Jordan Civil Aviation Regulatory Commission

Guidance Procedure: AWS 03

Operational directives with a continuing airworthiness impact

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Section 0 General

0.1 Forward

This procedure is applicable to the operational directives with a continuing airworthiness impact and is intended to provide guidelines to the airworthiness inspectors and the aviation industry in Jordan to:

1) Assess the eligibility for PBN, MNPS, RVSM, ETOPS, AWO, PBCS and EFB approvals in the area of airworthiness,
2) Evaluate compliance with the airworthiness requirements concerning application for special approvals and EFB operations,
3) Coordinate the airworthiness approval process with Flight Operations Standards Directorate (FOSD).

The procedure consists of five sections:

Section 0: General

Section 1: Introduction to the operational directive with the continuing airworthiness impact

Section 2: Concept overview of Special Operations and EFB

Section 3: Airworthiness Approval Processes

Section 4: Appendix; "Airworthiness Approval Processes Forms" and "Sample Airworthiness Approval Memo"

0.2 Table of Content

0.3 List of effective pages

Page	Issue	Rev	Date
1	03	00	Feb. 2019
2	03	00	Feb. 2019
3	03	00	Feb. 2019
4	03	00	Feb. 2019
5	03	00	Feb. 2019
6	03	00	Feb. 2019
7	03	00	Feb. 2019
8	03	00	Feb. 2019
9	03	00	Feb. 2019
10	03	00	Feb. 2019
11	03	00	Feb. 2019
12	03	00	Feb. 2019
13	03	00	Feb. 2019
14	03	00	Feb. 2019
15	03	00	Feb. 2019
16	03	00	Feb. 2019
17	03	00	Feb. 2019
18	03	00	Feb. 2019
19	03	00	Feb. 2019
20	03	00	Feb. 2019
21	03	00	Feb. 2019
22	03	00	Feb. 2019

0.4 Amendment Record

0.4.1 Reason

Revisions to this procedure arise for a number of reasons; revisions following changes to relevant regulations, AMCs or GMs, improvements, changes to practices and standards, etc.

Staff and interested personnel are encouraged to submit proposals for revision based on experience and/or where they believe improvements can be made.

This revision is to provide airworthiness inspectors and applicants with guidance procedure for implementation of JCAR M.301(e)(2) and the associated AMC and GM requirements to assess, evaluate, find and manage the eligibility for special operations and use of EFB

0.4.2 Document control

This Procedure is a controlled document under the administrative responsibility of the Director Airworthiness Standards. Revisions can only be made effective after the approval of the Chief Commissioner.

Each page has an issue no, revision no, and date of issue and the status of these pages is identified on the List of Effective Pages. In addition an amendment record page is included at section 0.4.3 to show the current amendment record.

This procedure shall be kept up-to-date by the holder and it shall be available in a soft copy on the CARC website, in addition to the hard copy at the Technical Library of AWSD.

0.4.3 Amendment Record

This Guidance Procedure AWS 03 "Operational Directives with a continuing airworthiness impact" has been issued:

1. To provide airworthiness inspectors and the aircraft owners/operators with guidance to assess, evaluate, find and manage the operator and the aircraft eligibility, in the area of airworthiness, for conducting special operation; PBN, MNPS, RVSM, ETOPS, AWO, PBCS and using of an EFB,

2. To coordinate with the Flight Operations Standards Directorate (FOSD), the applications for and approvals of special operations,

The current revision of this procedure AWS03, issue 03, rev. 00 of Feb. 2019 "Operational Directives with a continuing airworthiness impact", supersedes Guidance Procedure AWS 03, issue 02, rev. 00 of October 2015.

0.5 Distribution

This procedure shall be published on CARC website. The holders of this procedure are CARC airworthiness standards inspectors, key management (Post holders) of the CARC approved organizations and the interested persons/organizations.

Holders are responsible to download this procedure from CARC website and follow its guidelines.

0.6 References

1. Jordanian Civil Aviation Regulations (JCAR) Part-M and Part OPS 1.
2. ICAO Doc 9613 'Performance-based Navigation (PBN) Manual'.
3. NAT Doc 007 'North Atlantic Operations and Airspace Manual'.
4. JAA Leaflet No 6: 'Guidance Material on The Approval of Aircraft and Operators for Flight In Airspace Above Flight Level 290 Where A 300m (1,000 Ft) Vertical Separation Minimum Is Applied'.
5. ICAO Doc 9574 'Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive'.
6. AMC 20-6 'Extended Range Operation with Two-Engine Aeroplanes ETOPS Certification and Operation'.
7. Certification Specifications for All Weather Operations (CS-AWO).
8. Doc 9365 AN/910 'Manual of All-Weather Operations'.
9. AMC 20-25, 'Airworthiness and operational consideration for Electronic Flight Bags (EFBs)'.
10. ICAO Doc 9869 Performance Based Communication and Surveillance (PBCS) Manual.

