

Approval of Special Airport

CAAI OPS DIRECTIVE
OPS 1.1.031



**AIR OPERATOR
CERTIFICATION**

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1. Objective

- 1.1. Special PIC Airport Qualification, is used to authorize special PIC qualification airports for air carriers.
- 1.2. This directive is used as guidance for the POI to authorise special PIC qualification airports for air carriers.

2. General

- 2.1. According to IANR.OPS 463 the DG is authorized to declare an aerodrome, route or area as special aerodrome route or area, requiring PIC special training or qualifications in accordance with the provisions of IANR.OPS 463. These special aerodromes routes or areas shall be specified in the Operations Manual
- 2.2. Air carriers conducting scheduled and charter operations require the pilot in command (PIC) to be qualified for operations into special PIC qualification airports. These PICs must be qualified in accordance with IANR.OPS 462, 463.

3. Reference Material, Forms & Job-Aids

- 3.1. Reference Material
 - 3.1.1. OPS 1.1.031 ATT A
 - 3.1.2. OPS 1.1.031 ATT B
 - 3.1.3. The list of Special Qualification Airports can be found in the FAA OPSS guidance subsystem and at <http://www.opspecs.com>.

4. Process

- 4.1. **PIC Requirements.**

. IANR.OPS 463 specifies that for a pilot to serve as PIC on a flight to a special qualification airport, the PIC must have the benefit of one of the following:

 - 4.1.1. The PIC, within the preceding 12 calendar-months, has made a takeoff and landing at that airport while serving as a pilot flight crew member ,as check airman or as an observer, or
 - 4.1.2. The second in command (SIC), within the preceding 12 calendar-months, has made a takeoff and landing at that airport while serving as a pilot flight crewmember; or

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4.1.3. Within the preceding 12 calendar months, the PIC has qualified by using pictorial means acceptable to the Administrator for that airport.

4.2. Operator Assessment of Airport Factors.

The operator assesses (by using ATT A and B) the nature and complexity of certain factors associated with the airport (e.g., high altitude, foreign airport, specific terrain features, unique weather patterns may be present singly or in combination). This assessment determines whether the airport should be included in the air carrier's airport listing Special Airports or the provisions of Special PIC Qualification Airports apply. For instance, an airport with an approved IFR and or visual flight rules (VFR) approach/departure procedure and an unusual characteristic such as a nearby politically sensitive international boundary, or high terrain may require designation as a special PIC qualification airport. In this case, the airport would need to be listed as special qualification airport .

4.3. Addition and Removal From the Special Airport

Qualification List. The CAAI Special Airport Qualification List based on FAA OPSS. The air carriers, in conjunction with the CAAI Flt. Ops. Division - Air Carrier , will determine any airport additions or deletions from the Special Airport Qualification list. These changes will be made on an annual basis.

4.4. SPECIAL RESTRICTIONS FOR FOREIGN TERMINAL INSTRUMENT PROCEDURES.

4.4.1. **General.** In some cases the principal operations inspector (POI) finds it necessary to place special restrictions on a foreign terminal instrument procedure.

4.4.2. Purpose and Applicability of Restrictions.

These special restrictions to foreign terminal instrument procedures are applicable to an Israeli air carriers (IANR.OPS Chap. 13 Operators). The purpose of these special restrictions is to establish an equivalency between the foreign terminal instrument procedure and the International Civil Aviation Organization (ICAO) Procedures for Air Navigation Services Aircraft Operations (PANS OPS) or Terminal Instrument Procedures (TERPS) criteria.

4.4.3. **Other Guidance.** FAA Order 8260.31, Foreign Terminal Instrument Procedures, current edition, provides direction and guidance on how to place restrictions on foreign instrument procedures. This order also contains a list of

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foreign terminal instrument procedures that are currently restricted. If an operator conducts flights to any airport listed in the appendices of this order, the POI must issue an authorization with the name of the airport, airport identification, procedure identification, and special restrictions listed.

4.5. SPECIAL AIRPLANE AUTHORIZATIONS, PROVISIONS, AND LIMITATIONS FOR CERTAIN AIRPORTS.

4.5.1. **General.** The CAAI authorizes certificate holders to operate airplanes into certain airports. The authorizations include the following:

4.5.1.1 IANR.OPS Chap. 13 air carriers to conduct passenger carrying operations into uncertificated airports ,

4.5.1.2 IANR.OPS Chap. 13 air carriers to conduct operations at airports that require curfew limitations for flights into or out of specific airports ,

4.5.1.3 IANR.OPS Chap. 13 Operators to conduct operations into airports that have operational considerations such as special aircraft performance charts and equipment, special lighting (flare pots, etc.), or unpaved runways.

4.5.2. Other Special Authorizations.

4.5.2.1 Other special authorizations include those that may require special operational considerations and special flight crewmember training. These authorizations may include but are not limited to:

4.5.2.1.1. Operations into airports with special runway markings, such as flare pots or trees;

4.5.2.1.2. High altitude airports with special airplane performance requirements;

4.5.2.1.3. Airports in or near precipitous terrain; and

4.5.2.1.4. Airports with unpaved runways .

4.5.2.2 Unpaved runways for turbojet operations.

To use an airport with unpaved runways, an operator is required to have special operational procedures and flight crewmember training. (For approval of operations at an airport with unpaved runways the principal operations inspector (POI) must identify the airport and reference the appropriate section of the operator's manuals in the OpSpecs.

4.5.2.3 Authorize destination airports that do not have an available alternate airport (in accordance with IANR.OPS 513 for use by airplanes that are dispatched in accordance with the required fuel reserves set forth in IANR.OPS 522, .

