendment, the following procedures shall apply:

(1) The described amendment to the operations specifications shall be prepared and forwarded to DGAC.

(2) The appropriate Sub Director specialist shall consult with the DAC regarding the action to be taken to amend the certificate holder's operations specifications.

(3) A letter of transmittal shall be prepared, addressed to the highest authority in the certificate holder's organization who handles maintenance matters. The letter shall indicate that "In accordance with the applicable provisions of the regulations (Section 121.79 or 135.31), the DGAC hereby amends the existing operations specifications in the following manner for the reasons indicated and that the amendment will become effective 30 days from receipt".

(4) The letter of transmittal and the amended operations specifications shall be forwarded to the certificate holder by certified mail to establish the date of receipt.

c. Emergency Amendments. By the authority in CASR 121.79 and 135.31, the DGAC may require immediate amendment to a certificate holder's operations specifications when such action is required to ensure safety. Extreme caution should be exercised when employing emergency amendment procedures. When this action is deemed necessary, the following shall be accomplished:

(1) The Inspector recommending such action shall inform the Sub Director of all pertinent facts.

(2) If an emergency amendment is determined to be the proper and necessary course of action, the Inspector who recommended the action will be so advised. That Inspector will then notify the certificate holder in writing.


(1) Certificate holder initiated cancellation of operations specifications. The certificate holder should advise the DAC, in writing, of the particular specification for which cancellation is desired and the effective date of the cancellation.

(a) Upon receipt of the cancellation request, the DGAC shall stamp or mark "canceled" across the face of the applicable specification, along with the cancellation date.

(b) The DAC should advise the certificate holder and DAC holding a copy of the operations specifications of the cancellation date. Canceled operations specifications shall be retained for at least 5 years.

(2) DGAC initiated cancellation of operations specifications. In cases where an operations specification is no longer required, the DGAC shall notify the certificate holder, in writing, to cancel the specification. The letter must clearly state that the specification is being canceled, the effective date of cancellation, and the reason. Copies of the letter then should be forwarded to DAC and copies of the certificate holder's operations specifications.
CHAPTER 2. PROCEDURES

1. PREREQUISITES AND COORDINATION REQUIREMENTS
   a. Prerequisites
      - Knowledge of the regulatory requirements of CASR Parts 121 and/or 135, as applicable.
      - Previous experience with CASR Parts 121 and/or 135 certification projects and certificate management.
      - Completion of the Airworthiness Inspector’s Indoctrination Course or equivalent.
   b. Coordination. This task requires close coordination between the DAC Principal Maintenance Inspector and Principal Operations Inspector. Each specialty should be involved in the review process to ensure that all relevant issues are addressed.

2. REFERENCES, FORMS, AND JOB AIDS
   a. References
      - CASR 121, as amended.
      - Advisory Circular 121-1, Standard Operations Specifications, as amended.
   b. Forms
      - DAC Form 120-6, Operations Specifications.
   c. Job Aids
      - Table Of Contents Parts D And E.
      - A4 Summary Of Special Authorizations And Limitations
      - Listing Of Special Authorizations Or Limitations
      - Deviation Subject Areas Requiring Operations Specifications Paragraphs
      - D71 - Maintenance Requirements, for Aircraft Type Certificated for Nine or Less Seats.
      - D72 - Aircraft Maintenance General Requirements, for Aircraft Type Certificated for Ten and More Seats.
      - D73 - Approved Aircraft Inspection Program, for Aircraft Type Certificated for Nine or Less Seats
      - D73 - Approved Aircraft Inspection Program
      - D74 - Reliability Program Authorization: Entire Aircraft
      - D75 - Reliability Program Authorization: Airframe, Powerplant, Systems, Or Selected Items
      - D76 - Short Term Escalation Authorization
      - D77 - Maintenance Contractual Arrangement Authorization: For Entire Aircraft
      - D78 - Maintenance Contractual Arrangement Authorization For Specific Maintenance
      - D79 - Reliability Program Contractual Arrangement Authorization
      - D80 - Leased Aircraft Maintenance Program Authorization: Indonesian. Registered Aircraft
      - D81 - Parts Pool Agreement Authorization
      - D82 - Prorated Time Authorization
      - D83 - Parts Borrowing Authorization
      - D84 - Special Flight Permit With Continuing Authorization To Conduct Ferry Flights
      - D85 - Aircraft Listing
3. PROCEDURES

Note: It is highly recommended to thoroughly read "Chapter 1, Background," prior to actually working with an operator on new operations specifications.

a. Conduct Meeting With Operator/Applicant.
   (1) **New Applicant.** When an applicant applies for a new certificate, the Certification Project Manager should conduct a meeting with the applicant along with all involved principal Inspectors to acquire initial information for the following:
      (a) Air Operator Information file.
      (b) New operations specifications.
   (2) **Operator requiring an operations specifications amendment.** For an established operator needing an amendment to operations specifications, review and update the following, as required:
      (a) Air Operator Information to ensure that all required information is included on the DAC Form 120-6 and that these critical fields of information are current and accurate.
      (b) New operations specifications paragraphs A – H.

b. Complete the Operations Specifications DAC Form 120-6.
   (1) Obtain operations specification DAC Form 120-6 from the sources below, as required:
      • The DGAC or The Air Operator File to print DAC Form 120-6 for the incomplete paragraphs.
   (2) Assist the operator in completing the DAC Form 120-6 content to ensure that information is correct and that appropriate documents are referenced.
      **Note:** Coordination between operations and airworthiness is essential to ensure that this information is accurate.
   (3) When amending an operations specifications paragraph, complete only the applicable pages of the DAC Form 120-6.
   (4) Enter the data from the completed operations specifications DAC Form 120-6 into the file system.
   (5) Request that a draft of the operations specifications be printed for review.

c. Review the Draft Copy of the Operations Specifications.
(1) Verify that the appropriate paragraphs have been selected. If a necessary paragraph was not printed, or if an inappropriate paragraph was printed, review the information in either the Air Operator Information worksheet.

(2) Correct any errors in the information.

(3) Proofread the information for accuracy. New information will appear in upper case letters. Enter corrections into the file system.

d. Conduct Final Review of General Operations Specifications - Part A.

(1) **Paragraph A1 - Issuance and Applicability.**

   (a) Ensure that paragraph A1 identifies the holder/applicant of the operations specifications. The legal name of the operator/applicant must appear exactly as in the Air Operator Information File. If the operator/applicant's legal name is too lengthy to fit into the Air Operator Information, the full legal name must be typed in the first sentence of A1a.

   (b) Ensure A1a specifies the kinds of operations authorized and the regulatory sections under which the operation is to be conducted.

   (c) Ensure that Paragraph A1a authorizes no more than one type of operation per each of the following CASR Parts:

      - CASR Part 121, i.e., domestic operations, domestic and flag operations, supplemental operations, supplemental cargo only operations.
      - CASR Part 135 fixed wing airplane operations, i.e., commuter airplane, on-demand airplane, on-demand cargo only airplane.
      - CASR Part 135 rotorcraft operations, i.e., commuter rotorcraft, on-demand rotorcraft, on-demand cargo only rotorcraft.

   **Note:** More than one CASR Part may be listed.

   (d) Ensure that Company Business Address’s (CBA) listed in the operations specifications is authorized by the Directorate General of Air Communication or an appropriate state agency. Verification must be accomplished by one of the following methods:

      - The operator/applicant showing that the CBA is listed on a Directorate General of Air Communication registration (proof of insurance.)
      - The operator/applicant showing that the CBA is authorized by a Directorate General of Air Communication order.
      - The operator showing that the CBA is authorized and registered by an appropriate state authority when an "air operator certificate" is involved.

(2) **Paragraph A2 - Definitions and Abbreviations.**

Ensure the definitions in this paragraph have not been changed and if any have been added ensure they have been submitted to DGAC as a nonstandard paragraph.

(3) **Paragraph A3 - Airplane/Aircraft Authorization.**

Ensure this paragraph, authorizing an operator to use specific make/model/series of airplanes or aircraft, is correct.

   (a) Ensure the authorized make/model/series entries are exactly as they appear in the Type Certificate (TC) Listing.

   **Note:** If there is not an exact match in the Aircraft Identification Table, the operator file must verify the entry to update the file to accept a nonstandard make/model/series.

   (b) **Passenger Seating Capacity or Cargo Only, CASR Part 121.** Verify the following information:

      - The passenger seating capacity used by the operator during the required emergency evacuation demonstration for each make/model/series listed in the column labeled "DEMONSTRATED" is correct.
• The seating capacity for each applicable series is listed if the demonstrated passenger seating capacity applies to more than one series of a particular make and model.
• The phrase “Cargo Only” is in the column labeled “APPROVED” if the airplane is configured for cargo only.
• The number of flight attendants used during the emergency evacuation demonstration is entered for each make/model/series listed.

(c) Class of Operation, CASR Part 135. Ensure that only one of the following five classes of operation has been entered for each make/model/series:
• Single Engine Land (SEL)
• Single Engine Sea (SES)
• Multiengine Land (MEL)
• Multiengine Sea (MES)
• Helicopter (HEL)

Note: If the aircraft is used in more than one class, the more restrictive class must have been entered.

