

AUTHORISATION TO CONDUCT FERRY FLIGHTS

**CAAI OPS DIRECTIVE
AW/OPS 1.1.061**



**AIR OPERATOR
CERTIFICATION**

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1. Objective

- 1.1. . This chapter provides information and guidance for issuing a special flight permit to conduct ferry flights with continuing authorization.
- 1.2. This is a common directive for Airworthiness and Operation
 - 1.2.1. Close coordination between AW and OPS inspectors executing this directive is required.
 - 1.2.2. The MI will be the lead inspector in executing this directive.
 - 1.2.3. Any amendments to this directive must be made to both AW Inspector Handbook and OPS Inspector Handbook

2. General

- 2.1. The purpose of the continuing authorization is to allot certain eligible operators, in accordance with documented procedures, to move, without delay, a damaged airplane, which is capable of safe flights to a base, where repairs can be made. A damaged aircraft is defined as an aircraft that has sustained physical damage, has inoperative/malfunctioning equipment, does not meet applicable airworthiness requirements or, in the case of international operations, does not meet the comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation Organization (ICAO).

3. Reference Material, Forms & Job-Aids

- 3.1. None

4. Process

- 4.1. **Issuance.**
The authorizing statute, does not automatically authorize the issuance of permits to all eligible operators or fractional program managers (hereafter referred to as the program manager). Therefore, an eligible operator's OpSpecs will be used to authorize the permits and to ensure responsible use of the permit.
- 4.2. **Eligibility.**
 - 4.2.1. The special flight permit is issued only to operators/program managers subject to the following:

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- Certificate-holders authorized to conduct operations under IANR.OPS. Chap. 13 .
- Certificate-holders authorized to conduct operations under IANR.OPS. Chap. 12.
- An operator authorized to conduct operations under IANR.OPS. Chap. 8 .

4.2.2. Aircraft involved in an accident or incident may not be ferried prior to coordination with the Chief Investigator .

4.2.3. An Airworthiness Directive (AD) may dictate that safety demands further limitations. The AD may limit ferry flights to those specifically approved by the CAAI. A special flight permit may be issued to fly an aircraft to a repair facility to do the work required by the AD unless the AD states otherwise.

4.3. Manual Review.

4.3.1. The operator/program manager may consider certain conditions and limitations necessary to facilitate the inspection and operation of an aircraft. These conditions should be included in the operator/program manager's manual.

4.3.2. When reviewing manual materials, the following items should be considered:

4.3.2.1 Technical data.

4.3.2.2 Operational equipment necessary for safe operation of the aircraft.

4.3.2.3 Aircraft weight limits.

4.3.2.4 Fuel distribution limits.

4.3.2.5 Center of gravity limits.

4.3.2.6 Aircraft maneuver limitations.

4.3.2.7 Flight equipment usage limitations, (autopilot, etc.)

4.3.2.8 Airspeed limits.

4.3.2.9 Meteorological limits, including:

- Conditions to be avoided
- Required inspections when these conditions are encountered
- Weather minimums

4.4. Authorization for Ferry Flights With One Engine Inoperative.

IANR.OPS. Chap. 12 and 13 certificate holders may conduct a ferry flight of a four-engine airplane or a turbine engine-powered airplane equipped with three engines, with one engine

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inoperative, to a base for the purpose of repairing that engine. It is important to understand that IANR.Ops.. 43 gives the authorization to conduct these types of ferry flights as long as all applicable requirements of IANR.Ops.. 43 are met. The following restrictions will apply:

- 4.4.1. The particular airplane model must have had a test flight conducted with an engine inoperative in accordance with performance data contained in the applicable Aircraft Flight Manual (AFM).
- 4.4.2. The approved AFM must contain the performance data, in accordance with IANR.Ops.. 43.
- 4.4.3. The certificate holder's manual must contain operating procedures for the safe operation of the airplane, including the specific requirements listed in IANR.Ops.. 43.
- 4.4.4. The certificate holder may not depart an airport where the initial climb-out is in thickly-populated areas or the weather conditions at the takeoff or destination airport are less than those required for visual flight rules (VFR) flight.
- 4.4.5. Only required flight crewmembers can be carried aboard during this ferry flight.
- 4.4.6. The required flight crewmembers must be thoroughly familiar with the certificate holder's operating procedures and the airplane approved AFM for one-engine inoperative ferry flights.

4.5. APPLICATIONS INVOLVING FOREIGN AIR TRANSPORTATION.

ICAO Annex 8, Airworthiness of Aircraft, Section II details the airworthiness requirements for all contracting states. This section basically states that all contracting states operating their aircraft over foreign (other contracting states) territory must be airworthy. Because aircraft operated under the provisions of ICAO must meet this requirement any time an aircraft is to be operated in an unairworthy condition (under the provision of a special flight permit) the certificate holder must have special permission from each foreign country it wishes to fly over. Because of this requirement the special flight permit with continuing authorization alone is not valid outside Israel. It must be accompanied by special permission from each foreign country in order to be valid.

4.6. DISPLAY OF PERMIT.

The operator/program manager must display in the aircraft the current airworthiness certificate, including a special flight permit

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or authorization. The operator/program manager must carry the OpSpecs or portions of the certificate-holder's/program manager's manual containing those conditions and limitations imposed by the administrator, unless those conditions and limitations are listed on the Special Flight Permit Form used by the operator/program manager.

4.7. **FACSIMILE (FAX) TRANSMISSION OF SPECIAL FLIGHT PERMITS.**

At the request of the applicant, a special flight permit may be transmitted via fax.