0.7 Abbreviations

ADS-C	Automatic Dependent Surveillance – Contract
AFM	Airplane Flight Manual
AOM	Aerodrome Operating Minima
APV	Approach Procedure with Vertical guidance
AWO	All Weather Operations
AWSD	Airworthiness Standards Directorate
CAME	Continuing Airworthiness Management Exposition
CAMO	Continuing Airworthiness Management Organization
CARC	Jordan Civil Aviation Regulatory Commission
CMA	Central Monitoring Agency
CPDLC	Controller-Pilot Data Link Communications
CAT	Category
DH	Decision Height
EFB	Electronic Flight Bags
ETOPS	Extended-range Twin-engine Operations
FAA	Federal Aviation Administration
FDE	Fault Detection and Exclusion
FMC	Flight Management Computer
FMS	Flight Management System
FOSD	Flight Operations Standards Directorate
FSM	Flight Safety Management
FTE	Flight Technical Error

GMU	GPS (Height) Monitoring Unit
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
HMU	Height Monitoring Unit
HLA	High Level Airspace
JAA	Joint Aviation Authority
LNAV	Lateral Navigation
LOA	Letter of Approval/Authorization
LVP	Low Visibility Procedures
LVTO	Low Visibility Take-off
ICAO	International Civil Aviation Organization
IFSD	In-Flight Shut-Down
INS	Inertial Navigation System
IRS	Inertial Reference System
INU	Inertial Reference Unit
MNPS	Minimum Navigation Performance Specification
OPS SPECS	Operations Specifications
PBCS	Performance Based Communication and Surveillance
PBN	Performance-Based Navigation
RAIM	Receiver Autonomous Integrity Monitoring
RCP	Required Communication Performance
RNAV	Area Navigation
RMA	Regional Monitoring Agency

RNP	Required Navigation Performance
RSP	Required Surveillance Performance
RVSM	Reduced Vertical Separation Minimum
RVR	Runway Visual Range
SB	Service Bulletin
STC	Supplemental Type Certificate
TC	Type Certificate
TCDS	Type Certificate Data Sheet
VNAV	Vertical Navigation

0.8 Fees and charges

The fees applicable to the various functions provided by CARC are prescribed in Regulation No. 106 of the year 2018, as amended, which is published on CARC website.

Section 1: Introduction to the operational directives with a continuing airworthiness impact

In accordance with JCAR M.301(e)(2) and the associated AMC, operational directives with a continuing airworthiness impact include operating rules such as extended twin-engine operations (ETOPS)/long range operations (LROPS), reduced vertical separation minima (RVSM), MNPS, all weather operations (AWOPS), RNAV, RNP, etc.

In case an application is submitted to CARC for authorization of one or more type of such special operations, the applicant shall demonstrate compliance with the airworthiness and flight operations requirements specific to the requested special approval.

Airworthiness approval requirements are summarized here below:

a) Aircraft qualification and configuration to meet the performance criteria applicable to specific type of special operation requested by the operator/applicant. This should be demonstrated through substantiating that modification or service bulletin (or series of modifications as applicable) has/have been embodied on aircraft during manufacturing/production or while in-service to qualify the aircraft for the requested type of operations.

b) Procedure in respect of continuing airworthiness to ensure that the aircraft performance capability is established and maintained,

c) The maintenance requirements tasks and schedule applicable to aircraft systems and equipment specific to the type of operations have been identified and appropriately managed,

d) Personnel (CAMO and AMO personnel) training and qualification requirements applicable to the type of operations have been identified and implemented,

e) Minimum Equipment List (MEL), identifying the aircraft systems and equipment required to operate the type of operations, has been developed and approved by CARC.

The summary of flight operations requirements is as below:

a) Specific operating procedure unique to each type of special approval/authorization and airspace (where applicable) and any limitations thereto,
b) Training program, operating practices and procedures appropriate to type of special operation are submitted to CARC for review, verification and approval as appropriate,
c) Operations Manual and Checklists; the manual and appropriate checklists are revised to include the information and guidance on the standard operating procedure,
d) MEL that include limitations to pertinent items,
e) The area of operation requiring authorization.