(d) Type of Operation, CASR Part 135. Verify the following:
• The appropriate enroute flight rule listed for each make/model/series.
• The appropriate day/night condition listed for each make/model/series.

(e) Flight Attendant or Cargo Only, CASR Part 135. Ensure the flight attendant requirement for each make/model/series is listed.
• If the make/model/series is configured with more than 19 passenger seats, ensure the number “1” was entered in the column labeled “Flight Attendant Or Cargo Only”.
• If the passenger seating configuration is 19 seats or less, ensure the word “None” was entered.
• If the make/model/series is configured for cargo only operations, ensure that the phrase “Cargo Only” is in this column.

(4) Paragraph A4 - Summary of Special Authorizations and Limitations.
Ensure the following:
(a) Paragraph A4a contains the titles (or equivalent phrases) and reference numbers of those special paragraphs under which the operator is actually authorized.
(b) Paragraph A4b contains the title (or equivalent phrase) of those special paragraphs under which the operator is capable of conducting an activity, but is not currently authorized to do so.

(5) Paragraph A5 - Exemptions and Deviations.
Ensure any exemption or deviation under which the operator will conduct operations is listed in paragraph A5.
(a) Exemptions (A5a). Ensure the following:
• The current exemption number and expiration date is listed in numerical order.
• In the space labeled “Remarks and/or References” adjacent to each exemption, there is a brief description of the exemption or the exempted regulations.
• If certain conditions or limitations related to the exemption are specified in another paragraph, ensure the reference number of the other paragraph has been entered in this space.
(b) Deviations (A5b). Ensure the following:
• The deviations are listed in numerical order by CASR section.
• In the space labeled "Remarks and/or References" adjacent to each deviation, there is a brief description of the provisions of the deviation or a reference number for the standard operations specifications paragraph authorizing the deviation.

(c) Ensure that the standard operations specifications paragraphs are referenced and issued when granting deviations.

(6) Paragraph A6 - Management Personnel.

(a) Ensure that Paragraph A6 clearly identifies the operator’s management personnel who are fulfilling Civil Aviation Safety Regulation management positions. Approval of deviations from required management positions must be indicated in A6 as follows:

• For deviations permitting less than the required management positions, the positions that are not filled must be blank. Additionally, the positions for Single Pilot Operators and Single Pilot in Command Operators must be blank. For deviations permitting the same person to fill two or more positions, the name and title of that person in each of the appropriate positions.

• For deviations permitting a person to hold a management position when that person does not meet the regulatory qualification requirements, the name and title of that person must be in the appropriate position.

• Ensure that the appropriate regulatory section is listed in paragraph A5(b) of the operations specifications for all cases.

(b) If necessary, there can be an extra paragraph to identify additional management positions or to specify conditions of a deviation.

(7) Paragraph A7 - Other Designated Persons.

Ensure the following:

(a) The name, title, and address of the agent for service is correctly entered into the Air Operator File.

(b) The names and titles of persons designated by the operator as authorized to apply for and receive operations specifications have been entered in subparagraph A7b. The operations specifications Parts for which the designated person is responsible have also be entered. If appropriate, the signatures of these individuals can be recorded in this subparagraph.

(8) Paragraph A8 - Operational Control

(a) Ensure that each CASR Part 121 and CASR Part 135 operator has a system and/or procedures for the control of flight movements.

• Dispatch systems are required for CASR Part 121 Domestic and Flag operations.

• Flight following systems are required for CASR Part 121 Supplemental operations when the operator does not have an established dispatch system.

• Flight locating procedures are used by CASR Part 135 operators.

(b) Ensure the system and/or procedures used by an operator are described or referenced in paragraph A8.

• References to sections of an operator's manual that detail the system and/or procedures are preferred.

• If the operator’s manual descriptions are inadequate, a combination of references and narrative description should be used in the operations specifications.
Narrative descriptions must be brief but provide sufficient information for the DGAC and the operator to have the same understanding of the system and/or procedures.

References should be changed only when a revision to the operator's manual makes the reference in the operations specifications incorrect.

(c) Ensure that the following information about the operator's procedures for controlling flight movement is provided or referenced in the operations specifications, as appropriate:

- Methods and procedures for initiating, diverting, and terminating flights.
- Persons or duty positions authorized to, and responsible for, exercise of operational control.
- Facilities and location of facilities used by the operator in the exercise of operational control.
- Communication systems and procedures used by the operator.
- Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy.
- Emergency notification procedures.

(9) Paragraph A28 - Aircraft Wet Lease Arrangements.

(a) Ensure that the following information is included in the columns provided in paragraph A28:

- The name of the lessor and lessee for each leasing agreement.
- The aircraft make/model/series used in each agreement.
- The expiration date of each agreement.

(b) An extra subparagraph may be added to A28, if required, to specify any other conditions or limitations to the kind of operation.

(10) Paragraph A29 - Aircraft Interchange.

When an interchange arrangement is authorized, DGAC must issue paragraph A29 to both involved parties. All interchange arrangements authorized for an operator must be listed in A29.

(a) In the column labeled “Primary Operator”, ensure that the name of the operator who would normally operate the aircraft if an interchange agreement were not in effect is entered.

(b) In the column labeled “Interchange Operator”, ensure the name of the other party to the interchange agreement is entered.

(c) In the appropriate columns, ensure that the make/model/series of the aircraft used and all specified interchange points for each agreement are entered.

(d) Other conditions or limitations such as expiration date, may be added as an extra subparagraph to A29.

Conduct Final Review of Maintenance Operations Specifications - Part D.

(1) Paragraph D71 - Maintenance Requirements, For Aircraft Type Certified for Nine or Less Seats.

This paragraph should be printed for all CASR Part 135 certificate holders maintaining aircraft type certified for nine or less seats, excluding any pilot seat. This includes aircraft subject to an Approved Aircraft Inspection Program under CASR 135.367(b).

(2) Paragraph D72 - Aircraft Maintenance General Requirements, For Aircraft Type Certified for Ten and More Seats.

This paragraph should be printed for all operators operating aircraft subject to a continuous airworthiness maintenance program.
(3) **Paragraph D73** - Approved Aircraft Inspection Program, for Aircraft Type Certified for Nine or Less Seats.

This paragraph may be printed for turbo propeller and turbojet aircraft of 9 passenger seats or less subject to the provisions of CASR 135.361(b)(1), or if requested by the operator.

(4) **Paragraph D74** - Reliability Program Authorization: Entire Aircraft

(a) Ensure that each type of aircraft to be controlled by the reliability and approved reliability document is identified.

(b) Ensure that the time limitations for overhaul, inspections, and checks are contained in one of the following:

- Certificate holder’s manual
- Maintenance specification document
- Any other document approved by the DGAC

(5) **Paragraph D75** - Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items.

Ensure the following:

(a) The reliability program is identified on the operations specifications

(b) If the certificate holder provides reference to another document approved by the DGAC in its Maintenance Time Limitations Section, the referenced document contains at least that information required by the Maintenance Time Limitations Section

**Note:** If operator is issued paragraph D75, paragraph D88 shall be included.

(6) **Paragraph D76** - Short Term Escalation Authorization.

Paragraph D76 should be printed for certificate holders authorized to use short term escalation procedures.

(7) **Paragraph D77** - Maintenance Contractual Arrangement Authorization for an Entire Aircraft.

This paragraph should appear for a certificate holder authorized to use a contractor’s approved maintenance program for maintenance of its entire aircraft. This includes participation in the contractor’s reliability program.

(8) **Paragraph D78** - Maintenance Contractual Arrangement Authorization for Specific Maintenance.

This paragraph should be printed for certificate holders with authorization to arrange with one or more contractors for specific maintenance functions using the contractor’s approved maintenance program. Ensure this paragraph identifies the functions to be performed by the contractor(s).

(9) **Paragraph D79** - Reliability Program Contractual Arrangement Authorization.

This paragraph should be printed for certificate holders with authorization to participate in another certificate holder’s (contractor’s) DGAC approved reliability program for its aircraft or engines. Ensure that the certificate holder’s aircraft or engines are included in the contractor’s fleet for the purpose of this program.

(10) **Paragraph D80** - Leased Aircraft Maintenance Program Authorizations: Indonesian Registered Aircraft.

This authorization should be printed for a certificate holder (lessee) using a lessor’s approved maintenance program for the leased aircraft. It applies only to leases of aircraft that are intended to be returned to the lessor.

**Paragraph D80 - Table 2 - Supplemémental Paragraph.** This supplemental paragraph must list the exceptions to the lessor’s maintenance programs (maintenance/inspection functions) that are to be accomplished according to the certificate holder’s approved maintenance program. This paragraph must be attached to paragraph D80.
(11) **Paragraph D81 - Parts Pool Agreement Authorization.**

Under the provisions of CASR § 121.361(b) this paragraph should be approved for a certificate holder desiring to enter into a parts pooling agreement with foreign air carriers or agencies whose employees do not hold Indonesian LAME certificates.