4.8. **Additional Operating Limitations.**

The permit must include any additional operating limitations that may be required and must be displayed in the aircraft prior to conducting the special flight.

4.9. **FAX.**

Fax-transmitted special flight permits are to be used only for the following purposes:

- Flying the aircraft to a base where repairs, alteration, or maintenance are to be performed or to a point of storage
- Evacuating aircraft from areas of impending danger

4.10. PROCEDURES.

4.10.1. **Verify the Operator's/Program Manager's Application.**

Ensure that the operator/program manager has applied for an OpSpecs amendment .

4.10.2. **Verify That the Aircraft Is Capable of Safe Flight.**

The aircraft does not have to meet all airworthiness requirements.

4.10.3. **Review the Operator's/Program Manager's Manual.**

During the review, the reviewing inspector should keep the following in mind.

- ##### 4.10.3.1
- Although each air carrier/program manager's system is required to meet the same requirements, the system and procedures developed and used by each individual air carrier to meet those requirements may be quite different from one another, yet still comply with the regulations and CAAI standards.

- ##### 4.10.4.
- The air carrier/program manager's special flight permit procedures must address all special maintenance and/or temporary alterations accomplished in conjunction with the

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operation under the special flight permit, whether the maintenance or alteration was accomplished by authorized air carrier personnel or by authorized personnel outside of the air carrier's organization.

4.10.5. The procedures must clearly identify the particular person(s), by job title or descriptions, who are responsible for carrying out each particular function of the special flight permit system.

4.10.6. The air carrier's special flight permit procedures must not be contrary to the regulations, nor should the manual contain procedures that permit activity resulting in de facto exemptions to sections of ANR.

4.10.7. **Procedures for Ferry Flights.** Ensure the manual includes the following:

4.10.7.1 Provisions for conveying the authorization to ferry to the operating crew.

4.10.7.2 A system for recording each flight conducted under this authorization.

4.10.7.3 Procedures to determine that the proposed special flight complies with the IANR and is not prohibited by any ADs.

4.10.7.4 Procedures to allow additional crewmembers and other authorized persons to be carried aboard the aircraft during ferry flights when the aircraft flight characteristics have not been appreciably changed or its operation in flight substantially affected. In these cases, the passenger carrying requirements are not abrogated by the special flight permit.

4.10.7.5 Procedure to ensure the display of the current airworthiness certificate and any special flight permit or authorization

4.10.7.6 Procedures to ensure the review of the following items prior to releasing the ferry flight:

- a) **Technical data to which the aircraft must perform.**
- b) **Operational equipment necessary for safe operation of the aircraft.**
- c) **Aircraft weight limits.**
- d) **Fuel distribution limits.**
- e) **Center of gravity limits.**

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- f) **Aircraft maneuver limitations.**
 - g) **Equipment usage limitations, (e.g., autopilot.)**
 - h) **Airspeed limits.**
 - i) **Meteorological limits, including:**
 - Conditions to be avoided
 - Inspections required should these conditions be encountered inadvertently
 - Weather minimums
- 4.10.8. Procedures for personnel to follow when determining the inspections and tests necessary to ensure the damaged aircraft is capable of safe flight.
- NOTE: The air carrier/program manager's manual must contain procedures to ensure that the aircraft is not operated if an affirmative technical determination cannot be made that a particular aircraft is capable of safe operation, because of insufficient design, inspection, maintenance, or flight operation data.*
- 4.10.9. Procedures to ensure that special permission is granted from each foreign authority prior to authorizing a special flight permit over their foreign countries.
- 4.10.10. Procedures to ensure the PMI and the Chief Investigator are notified prior to the movement of an aircraft that has been involved in an accident or incident.
- 4.10.11. One Engine-Inoperative Ferry Flights. Ensure the following:
- 4.10.11.1 The certificate holder has a four-engine airplane or a turbine engine-powered airplane equipped with three engines.
 - 4.10.11.2 The applicable airplane has been previously test-flown with one engine inoperative in accordance with its approved Aircraft Flight Manual (AFM). The approved AFM must contain the following data:
 - Maximum weight
 - Configuration of the inoperative propeller, if applicable
 - Runway length for takeoff, including temperature accountability
 - Altitude range
 - Certificate limitations
 - Ranges of operational limits
 - Performance information
 - Operating procedures

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4.10.11.2.1. The certificate-holder's manual must include the following CAAI-approved procedures:

- a) **Procedures to limit the operating weight on any ferry flight to the minimum necessary for the flight plus the necessary reserve fuel load.**
- b) **A limitation that takeoffs must be made from dry runways unless, based on a showing of actual runway operating takeoff techniques on wet runways with one engine inoperative, takeoffs with full controllability from wet runways have been approved for the specific model aircraft and included in the approved AFM.**
- c) **Procedures for operations from airports in which the runways may require a takeoff or approach over populated areas.**
- d) **Inspection procedures for determining the operating conditions of the operative engines.**
- e) **A restriction that no person may takeoff from an airport in which the initial climb is over thickly-populated areas or weather conditions at the takeoff and destination airport are less than those required for VFR flight.**
- f) **Procedures that ensure carrying only essential flight crewmembers aboard the airplane during the ferry flight.**
- g) **Procedures that ensure flight crewmembers are thoroughly familiar with the operator/program manager's operating procedures and the approved AFM for one engine-inoperative ferry flights.**

4.11. **Notification of Accident Coordinator.** Notify the Chief Investigator prior to any authorization of an aircraft involved in an accident or incident.

5. Task Outcomes

5.1. The end result will be an approved program to conduct ferry flights by the operator.