# Adding an Aircraft
# To the OpSpecs

## CAAI DIRECTIVE
## AW/OPS 1.1.019

רשות התעופה האזרחית
Civil Aviation Authority

## AIR OPERATOR
## CERTIFICATION

## 1. Objective

1.1. NOTE: This is a common directive for Airworthiness and Operations.

    1.1.1.   Close coordination between AW and OPS inspectors executing this directive is required.

    1.1.2.   During AOC Certification, the nominated PM will nominate the lead inspector in executing this directive.

    1.1.3.   During ongoing surveillance, the POI and PMI will nominate the lead inspector.

    1.1.4.   Any amendments to this directive must be made to both AW Inspector Handbook and OPS Inspector Handbook.

1.2. This process is used when an existing operator wishes to add an aircraft to its OpSpecs.

## 2. General

2.1. When an operator wished to add another aircraft to its OpSpecs, the process can vary from a very simple process all the way to a process similar to full-scale certification.

2.2. For a new type to the operator, a full 5-phase certification process must take place.

2.3. If the operator wishes to add a new airplane or airplanes of a make and model already on the OpSpecs, the POI and PMI must decide on the scope of the process. If the new airplane is of the same make, model and series as the operator already operates, the process can be simpler.

2.4. For the same make and model, but of a different series, the PIs must evaluate the differences from the series already operated by the operator and decide on the scope of the process.

## 3. Reference Material, Forms & Job-Aids

3.1. Reference Material

    3.1.1.   IANR Ops. 374A, 379, 380, 390

    3.1.2.   AW/OPS 1.1.001 – The Certification Process.

    3.1.3.   AW/OPS 1.1.002 - OpSpecs

3.2. Job-Aids

    3.2.1.   F 1.1.019A – Adding and Aircraft Checklist.

# 4. Process

4.1. As describes in section 2, the PIs must decide on the scope of process required according to the new aircraft similarity to aircraft already operated by the operator.

4.2. Form F 1.1.019A – Adding an Aircraft Checklist must be used in the process, and is used as a tool for the PIs in deciding what areas, phases or steps of the certification process are required.

# 5. Task Outcomes

5.1. The new aircraft registration, serial number and maximum seat or cargo capacity must be approved in the operators Operations Manual.

5.2. If a new series is introduced, or if the new aircraft has different authorisations than those previously authorised in the OpSpecs, a new OpSpecs for that make, model and series must be issued.