(12) **Paragraph D82 - Prorated Time Authorization.**

Ensure this paragraph appears for certificate holders authorized to use aircraft for which inspection and overhaul times have been established using the proration process.

(13) **Paragraph D83 - Parts Borrowing Authorization.**

Ensure this paragraph appears for certificate holders authorized relief from approved overhaul time limits when borrowing parts from another certificate holder.

(14) **Paragraph D84 - Special Flight Permit with Continuous Authorization to Conduct Ferry Flights.**

Ensure this paragraph appears if a certificate holder, whose aircraft are maintained under a Continuous Airworthiness Maintenance Program, has been authorized to issue a special flight permit with continuing authorization to conduct ferry flights.

(15) **Paragraph D85 - Aircraft listing.** Ensure the following:

(a) Certificate holders conducting operations using aircraft subject to Continuous Airworthiness Maintenance Programs, including domestic, flag, supplemental, commuter, and on-demand operations, list all such aircraft in the operations specifications (Paragraph D85) or in a current listing attached to the operations specifications.

(b) The aircraft listing includes at least the following information:
   - Type of aircraft by make, model, and series
   - Registration number
   - Serial number

(c) When "See attached list" is printed in a paragraph, the attached approved document must reference the effective date and amendment number of the paragraph. The statement "This list supersedes any previous lists", or a similarly worded statement, must be included in the document.

(16) **Paragraph D86 - Extended Range Operations With Two Engine Aircraft – Table 1, Table 2, and Table 3.**

Table 1 must list the conditions for using the extended range authorization. Table 2 must identify the specific reliability programs used for both airplane and powerplant that must be followed. Table 3 identify DGAC-approved Configuration, Maintenance and Procedure document.

(17) **Paragraph D87 - Maintenance Program Authorization for Leased Foreign Registered Aircraft Operated by Indonesian Air Carriers - Table 1.**

Ensure that the certificate holder's proposed foreign maintenance program to be used for its leased, foreign registered aircraft has been fully evaluated before approving this paragraph.

(a) Original approval of the maintenance program must be identified "ORIG" in Table 1.

(b) Each revision to an adopted foreign maintenance program shall be approved on an individual basis by amending this paragraph.

**Paragraph D87 - Table 2.** Ensure the following:

(a) This table identifies differences between the certificate holder's adopted maintenance program for leased, foreign registered aircraft and the certificate holder's approved program (if applicable).
(b) Each item or system that is considered to be a difference or exception is identified by Air Transportation Association code and listed in this table.

(18) Paragraph D88 - Maintenance Time Limitations, for Operators With Partial Reliability Program

Ensure the following:
(a) Each item not controlled by a reliability program is DGAC approved.
(b) Each change to a time limitation includes the actual data change in the operations specifications or a referenced list.
(c) The supporting information reference correlates all of the supporting data to the operations specifications by referencing the DGAC approved document.

(19) Paragraph D89 - Maintenance Time Limitations for Operators without a reliability program.

Ensure the following:
(a) The referenced documents are approved by the DGAC.
(b) Acceptable procedures are included for affecting and controlling revisions.
(c) Each change to a time limitation includes the actual data change in the operations specifications or a referenced list.
(d) The supporting information reference correlates all of the supporting data to the operations specifications by referencing the DGAC approved document.

(20) Paragraph D90 - C.A.S.E.

This paragraph should be printed for qualified certificate holders with authorization to become a member of the C.A.S.E. program.

(21) Paragraph D91 – Authorization To Make Arrangements With Other Organizations To Perform Substantial Maintenance.

Ensure the following:
(a) The certificate holder have contract with other organizations who will perform substantial maintenance.
(b) The organizations who will perform substantial maintenance for the certificate holder have capabilities to do the works.

(22) Paragraph D92 – Maintenance Program Authorization For Airplanes Used For Operations In Designated Reduced Vertical Separation Minimum (RVSM) Airspace.

This paragraph authorizes a certificate holder to conduct operations in designated RVSM Airspace with the airplanes listed in this paragraph.


This paragraph authorizes a certificate holder to conduct HNVGO with the aircraft listed in this paragraph.

(24) Paragraph D94 - Nonstandard Paragraph.

Ensure that all nonstandard paragraphs are approved before approving the operations specifications.


Ensure this paragraph sets forth the conditions and limitations that must be met by the certificate holder/applicant.


Paragraph E96 - Weight and Balance.

Conduct final review of this paragraph.
g. Conduct Final Review of Maintenance Time Limitations Section (D88 and D89).

Ensure that a Maintenance Time Limitations Section has been prepared by the
certificate holder for each type of aircraft operated and maintained according to the
requirements of a Continuous Airworthiness Maintenance Program. The section must
consist of 4 (four) sections:

- Index
- Abbreviations and definitions
- Checks and Inspections
- Inspection frequency and overhaul

1) If the certificate holder references a document or manual that contains the required
Maintenance Time Limitation information, ensure that the referenced document
includes at least the information required to be in the Maintenance Time
Limitations Section. The document must be approved by the DGAC.

(a) If a document is referenced in the Maintenance Time Limitations Section,
ensure the limitations section consists of at least an index and a check,
inspection, and overhaul page identifying the referenced document(s).

(b) Ensure the referenced document contains procedures for effecting revisions
and revision control that are acceptable and each document revision must be
approved by the DGAC.

2) Index. Ensure the certificate holder enters the effective date for the original or
amended page in the lower left corner of the page.

3) Checks and Inspections

(a) If limits are to be expressed in terms other than time in service as defined in
CASA Part 1 (such as clock or calendar time), ensure these terms are
identified on the definitions page.

(b) Ensure that time in service and/or calendar times for checks and inspections
are the maximum allowable increment for that item.

(c) Ensure the major components of Air Transportation Association Systems are
identified by name, manufacturer, and either a model number, part number, or
other specific designator used by the carrier on the appropriate inspection
frequency and overhaul page. These components include:

- 22 autopilot
- 23 communications
- 24 electrical
- 31 instrument
- 33 lighting
- 34 navigational
- 77 engine instruments

(d) If the certificate holder chooses not to identify these components on the
inspection frequency and overhaul page, ensure they are identified in an
approved document that must be referenced and identified on a checks and
inspections page.

(e) Ensure parts that have specified life limits imposed by the manufacturer are
listed on the inspection frequency and overhaul pages under the applicable
Air Transportation Association Chapters for those parts. Life-limited parts may
also be listed in a separate document and that document referenced and
identified on the checks and inspections page. Ensure the certificate holder's
manual contains procedures for controlling life-limited parts, in accordance
with CASR 121 and 135.
(4) Inspection Frequency and Overhaul. Ensure that the aircraft make and model is on the top of the front side of each page. Ensure that the Inspection Frequency and Overhaul pages contain at least the following type of information using the format headings as follows:

- Primary Maintenance Inspection & Overhaul

<table>
<thead>
<tr>
<th>Chapter(ATA number and identification)</th>
<th>Primary Maintenance Process</th>
<th>Inspection Check Periodes</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>OC</td>
<td>C</td>
<td>VIS</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** The letter designations (i.e. A, B, or C), and abbreviations (OC, VIS) in the above example must be identified on the definitions page. A letter designator in one of the columns may be preceded by a 2, 3, or 4. This number serves as a multiple of the checks and inspection intervals.

h. **Coordinate the Draft Operations Specifications with the Operator/Applicant.** Ensure the operator is involved throughout the preparation of the final Operations Specifications. The operator should be given opportunities to verify that added information is correct.

i. **Submit Final Corrections to Data File.**

j. **Print Final Operations Specifications.** After the operations specifications have been reviewed, verified for accuracy, and coordinated with the operator/applicant, the document and the table of contents must be printed.

k. **Conduct Final DGAC Review.** The Principal Airworthiness Inspector must perform a final review of the operations specifications for accuracy and completeness.

(1) Ensure the following:

(a) The effective date appears in the bottom left corner

(b) The operator's certificate number appears in the center of the page and is correct

(c) The operator's correct name appears on the page

(d) The title, date, and authorized signature of the certificate holder are entered

(2) Review the Maintenance Time Limitations Section and all supplemental paragraph pages. Ensure the following:

(a) The page headings include the name of the make, model, and series of the aircraft, if applicable

(b) The effective date is in the lower left corner

(c) The page number is in the lower right corner

(d) The operator's certificate number is in the center of the page

l. **Approval of Operations Specifications**

(1) For approval of operations specifications, complete the following steps for each paragraph:

(a) Enter the effective date and the amendment number (for original issuance enter Original or Org in the space provided).

**Note:** Except for emergency amendments, amendments to operations specifications become effective on the date the amendment is approved by the Director of Airworthiness Certification

(b) Ensure the Inspector’s name, title is entered correctly in the space provided at the end of each paragraph.