4.5.2.4 Although the CAAI does not encourage operators to list aircraft limitations at certain airports during curfew hours in their Operations Manual, if an airport authority requires

operators to list these limitations in their Operations Manual then operators may list them. A sample of Table below, shows an example of limitations for air carrier operations into specific airports during curfew hours.

5. Task Outcomes

5.1. Sample of Airports and Special Provisions

Airport Location/Identifier	Aircraft M/M (enter N/A if not applicable)	Special Provisions and Limitations and Special Flight Crewmember Training
PKEK, Ekwok, Alaska	N/A	A station agent is required to give wind information to the flightcrews and the flightcrew must have completed the required approved training on the RBI Runway Reflectorization System
DCA, Ronald Reagan Washington National Airport	Boeing 737-800	Limitations during the curfew hours Boeing 737-800Max Takeoff-159,000 pounds Max Landing 137, 600 pounds
Tahiti Island, Society IS; PPT/NTAA	N/A	Approved as destination airport without an available alternate

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ATT A

Airport Assessment and Designation of Special Airports.

1. Methodology. The CAAI list of special PIC qualification airports, based on FAA Special Airport Qualification List as posted in the OPSS guidance subsystem on the website, <http://www.opspecs.com>. The CAAI determines that an airport should be listed as a special PIC qualification airport through assessment using the Airport Assessment Aid in OPS 1.1.031 ATT B. IANR Chap. 13 air carrier certificate holder assesses an airport using the Airport Assessment Aid and submits the assessment to its POI or to the address at the top of the form, and the CAAI then uses that assessment to determine whether the airport should be listed as a special qualification airport. This aid also can be used by IANR Chap. 13 air carrier certificate holder to request that an airport be removed from the special qualification airport list. The criteria contained in the Airport Assessment Aid are not all-inclusive, and may be supplemented by additional information.
2. Assessment guidelines. An assessment of an airport must be conducted by an CAAI operations inspector or IANR Chap. 13 air carrier certificate holder. Usually, assessments are conducted because an air carrier wishes to operate into an airport that has not been previously included in its route structure. Further discussion on the requirements for an assessment is found in subparagraph 4) below. If the airport is shown as a special qualification airport but the operator disagrees with that determination, the operator may request a reassessment in accordance with subparagraph 3) below.
 - 2.1. The extent of the assessment conducted by the operator depends on the nature and complexity of certain factors associated with the airport (i.e., high altitude, foreign airport, specific terrain features, unique weather patterns may be present singly or in combination). When considering the airport assessment, a determination should be made whether to include the airport in the OpSpec or OM A. For instance, an airport surrounded by high, fast rising terrain may require designation as a special PIC qualification airport.
 - 2.2. An airport that is already classified as a special PIC qualification airport may be unique, as determined by the POI, especially when used with certain types of aircraft because of the unique safety issues raised by the use of that type of aircraft at the particular airport. This uniqueness means that the POI has determined that certificate holders should develop and pilots should comply with specific procedures for conducting operations at that airport.
3. Airport Assessment Aid. The completed Airport Assessment Aid (see OPS 1.1.031 ATT B) should be forwarded to the operator's POI. The POI, will

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make the final determination to list or remove the airport as a special PIC qualification airport.

4. Airports without assessment or prior IANR Chap. 13 service. An operator and its POI will jointly decide whether or not an assessment is necessary for airports that have not been served by the operator and have not been assessed previously. For example, an airport located in a country for which limited information is available and an assessment has not been completed will likely be a candidate for assessment for inclusion in the Special Airports Requiring Special PIC Qualification list. Additionally, an airport located in a country for which appropriate information is available (such as AIP, DOD ASRR, and other equivalent information).

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AIRPORT ASSESSMENT AID
For Determining Special PIC Qualification Airport Designation
(Ref.: IANR OPS. 463)

This aid should be completed and submitted via electronic mail with supporting documentation
To CAAI Fit. Ops. Air Carrier.

Name & Title of Submitter	Address	Phone/Fax/Internet
DATE:		Airline:
Airport Name, ICAO Identifier, City, State, Country		
Type(s) of Aircraft Addressed In This Assessment: M/M/S		

	Key Elements	Please enter the requested information:
1	<p>Terrain/Obstructions:</p> <p>Is there high terrain located in the immediate vicinity of the airport? <u>YES / NO</u></p> <p>List the terrain within the vicinity of the airport that might effect operations: Other remarks regarding the local terrain:</p> <p>Attach a copy of a topographical map depicting the location of the terrain mentioned above.</p> <p>List obstructions located in the approach/departure corridor or in the vicinity of the airport:</p>	
2	<p>Approach/Missed Approach/Departure Procedure</p> <p>Attach a copy of the chart depicting the approach/departure procedure.</p> <p>State the degree of complexity of the procedure (terrain/obstacle/other) and any unique local procedures: Does the approach have a nonstandard descent (greater than a 3-degree glide slope)? <u>YES / NO</u></p> <p>Climb gradient: If there is a climb gradient requirement shown please write that requirement.</p>	
3	<p>Limited Maneuvering Airspace</p> <p>State the limitations (e.g., political, terrain) to maneuvering airspace.</p>	
4	<p>Limited Airport Information (accuracy/currency)</p> <p>Example: There is mountainous terrain in close proximity of the airport with no indication of an arrival or departure procedure that takes the terrain into account.</p>	

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5	Unique Country Rules—Different than ICAO	
6	Communication, Navigation, and Surveillance Anomalies— Specific to Approach and Departures (Approach Control Radar or lack of ATC)	
7	Applicable SFAR	
8	Additional information in support of pictorial requirement:	
Recommend Special Pilot Qualification Airport Designation (Yes or No)		