**Note:**
4. TASK OUTCOMES
   a. DGAC File.
   b. Completion of this task may result in the following:
      (1) Issuance of operations specifications, including CASR Part 135 (9 or Less) by
          accomplishing the following:
          (a) After approving the operations specification, forward the original and copy of
              each paragraph, supplemental paragraph, and Maintenance Timo Limitations
              Section page to the certificate holder's representative authorized to receive
              operations specifications.
          (b) Instruct the certificate holder to do the following:
              • Retain the original
              • Indicate receipt on the copy
          (c) File all copies of the operations specifications, including the table of contents.
              • File together those operations specifications paragraphs that are currently
                in effect for the operator.
              • Keep superseded paragraphs and tables of contents in a separate file for
                at least 5 (five) years.
      (2) Cancellation of operations specifications at the certificate holder's request.
          (a) The DGAC must be advised by the certificate holder, in writing, of the desire
              to cancel operations specifications. The letter must state the particular
              specification for which cancellation is requested and the effective date of the
              cancellation.
          (b) Upon receipt of the cancellation request, stamp or mark "canceled" across the
              front of the applicable specification, along with the cancellation date.
          (c) Forward to DGAC a copies of the operations specifications of the cancellation
              date.
      (3) Cancellation of operations specification at the DGAC’s request.
          (a) In cases where an operations specification is no longer required, notify the
              certificate holder, in writing, to cancel the specification. Ensure that the letter
              clearly specifies:
              • The specification being canceled
              • The effective date of cancellation
              • The reason for cancellation
          (b) Forward copies of the letter to DGAC the certificate holder's operations
              specifications.
(4) Preparation of amendments not acceptable to the operator. When a certificate holder will not consent to an amendment that is necessary in the interest of safety, perform the following:

(a) Prepare a description of the necessary amendment to the operations specifications and forward it to the DGAC.

(b) The appropriate DAC specialist shall consult regarding the action to be taken to require the operator to amend the operations specifications.

(c) The DGAC shall prepare a letter of transmittal, addressed to the certificate holder's highest authority regarding maintenance matters. The letter will state, "In accordance with the applicable provisions of the regulations (CASR 121 or 135), the DGAC hereby amends the existing operations specifications in the following manner for the reasons indicated and the amendment will become effective 30 days from receipt."

(d) The letter of transmittal and the amended operations specifications will be forwarded to the certificate holder to establish the date of receipt.

(5) Emergency amendments. CASR 121 and 135 authorize the DGAC to require immediate amendment to a certificate holder's operations specifications when such action is necessary to ensure safety. When this action becomes necessary, perform the following:

- The Inspector recommending such action must inform the Sub-Directorate of all pertinent facts.
- The Sub-Director will notify DAC.
- When emergency amendment action is imminent, the DGAC provide all the details.
- If an emergency amendment is determined to be the proper course of action, that DAC must notify the certificate holder in writing.

(6) Amendment effective dates. Except for emergency amendments, amendments to operations specifications become effective on the date the amendment is approved by the DGAC. At this time the Sub-Director must date and stamp "superseded" on all versions of the old operations specifications.

5. FUTURE ACTIVITIES.

Conduct additional surveillance for the first 90 days after the approval of new operations specifications to ensure that operating practices are performed at an adequate level of safety.
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Description of Operation Specification</th>
<th>Control Date</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>D71</td>
<td>Additional Maintenance Requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D72</td>
<td>Aircraft Maintenance General Requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D73</td>
<td>Approved Aircraft Inspection Program (AAIP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D74</td>
<td>Reliability Program Authorization For Entire Aircraft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D75</td>
<td>Reliability Program Authorization: Airframe, Powerplant, Systems Or Selected Items</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D76</td>
<td>Short Term Escalation Authorization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D77</td>
<td>Maintenance Contractual Arrangement Authorization: For Entire Aircraft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D78</td>
<td>Maintenance Contractual Arrangement Authorization: For Specific Maintenance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D79</td>
<td>Reliability Program Contractual Arrangement Authorization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D80</td>
<td>Leased Aircraft Maintenance Program Authorization: Indonesian Registered Aircraft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D81</td>
<td>Parts Pool Agreement Authorization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D82</td>
<td>Prorated Time Authorization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D83</td>
<td>Parts Borrowing Authorization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D84</td>
<td>Special Flight Permit With Continuous Authorization To Conduct Ferry Flights</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D85</td>
<td>Aircraft Listing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D86</td>
<td>Maintenance Program Authorization For Two Engine Airplanes Used In Extended Range Operation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D87</td>
<td>Maintenance Program Authorization For Leased Foreign Registered Aircraft Operated By Indonesian Air Carriers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D88</td>
<td>Maintenance Time Limitations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D89</td>
<td>Maintenance Time Limitation (Operator Without Reliability Program)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D90</td>
<td>Coordination Agencies For Suppliers Evaluation (CASE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D91</td>
<td>Authorization To Make Arrangements With Other Organizations To Perform Substantial Maintenance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D92</td>
<td>Maintenance Program Authorization For Airplanes Used For Operations In Designated Reduced Vertical Separation Minimum (RVSM) Airspace</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D93</td>
<td>Helicopter Night Vision Goggle Operations (HNVGO) Maintenance Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D94</td>
<td>Non Standard Paragraphs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D95</td>
<td>Minimum Equipment List Authorization</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PART E - WEIGHT AND BALANCE**

*E96  Weight And Balance Control Procedures*
D71 - MAINTENANCE REQUIREMENTS, FOR AIRCRAFT TYPE CERTIFICATED FOR NINE OR LESS SEATS.

The aircraft identified below shall not be used in Part 135 operations unless the following additional maintenance requirements of section 135.367(b) of CASR are met:

<table>
<thead>
<tr>
<th>Aircraft Make And Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
</tr>
</tbody>
</table>

a. Each installed engine, its component parts, and accessories necessary for its function shall be maintained in an airworthy condition in accordance with the following maintenance documents. The engine, its component parts, and accessories shall be overhauled on or before the time in service interval shown in Table 1.

<table>
<thead>
<tr>
<th>Engine Make And Model</th>
<th>Maintenance Document</th>
<th>Time In Service Interval</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
</tr>
</tbody>
</table>

b. Each installed propeller and propeller control shall be maintained in an airworthy condition in accordance with the schedule of maintenance in the following maintenance documents. The propeller and propeller control shall be overhauled on or before the time in service interval shown in Table 2.

<table>
<thead>
<tr>
<th>Propeller/Governor Make And Model</th>
<th>Maintenance Document</th>
<th>Time In Service Interval Hours/Calendar</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text05&gt;</td>
<td>&lt;Text06&gt;</td>
<td>&lt;Text07&gt;</td>
</tr>
</tbody>
</table>

c. Each rotor installed on the helicopters listed in Table 3 is maintained in an airworthy condition in accordance with the schedule of maintenance functions in the following manufacturer's maintenance documents:

<table>
<thead>
<tr>
<th>Helicopter Make And Model</th>
<th>Maintenance Document</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text08&gt;</td>
<td>&lt;Text09&gt;</td>
</tr>
</tbody>
</table>

d. Each item of installed emergency equipment listed in Table 4 is maintained in an airworthy condition in accordance with the schedule of maintenance and inspection functions in the following maintenance documents:

<table>
<thead>
<tr>
<th>Emergency Equipment Item</th>
<th>Maintenance Document</th>
</tr>
</thead>
<tbody>
<tr>
<td>OXYGEN REGULATOR</td>
<td>&lt;Text10&gt;</td>
</tr>
<tr>
<td>&quot;OXYGEN BOTTLE</td>
<td></td>
</tr>
<tr>
<td>&quot;EXTINGUISHER HALON 1221&quot;</td>
<td></td>
</tr>
<tr>
<td>LIFE VESTS</td>
<td></td>
</tr>
</tbody>
</table>
**OPERATIONS SPECIFICATIONS**

e. * Inspections, hydrostatic tests, and life limits of pressure vessels manufactured under a National or International Standard specifications are accomplished as set forth in these specifications.

f. ** Inspections, hydrostatic tests, and life limits for portable fire extinguishers are accomplished as set forth in International Standard specifications.

g. Pressure vessels manufactured under a MIL-SPEC are maintained in accordance with the applicable military specifications.

h. Foreign manufactured pressure cylinders are maintained in accordance with the applicable foreign manufacturer's specifications.

i. Pressure cylinders not manufactured under National Standard, foreign, or MIL-SPECS are maintained in accordance with the applicable aircraft manufacturer’s specifications.

j. Life-limited parts are replaced as set forth in the applicable specification, type certificate data sheet, or other document approved by the DGAC for each engine and/or propeller.

k. Life-limited parts are replaced as set forth in the applicable specification, type certificate data sheet, or other document approved by the DGAC for each engine and rotor.

*[NOTE: Subparagraphs b, c, and e through k are options, selected to fit a particular certificate holder's operation.]*

---

**Operating Certificate Number:**

| 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. | Name and Title |
| Company: | Signature |

| P.M.I. Recommendations: | Sub-Director of Aircraft Maintenance |
| Date: | Signature |

<table>
<thead>
<tr>
<th>Name</th>
<th>Signature</th>
</tr>
</thead>
</table>

**These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS**

---

Amendment No.: 
Effective date: 
Supersedes specifications dated: 

DAC Form 120-06 (7-00) 

Director of Airworthiness Certification
D72 – AIRCRAFT MAINTENANCE GENERAL REQUIREMENTS, FOR AIRCRAFT TYPE CERTIFICATED FOR TEN AND MORE SEATS

The certificate holder is authorized to conduct operations under Part [<121> or <135>] of the Civil Aviation Safety Regulations using the aircraft identified in the certificate holder’s aircraft listing providing the following conditions are met:

a. Each aircraft authorized for use shall be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.

b. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Civil Aviation Safety Regulations and standards prescribed and approved by the DGAC. The program shall be included in the certificate holder’s manual.

c. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits shall be contained in these operations specifications or in a document approved by the DGAC and referenced in these operations specifications.

d. Items identified as ‘on condition’ shall be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance checks or tests, shall be described in the certificate holder’s manual.

e. Parts or subassemblies of components that do not have specific time intervals shall be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

<table>
<thead>
<tr>
<th>Aircraft Make and Model</th>
<th>CAMP Document (No., Title, Rev., Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
</tr>
</tbody>
</table>

Operating Certificate Number:

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.

Date: Name and Title:

Company: Signature:

P.M.I. Recommendations: Sub-Director of Aircraft Maintenance

Date: Signature:

Name: Signature

Name: Signature

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: Effective date: Supersedes specifications dated:

Director of Airworthiness Certification
D73 – APPROVED AIRCRAFT INSPECTION PROGRAM, FOR AIRCRAFT TYPE CERTIFICATED FOR NINE OR LESS SEATS.

a. The certificate holder is authorized to use each aircraft listed in the following table or on the attached current aircraft listing in Part 135 operations provided each aircraft listed is inspected in accordance with the certificate holder’s Approved Aircraft Inspection Program (AAIP).

<table>
<thead>
<tr>
<th>Registration Number</th>
<th>Aircraft Make/Model And Serial</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
</tr>
</tbody>
</table>

b. Each aircraft identified in this paragraph is subject to the requirement of CASR 135.367(b) and will issued paragraph D71.

---

Operating Certificate Number:

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:

Name and Title:

Date:

Company:

Signature:

P.M.I. Recommendations:

Sub-Director of Aircraft Maintenance

Date:

Name

Signature

Name

Signature

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.:

Effective date:

Superseded specifications dated:

Director of Airworthiness Certification

DAC Form 120-06 (7-06)
D74 – RELIABILITY PROGRAM AUTHORIZATION: ENTIRE AIRCRAFT.

The certificate holder is authorized to use the provisions of its maintenance reliability program for the aircraft identified in the following table.

<table>
<thead>
<tr>
<th>Aircraft Make/Model/Series</th>
<th>Document Name And Number</th>
<th>Document Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
</tr>
</tbody>
</table>

a. The program description and the standards for determining maintenance intervals and processes are contained in the certificate holder's document in the table above.

b. The time limitation for the overhaul, inspections, and checks of the aircraft and related systems including appliances and components controlled by the program shall be contained in the certificate holder's computer program document <Text04>.

c. If the program document is canceled, the maintenance program shall be completely reevaluated by the DGAC. Maintenance and overhaul time limits shall then be reestablished by the operator and approved by the DGAC.

Operating Certificate Number:

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.

Date : Name and Title :

Company: Signature :

P.M.I. Recommendations:

Sub-Director of Aircraft Maintenance

Date :

Name Signature Name Signature

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No. :
Effective date :
Supersedes specifications dated :

Director of Airworthiness Certification

DAC Form 120-06 (7-00)
D75 – RELIABILITY PROGRAM AUTHORIZATION: AIRFRAME, POWERPLANT, SYSTEMS OR SELECTED ITEMS (PARTIAL RELIABILITY PROGRAM).

The certificate holder is authorized to use the provisions of its maintenance reliability program for the airframe, powerplant, systems, or individually selected items identified in the following table.

<table>
<thead>
<tr>
<th>Applicable Equipment, Make/Model/Series</th>
<th>Document Name And Number</th>
<th>Document Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text001&gt;</td>
<td>&lt;Text002&gt;</td>
<td>&lt;Text003&gt;</td>
</tr>
</tbody>
</table>

a. The program description and the standards for determining maintenance intervals and processes are contained in the certificate holder's document in the table above.

b. Airframe, powerplant, systems, or individually selected items controlled by the reliability document shall be identified by an asterisk (*) or other identifier in the time limitation section of the certificate holder's Operation Specifications or other document approved by the DGAC and referenced in the time limitations section.

c. If the program document is canceled, the maintenance program shall be completely reevaluated by the DGAC. Maintenance and overhaul time limits shall then be reestablished by the operator and approved by the DGAC.

Operating Certificate Number:

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.

Date: ____________________________ Name and Title: ____________________________

Company: __________________________ Signature: ____________________________

P.M.I. Recommendations: __________________________

Date: ____________________________ Sub-Director of Aircraft Maintenance

__________________________ ____________________________
Name Signature Name Signature

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: __________________________

Effective date: __________________________

Supersedes specifications dated: ____________

Director of Airworthiness Certification

DAC Form 120-06 (7-90)
D76 - SHORT TERM ESCALATION AUTHORIZATION.

The certificate holder is authorized to use short term escalation procedures as follows:

a. Short term escalation is used under controlled conditions for individual aircraft, engine, or component without affecting safety. The operator must inform the DGAC of any escalation.

b. DGAC will cancel the short escalation if this authorization is abused.

c. Procedures for short term escalation of maintenance intervals shall be in the certificate holder’s manual and are subject to the following limitations:

<table>
<thead>
<tr>
<th>Aircraft Make/Model/Series</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
</tr>
</tbody>
</table>

- Powerplants and powerplant components or accessories - 10% Not To Exceed 500 hours time in service
- Airframe components, accessories, and appliances - 10% Not To Exceed 500 hours time in service

d. PROHIBITIONS.

- Short term escalation procedures do not apply to the following:
  1. Intervals specified by DGAC Airworthiness Directives;
  2. Life limits specified by type certificate data sheets.
  3. Limitations specified by minimum equipment lists or configuration deviation lists.
  4. Structural sampling periods imposed by maintenance review boards.

---

Operating Certificate Number:

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.

Date: Name and Title:

Company: Signature:

P.M.D. Recommendations: Sub-Director of Aircraft Maintenance

Date: Name: Signature:

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: Effective date:

Supersedes specifications dated: Director of Airworthiness Certification

DNC Form 120-06 (7-00)
D77 – MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION FOR AN ENTIRE AIRCRAFT.

The certificate holder is authorized to use the provisions of the contractual agreement listed in the following table for the maintenance of the aircraft listed in accordance with the contractor's approved continuous maintenance program.

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Contract No. and Date</th>
<th>Aircraft Make/Model/Series</th>
<th>Reliability Program Name/No./Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
</tr>
</tbody>
</table>

a. The certificate holder is authorized to participate in the contractor's reliability program, identified in the table above with the certificate holder's aircraft included in the contractor's fleet for the purpose of that program. Maintenance intervals and assignment of maintenance processes are controlled by that program.

b. The certificate holder shall ensure that each component, system, and structure unique to its aircraft is accounted for in the certificate holder's or the contractor's maintenance program.

c. Each maintenance contract must provide that all maintenance records applicable to the certificate holder's aircraft shall be maintained by the contractor at the maintenance bases identified in the agreements and the certificate holder's manual.

d. The certificate holder shall forward each maintenance record generated during the term of the agreement to the contractor for inclusion in the records of the certificate holder's aircraft. The certificate holder shall retain a copy of these maintenance records in its files for each aircraft.

e. The certificate holder shall determine that all replacement components, other than those provided by the contractor which are common to the above listed aircraft and the contractor's fleet, are evaluated by the contractor to ensure they meet the contractor's standard.

f. Administration of these agreements and related policies and procedures, including those pertaining to the control of maintenance interval lists, shall be included in the certificate holder's manual.

g. This agreement provides for the contractor to perform ALL SCHEDULED MAINTENANCE ABOVE THE "A" CHECK, including structural inspection, powerplant shop maintenance in accordance with the contractor's method, standards, and procedures.
h. The contractor shall provide the certificate holder with a current copy of the publication and documents relating to the contractor's maintenance program as listed in that agreement and revisions. All maintenance performed by the certificate holder shall be in accordance with those publications and documents.

i. The authorization for the certificate holder's contractual maintenance arrangements shall be subject to reevaluation by the DGAC if any of the following situation occur:

1. The certificate holder's contractual arrangements are cancelled or altered.
2. The contractor should cease to provide the contracted service for any reason.
3. The contractor's certificate amended, suspended, revoked, or otherwise terminated.

Operating Certificate Number:

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.

Date: ___________________________ Name and Title: ___________________________

Company: ___________________________ Signature: ___________________________

P.M.I. Recommendations: Sub-Director of Aircraft Maintenance

Date: ___________________________ Name: ___________________________

Signature: ___________________________ Name: ___________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: ___________________________ Effective date: ___________________________

Supersedes specifications dated: ___________________________ Director of Airworthiness Certification

DAC Form 120-06 (7-00)
**D78 – MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION FOR SPECIFIC MAINTENANCE.**

The certificate holder is authorized to use the provisions of the contractual agreements listed in the following table. Maintenance is limited to those functions listed for the contractor in subparagraph f.

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Contract No. and Date</th>
<th>Aircraft Make/Model/Series</th>
<th>Powerplant Make/Model/Series</th>
<th>Specific Maintenance Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
<td>&lt;Text05&gt;</td>
</tr>
</tbody>
</table>

a. All maintenance accomplished under this authorization shall be in accordance with the contractor's approved maintenance program.
b. The contractor shall provide the certificate holder with a current copy of the publications and documents relating to the contractor's maintenance as listed in that agreement and revisions.
c. Maintenance records applicable to work performed under the terms of this agreement shall be maintained by the respective contractor at the maintenance facilities identified in the contract agreement and the certificate holder's manual.
d. The certificate holder shall maintain a copy of all maintenance records of work performed by the contractor.
e. Administration of this agreement and related policies and procedures, including those pertaining to the control of maintenance interval limits shall be included in the certificate holder's manual.
f. In the event this arrangement is canceled, altered, or if the contractor should cease for any reason to provide the services contracted for, the entire program is subject to reevaluation by DGAC.

---

**Operating Certificate Number:**

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.

Date: 

Name and Title: 

Company: 

Signature: 

P.M.I. Recommendations: 

Sub-Director of Aircraft Maintenance

Date: 

Signature: 

Name: 

Signature: 

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: 

Effective date: 

Supersedes specifications dated: 

Director of Airworthiness Certification

DAC Form 120-96 (7-00)
D79 – RELIABILITY PROGRAM CONTRACTUAL ARRANGEMENT AUTHORIZATION.

The certificate holder is authorized to participate in the following reliability program in accordance with the provisions of the contractual agreements identified in the following table.

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Contract No. and Date</th>
<th>Aircraft Make/Model/Series</th>
<th>Powerplant Make/Model/Series</th>
<th>Reliability Program Name/No./Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
<td>&lt;Text05&gt;</td>
</tr>
</tbody>
</table>

a. The certificate holder's aircraft may be included in the contractor's fleet for the purpose of the reliability program identified in the Table above.
b. Maintenance intervals and assignment of maintenance processes shall be controlled by the contractor's reliability program.
c. The authorization for the certificate holder's contractual arrangements shall be subject to reevaluation by the DGAC if any of the following situations occur:
   1. The certificate holder's contractual arrangements are canceled or altered.
   2. The contractor's reliability program is canceled.
   3. The contractor ceases to operate that specific make/model aircraft or engine.
   4. The contractor should cease to provide the contracted service for any reason.
   5. The contractor's certificate is amended, suspended, revoked, or otherwise terminated.
   6. When a change in either the operator's or contractor's operational environment adversely affects operational data.

Operating Certificate Number:

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.

Date
Name and Title
Company
Signature
P.M.I. Recommendations: Sub-Director of Aircraft Maintenance
Date
Name
Signature

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: Supervisor
Effective date: Supervisor
Supersedes specifications dated: Director of Airworthiness Certification

DAC Form 120-06 (7-00)
D80 – LEASED AIRCRAFT MAINTENANCE PROGRAM AUTHORIZATION: INDONESIAN REGISTERED AIRCRAFT.

a. The certificate holder is authorized to maintain the aircraft listed in table 1 in accordance with the lessor’s approved maintenance program for the specific make, model, and series aircraft and lease agreements identified in table 1, except as provided for in subparagraph b.

<table>
<thead>
<tr>
<th>Aircraft Make/Model/series</th>
<th>Reg. Number</th>
<th>Lessor</th>
<th>Lease Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
</tr>
</tbody>
</table>

b. The items listed in Table 2 will be maintained in accordance with the certificate holder’s (lessee) approved maintenance program.

<table>
<thead>
<tr>
<th>Aircraft Make/Model/series</th>
<th>Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text05&gt;</td>
<td>&lt;Text06&gt;</td>
</tr>
</tbody>
</table>

Operating Certificate Number:

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.

Date: ____________________________________________

Name and Title: ____________________________________________

Company: ____________________________________________

Signature: ____________________________________________

P.M.I. Recommendations:

Date: ____________________________________________

Sub-Director of Aircraft Maintenance

Name: ____________________________________________

Signature: ____________________________________________

Name: ____________________________________________

Signature: ____________________________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: ____________________________________________

Effective date: ____________________________________________

Supersedes specifications dated: ____________________________________________

Director of Airworthiness Certification
D81 – PARTS POOL AGREEMENT AUTHORIZATION.

The certificate holder is authorized to participate in a parts pool agreement subject to the following conditions and limitations:

a. Only the parts pool participants listed in the table below shall be eligible to provide parts to the certificate holder.

<table>
<thead>
<tr>
<th>Participant</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
</tr>
</tbody>
</table>

b. The certificate holder shall not use any part provided by any participant identified herein unless that part complies with applicable provision of the Civil Aviation Safety Regulations and the certificate holder's manual.

c. Administration of this agreement, related policies, and maintenance procedures, including those procedures pertaining to the control over subsequent revisions of maintenance data by the foreign air carrier, shall be included in the certificate holder's manual.

Operating Certificate Number:

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.

Date: __________________________ Name and Title: __________________________

Company: __________________________ Signature: __________________________

P.M.I. Recommendations: __________________________ Sub-Director of Aircraft Maintenance

Date: __________________________ __________________________

Name: __________________________ Signature: __________________________

Name: __________________________ Signature: __________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: __________________________

Effective date: __________________________

Supersedes specifications dated: __________________________

DAC Form 129-06 (7-00)

Director of Airworthiness Certification
D82 - PRORATED TIME AUTHORIZATION.

The certificate holder is authorized to use the aircraft listed in the following table for which prorated items have been established.

a. Each aircraft, including its installed powerplants, propellers, and appliances shall be maintained in accordance with the adjusted time identified in the certificate holder’s document listed in the table below.

<table>
<thead>
<tr>
<th>Aircraft Make/Model/Series</th>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Proration Document Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
<td>&lt;Text05&gt;</td>
</tr>
</tbody>
</table>

b. This authorization remains in effect until the aircraft, its powerplants, propellers, and appliances are inspected and/or overhauled on or before the adjusted time limits listed in the proration document. Thereafter, the aircraft and its powerplants, propellers, and appliances shall be maintained in accordance with the certificate holder’s maintenance program and approved time limits.

Operating Certificate Number:

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.

Date: ____________________________ Name and Title: ____________________________

Company: __________________________ Signature: ____________________________

P.M.I. Recommendations:

Date: ____________________________ Sub-Director of Aircraft Maintenance

Name: ____________________________ Signature: ____________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: ____________________________ Effective date: ____________________________

Supercedes specifications dated: ____________________________

Director of Airworthiness Certification

DAC Form 120-06 (7-05)
D83 – PARTS BORROWING AUTHORIZATION.

The certificate holder, in time of need, is authorized to use a borrowed part in accordance with the following conditions and limitations:

a. The borrowed part must be obtained from a certificate Part 121 or Part 135 operator maintaining aircraft under a continuous airworthiness maintenance program.

b. A borrowed part having a higher time in service since overhaul that the certificate holder’s approved overhaul time limit may be used as follows:

   (1) The part must have at least 200 hours time in service remaining until overhaul (or 100 landings if the overhaul time limit is controlled by landings) in relation to the lender’s overhaul time limit.

   (2) The part may be used for a time period not to exceed 100 hours time in service (or 50 landings if the overhaul time limit is controlled by landings).

c. The certificate holder shall not use a “life-limited” borrowed part beyond its approved life limit.

<table>
<thead>
<tr>
<th>Operating Certificate Number:</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Date</td>
</tr>
<tr>
<td>Company</td>
</tr>
<tr>
<td>P.M.I. Recommendations:</td>
</tr>
<tr>
<td>Date</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Signature</th>
<th>Name</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Amendment No. | |
| Effective date | |
| Supersedes specifications dated | |

Director of Airworthiness Certification

DAC Form 120-06 (7-08)
D84 – SPECIAL FLIGHT PERMIT WITH CONTINUOUS AUTHORIZATION TO CONDUCT FERRY FLIGHTS.

The certificate holder is authorized to conduct ferry flights using a special flight permit with continuous authorization.

a. This special flight permit with continuous authorization is the certificate holder’s authorization to fly any aircraft on its Aircraft List which may not meet applicable airworthiness requirements but is capable of safe flight to a base where the necessary maintenance can be performed.

b. A copy of this operation specification, or appropriate sections of the certificate holder’s manual which restate this permit, shall be carried on board the aircraft when operating under a special flight permit.

c. Before operating an aircraft that does not meet applicable airworthiness requirements, the certificate holder shall determine that the aircraft can safely be flown to a station where maintenance or alterations can be performed. The certificate holder shall have the aircraft inspected or evaluated according to procedures in its manual and have a license aircraft maintenance engineer certify in the aircraft record that the aircraft is in a safe condition for the flight as specified in the operator’s manual. A license aircraft maintenance engineer may certify only for the work appropriate to the job for which he or she is employed.

d. Only flight crewmembers and persons essential to operations of the aircraft shall be carried aboard during ferry flights where the aircraft flight characteristics may have been appreciably changed or its operation in flight substantially affected.

e. The operating weight of the aircraft must be the minimum necessary for the flight with necessary reserve fuel load.

f. Flight Shall Be Conducted According To Appropriate Special Condition or Limitations in the certificate holder’s manual.

g. This authorization does not permit operation of a product to which an AD applies except in accordance with the requirements of that AD.

h. Aircraft involved in an accident or incident may not be ferried before it is released by the DGAC.

i. The certificate holder shall impose any further conditions or limitations necessary for safe flight.

---

Operating Certificate Number:

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.

Date: 

Name and Title: 

Company: 

Signature: 

P.M.I. Recommendations: 

Sub-Director of Aircraft Maintenance

Date: 

Name: 

Signature: 

Name: 

Signature: 

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No: 

Effective date: 

Supersedes specifications dated: 

Director of Airworthiness Certification

DAC Form 120-06 (7-00)
D85 - AIRCRAFT LISTING.

a. The certificate holder is authorized to conduct operations under Part 121 using the aircraft identified on this operations specification.

Table 1. CASR 121 Aircraft

<table>
<thead>
<tr>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Aircraft Make/Model/Series</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
</tr>
</tbody>
</table>

b. The certificate holder is authorized to conduct operations under Part 135 using the aircraft identified on this operations specification.

Table 1. CASR 135 Aircraft

<table>
<thead>
<tr>
<th>Registration Number</th>
<th>Serial Number</th>
<th>Aircraft Make/Model/Series</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text04&gt;</td>
<td>&lt;Text05&gt;</td>
<td>&lt;Text06&gt;</td>
</tr>
</tbody>
</table>

Operating Certificate Number:

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.

Date: [Signature]

Company: [Signature]

P.M.T. Recommendations: Sub-Director of Aircraft Maintenance

Date: [Signature]

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: [Signature]

Effective date: [Signature]

Supersedes specifications dated: [Signature]

DAC Form 120-05 (7-00)
D86 - MAINTENANCE PROGRAM AUTHORIZATION FOR TWO ENGINE AIRPLANES USED IN EXTENDED RANGE OPERATION.

The certificate holder is authorized to use the airplane listed in table 1 below in extended range operations subject to the conditions and limitations of these Operation Specifications.

Table 1

<table>
<thead>
<tr>
<th>Registration Number</th>
<th>Airplane Make/Model/Series</th>
<th>Diversion Time (Min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
</tr>
</tbody>
</table>

a. A separate reliability reporting system must be established for the extended range fleet.
b. The certificate holder shall continually assess the propulsion and airframe systems reliability within the extended range fleet in accordance with the progress identified in Table 2.

c. Items controlled by these programs shall be identified in the certificate holder's manual.
d. The airplanes must meet all requirements for configuration, maintenance, and procedures (CMP) for extended range operations; as specified in the manufacturer's document or applicable DGAC approved configuration, maintenance, and procedures document; and the current and subsequent DGAC approved amendments identified in Table 3.

Table 2

<table>
<thead>
<tr>
<th>Airplane M/M/S</th>
<th>Program (Name, Number, Date)</th>
<th>Powerplant M/M/S</th>
<th>Program (Name, Number, Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text04&gt;</td>
<td>&lt;Text05&gt;</td>
<td>&lt;Text06&gt;</td>
<td>&lt;Text07&gt;</td>
</tr>
</tbody>
</table>

Table 3

<table>
<thead>
<tr>
<th>Airplane M/M/S</th>
<th>Powerplant M/M/S</th>
<th>DGAC-Approved CMP Document Name/Number</th>
<th>Program Number</th>
<th>DGAC-Approved Amendment No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text08&gt;</td>
<td>&lt;Text09&gt;</td>
<td>&lt;Text10&gt;</td>
<td>&lt;Text11&gt;</td>
<td>&lt;Text12&gt;</td>
</tr>
</tbody>
</table>

Operating Certificate Number:

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.

Name and Title:

Date:  

Company:  

Signature:  

P.M.I. Recommendations:  

Sub-Director of Aircraft Maintenance  

Date:  

Name:  

Signature:  

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS.

Amendment No.:  

Effective date:  

Supersedes specifications dated:  

Director of Airworthiness Certification

DAC Form 120-06 (7-00)
D87 - MAINTENANCE PROGRAM AUTHORIZATION FOR LEASED FOREIGN REGISTERED AIRCRAFT OPERATED BY INDONESIAN AIR CARRIERS.

The certificate holder is authorized to maintain the leased foreign registered aircraft listed below, subject to the conditions and limitations of this operations specification.

Tabel 1

<table>
<thead>
<tr>
<th>Foreign Air Carrier</th>
<th>Aircraft Make/Model/Series</th>
<th>Identification/Reg. No</th>
<th>Lease Date</th>
<th>Maintenance Program Rev. No/Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
<td>&lt;Text05&gt;</td>
</tr>
</tbody>
</table>

a. The certificate holder is authorized to adopt the foreign air carrier's maintenance programs, for the aircraft identified above, as its own program.

b. Each aircraft listed shall be maintained in accordance with the certificate holder’s maintenance programs identified in a. above.

c. Differences and/or exceptions to the maintenance programs identified above are listed in subparagraph h.

d. All revisions to the maintenance programs identified above must be approved on an individual basis by amending this operations specification paragraph.

e. The aircraft lease agreement identified in the preceding table shall not be contrary to the Aviation Act No. 15 Year 1992, the Civil Aviation Safety Regulations, these Operation Specifications, and the certificate holder's maintenance program.

f. All maintenance shall be recorded in accordance with the certificate holder's approved program (specified as necessary to meet the foreign certifying country's continuing requirements to validate the foreign certificate of airworthiness if applicable).

g. Weight and balance control shall be accomplished in accordance with the certificate holder's approved weight and balance program.
h. The differences and/or exceptions to the certificate holder's maintenance program for its foreign registered aircraft are identified below and will be maintained in accordance with the certificate holder’s maintenance program.

Table 2

<table>
<thead>
<tr>
<th>ATA Chapter</th>
<th>Primary Maintenance Process</th>
<th>Inspection and Check Period</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text06&gt;</td>
<td>&lt;Text07&gt;</td>
<td>&lt;Text08&gt;</td>
<td>&lt;Text09&gt;</td>
</tr>
</tbody>
</table>

i. In the event the aircraft lease agreement between Foreign Air Carrier and certificate holder is terminated by either party, this authorization will terminate effective on the same day.

Operating Certificate Number:

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.

Date : Name and Title :

Company : Signature :

P.M.I. Recommendations: Sub-Director of Aircraft Maintenance

Date : 

Name __________________________ Signature __________________________

Name __________________________ Signature __________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No. :

Effective date :

Supersedes specifications dated : Director of Airworthiness Certification

DAC Form 120-06 (7-00)
D88 – MAINTENANCE TIME LIMITATIONS, FOR OPERATORS WITH PARTIAL RELIABILITY PROGRAM.

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the table below.

<table>
<thead>
<tr>
<th>Aircraft Make/Model/Series</th>
<th>Manual/Document Name and Number</th>
<th>Manual/Document Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
</tr>
</tbody>
</table>

b. Each change to an item not controlled by the certificate holder’s reliability program must be DGAC-approved.

Operating Certificate Number:

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.

Date : Name and Title :

Company: Signature

P.M.I. Recommendations: Sub-Director of Aircraft Maintenance

Date : 

Name ____________________________________________________________________________ Signature ____________________________________________________________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS.

Amendment No.: Effective date: Supersedes specifications dated: 

Director of Airworthiness Certification

DAC Form 120-06 (7-00)
D89 – MAINTENANCE TIME LIMITATIONS, FOR OPERATORS WITHOUT A RELIABILITY PROGRAM

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the Table below:

<table>
<thead>
<tr>
<th>Aircraft Make/Model/Series</th>
<th>Manual/Document Name and Number</th>
<th>Manual/Document Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
</tr>
</tbody>
</table>

b. Each change to an item must be DGAC-approved

---

Operating Certificate Number:

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.

Date: ____________________________

Name and Title: ____________________________

Company: ____________________________

Signature: ____________________________

P.M.I. Recommendations: ____________________________

Date: ____________________________

Sub-Director of Aircraft Maintenance

Name: ____________________________

Signature: ____________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: ____________________________

Effective date: ____________________________

Supersedes specifications dated: ____________________________

OAC Form 120-06 (7-00) ____________________________

Director of Airworthiness Certification
OPERATIONS SPECIFICATIONS

D90 - COORDINATION AGENCIES FOR SUPPLIERS EVALUATION (C.A.S.E.).

The certificate holder is authorized to utilize C.A.S.E. as a means of qualifying a vendor for services, parts, and materials to satisfy the requirements of Section 121.373 or 135.373.

a. C.A.S.E. activities shall be conducted in accordance with the most current revision of the C.A.S.E. air carrier Section policy and procedures manual and the certificate holder's manual system. Contents of the C.A.S.E. manual shall not conflict with the 
   CASR or the certificate holder’s manual system.

b. The certificate holder retains primary responsibility for the airworthiness of parts and material processed through any approved vendor or contractor approved for use by the certificate holder and for services rendered to the certificate holder.

c. Should the air carrier section of C.A.S.E. cease to exist or function or should the certificate holder cease to maintain an active sustaining membership, this authorization is canceled.

Operating Certificate Number:

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.

Date: 

Name and Title: 

Company: 

Signature: 

P.M.I. Recommendations: 

Sub-Director of Aircraft Maintenance

Date: 

Name: 

Signature: 

Name: 

Signature: 

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: 

Effective date: 

Supersedes specifications dated: 

Director of Airworthiness Certification

DNC Form 129-06 (7-00)
D091 – AUTHORIZATION TO MAKE ARRANGEMENTS WITH OTHER ORGANIZATIONS TO PERFORM
SUBSTANTIAL MAINTENANCE

Provided the following conditions are met, on a continuing basis, the certificate holder is authorized to make
arrangements with the organizations listed in Table 1 to perform substantial maintenance in accordance with the
certificate holder's continuous airworthiness maintenance program:

a. The certificate holder shall ensure that all substantial maintenance performed by the organizations listed in
   Table 1, is performed, without deviation, in accordance with the certificate holder’s continuous airworthiness
   maintenance program.

b. The certificate holder shall ensure that the organizations listed in Table 1 have an adequate organizational
   structure, and provide competent, appropriately trained, qualified personnel, as well as appropriate and
   adequate facilities and equipment for the proper performance of substantial maintenance in accordance with
   the certificate holder’s continuous airworthiness maintenance program.

c. The certificate holder shall ensure that each person employed by the organizations, listed in Table 1 who
   prepares an airworthiness release in accordance with Section 121.709 of the CASR, is properly trained,
   qualified, and authorized to make such an airworthiness release.

d. The certificate holder shall have a system that detects and identifies, as well as provides timely corrective
   action for, all deficiencies in those portions of its continuous airworthiness maintenance program, including
   record keeping systems that are carried out by the organizations listed in Table 1.

e. The certificate holder shall ensure that each person employed by the organizations, listed in Table 1, who
   determines the adequacy of work performed in accordance with the certificate holder’s continuous
   airworthiness maintenance program is fully informed, as well as appropriately trained about procedures,
   techniques, and the use of existing, as well as new equipment, and is competent to perform their duties.

f. The certificate holder shall have a system that tracks and evaluates, on a continuing basis, the quality of the
   substantial maintenance work accomplished by the individual contractor. The system shall also include
   provisions for timely corrective action in the event the quality of work becomes unsatisfactory.
Operations Specifications

g. The certificate holder shall ensure that all arrangements, particularly those arrangements with foreign organizations, that are made with the organizations listed in Table 1, are not contrary to these operations specifications, the certificate holder's continuous airworthiness maintenance program, or the Title 14 Code of Federal Regulations.

<table>
<thead>
<tr>
<th>Authorized Organization</th>
<th>Authorized Equipment</th>
<th>Work Authorized</th>
<th>Date of Authorization</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
</tr>
</tbody>
</table>

Operating Certificate Number:

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.

Date: __________________________ Name and Title: __________________________

Company: __________________________ Signature: __________________________

P.M.T. Recommendations: __________________________ Sub-Director of Aircraft Maintenance

Date: __________________________

Name: __________________________ Signature: __________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: __________________________

Effective date: __________________________

Supersedes specifications dated: __________________________

Director of Airworthiness Certification

DAC Form 120-06 (7-00)
D092 - Maintenance Program Authorization for Airplanes Used for Operations in Designated Reduced Vertical Separation Minimum (RVSM) Airspace

The certificate holder is authorized to use the airplanes listed below for operations in designated RVSM airspace when the required altitude-keeping equipment is approved in accordance with operations specifications paragraph B046 is operational and available and is maintained in accordance with an approved maintenance program.

<table>
<thead>
<tr>
<th>Registration Number</th>
<th>Airplane M/M/S</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
</tr>
</tbody>
</table>

---

Operating Certificate Number:

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.

Date: ____________________________  Name and Title: ____________________________

Company: ____________________________  Signature: ____________________________

P.M.I. Recommendations: Sub-Director of Aircraft Maintenance

Date: ____________________________  Signature: ____________________________

Name: ____________________________  Signature: ____________________________  Name: ____________________________  Signature: ____________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: ____________________________  Effective date: ____________________________

Supersedes specifications dated: ____________________________  Director of Airworthiness Certification

DAC Form 170-06 (7-02)
**OPERATIONS SPECIFICATIONS**

D93 – Helicopter Night Vision Goggle Operations (HNVGO) Maintenance Program

The certificate holder is authorized to conduct HNVGO under the limitations and provisions of C&SR Part 135 and paragraph A035 of these operations specifications using the aircraft listed in Table 1. The night vision device used to conduct HNVGO shall be maintained in accordance with the approved maintenance document listed in Table 1.

Table 1

<table>
<thead>
<tr>
<th>Aircraft Registration Number</th>
<th>Aircraft Serial Number</th>
<th>Aircraft Make/Model/Series</th>
<th>Approved Maintenance Document for Night Vision Device</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
</tr>
</tbody>
</table>

**Operating Certificate Number:**

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.

Date: ___________________________  Name and Title: ___________________________

Company: ____________________________  Signature: ____________________________

P.M.I. Recommendations:

Date: ____________________________  Sub-Director of Aircraft Maintenance

Name: ____________________________  Signature: ____________________________

Name: ____________________________  Signature: ____________________________

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Director of Airworthiness Certification: ____________________________

DAC Form 120-06 (7-00)
D095 – Minimum Equipment List (MEL) Authorization

The certificate holder is authorized to use an approved Minimum Equipment List (MEL) provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

a. Authorized Aircraft. The certificate holder is authorized to use an approved MEL for the aircraft listed below provided the conditions and limitations of this paragraph are met:

<table>
<thead>
<tr>
<th>Aircraft Make/Model/Series</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
</tr>
</tbody>
</table>

b. Maximum Times Between Deferral and Repair. Except as provided in subparagraph d, the certificate holder shall have items repaired within the time intervals specified for the categories of items listed below:

1. Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the certificate holder’s approved MEL.

2. Category B. Items in this category shall be repaired within 3 consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

3. Category C. Items in this category shall be repaired within 10 consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

4. Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2,880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

c. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. The certificate holder shall include in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

1. A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

2. A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

3. A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

4. A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.
OPERATIONS SPECIFICATIONS

(5) Procedures for controlling extensions to specified maximum repair intervals as permitted by subparagraph d, to include the limit of the extension, and the procedures to be used for authorizing extensions.

d. The certificate holder is authorized to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved MEL provided the DGAC is notified within 24 hours of any extension approval.

The certificate holder is not authorized to approve any extensions to the maximum repair interval for category A items or category D items as specified in the approved MEL. The DGAC may deny the use of the continuing authorization if abuse is evident.

Operating Certificate Number:

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.

Date: __________________________ Name and Title: __________________________

Company: __________________________ Signature: __________________________

P.M.I. Recommendations: __________________________ Sub-Director of Aircraft Maintenance

Date: __________________________ Signature: __________________________

Name: __________________________ Signature: __________________________

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No.: __________________________
Effective date: __________________________

Superseded specifications dated: __________________________

Director of Airworthiness Certification

DAC Form 120-06 (7-00)
E96 – WEIGHT AND BALANCE.

The following procedures have been established to maintain control of weight and balance of the certificate holder’s aircraft operated under the terms of these specifications (identified below) and to ensure that these aircraft are loaded within the gross weight and center of gravity limitations:

a. Procedures by which either actual or approved average passenger and crew weights may be used are in the operator’s weight and balance control program.

b. Procedures by which either actual or approved average baggage weights may be used are in the operator’s weight and balance control program.

c. The actual passenger and baggage weights shall be used in computing the weight and balance of charter flights and other special service involving the carriage of special groups.

d. All aircraft shall be weighed in accordance with the procedures for establishing individual or fleet aircraft weights outlined in the operator’s weight and balance control program.

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

<table>
<thead>
<tr>
<th>Aircraft Make/Model/Series</th>
<th>Type of Loading Schedule</th>
<th>Weight and Loading Schedule Instructions</th>
<th>Balance Control Procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;Text01&gt;</td>
<td>&lt;Text02&gt;</td>
<td>&lt;Text03&gt;</td>
<td>&lt;Text04&gt;</td>
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Date :

Company :

Signature :

P.M.I. Recommendations:

Date :

Sub-Director of Aircraft Maintenance

Name :

Signature :

These Operations Specifications are APPROVED on behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS

Amendment No. :

Effective date :

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DAC Form 120-06 (7-09)

Director of Airworthiness Certification

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