Section 2 Concept overview of Special Operations and EFB

2.1 Performance Based Navigation (PBN)

PBN concept specifies that aircraft RNAV and RNP system performance requirements be defined in terms of the accuracy, integrity, continuity and functionality, which are needed for the proposed operations in the context of a particular airspace concept. The PBN concept represents a shift from sensor-based to PBN. Performance requirements are identified in navigation specifications, which also identify the choice of navigation sensors and equipment that may be used to meet the performance requirements. These navigation specifications are defined at a sufficient level of detail to facilitate global harmonization by providing specific implementation guidance for States and operators.

Under PBN, generic navigation requirements are defined based on operational requirements. Operators then evaluate options in respect of available technology and navigation services, which could allow the requirements to be met. An operator thereby has the opportunity to select a more cost-effective option, rather than a solution being imposed as part of the operational requirements. Technology can evolve over time without requiring the operation itself to be reviewed, as long as the expected performance is provided by the RNAV or RNP system.

2.2 Minimum Navigation Performance specifications (MNPS)

Operation of a Jordanian registered aircraft or an aircraft under a Jordanian AOC within an airspace designated as Minimum Navigation Performance Specifications (MNPS) Airspace shall be formally authorized by CARC. A formal Approval Process is established to ensure that aircraft meet the defined MNPS Standards and that appropriate crew procedures and training have been adopted. The lateral dimensions of the NAT MNPS Airspace include the following Control Areas (CTAs):

> *REYKJAVIK, SHANWICK, GANDER, SANTA MARIA OCEANIC and the portion of NEW YORK OCEANIC EAST which is north of 27°N.*

Aircraft operating within MNPS Airspace are required to meet the Minimum Navigation Performance Specifications (MNPS) in the horizontal plane through the mandatory carriage and proper use of a specified level of navigation equipment that has been approved by CARC.

Therefore, flight shall not take place across the North Atlantic within MNPS Airspace, nor at flight levels 290 to 410 inclusive anywhere within the NAT Region, unless the aircraft are in possession of the appropriate Approval(s) issued by CARC.

2.3 Reduced Vertical Navigation Minimum (RVSM)

RVSM airspace is any airspace or route between FL 290 and FL 410 inclusive where aircraft are separated vertically by 300m (1,000 ft).

Aircraft operating in RVSM Airspace shall meet a Minimum Aircraft Systems Performance Specification (MASPS) for altimetry system to support the use of a 300m (1,000 ft) vertical separation above FL 290. Except for state aircraft, operator intending to conduct flights within RVSM airspace shall be formally authorized by CARC. A formal Approval Process is established by CARC to ensure:

a) The aircraft for which RVSM approval is sought have the vertical navigation performance capability for RVSM operations through compliance with the criteria of the RVSM Minimum Aircraft Systems Performance Specifications (MASPS),
b) It has instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programs, and
c) It has instituted flight crew procedures for operations in the RVSM airspace.

2.4 Extended range operations with two-engined aeroplanes (ETOPS)

Two-engined aeroplanes shall only be operated beyond the threshold distance determined in accordance with OPS 1.245 if the operator has been granted an ETOPS operational approval by CARC. To obtain an ETOPS operational approval from CARC, the operator shall provide evidence that:

a) the aeroplane/engine combination holds an ETOPS type design and reliability approval for the intended operation;
b) a training program for the flight crew members and all other operations personnel involved in these operations has been established and the flight crew members and all other operations personnel involved are suitably qualified to conduct the intended operation;
c) the operator's organization and experience are appropriate to support the intended operation;
d) Operating procedures have been established.

2.5 All Weather Operations (AWO)

In accordance with OPS 1.440

a) An operator shall not conduct Category II, Other than Standard Category II or III operations unless:
    1. Each aeroplane concerned is certificated for operations with decision heights below 200 ft, or no decision height, and equipped in accordance with CS-AWO on all-weather operations or an equivalent accepted by CARC;
    2. A suitable system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operation;
    3. The operations are approved by CARC;
    4. The flight crew consists of at least two pilots; and
    5. Decision height is determined by means of a radio altimeter.
b) An operator shall not conduct low visibility take-offs in less than 150 m RVR (Category A, B and C aeroplanes) or 200 m RVR (Category D aeroplanes) unless approved by CARC.
c) An operator shall not conduct lower than Standard Category I operations unless approved by CARC.

2.6 Electronic Flight Bags

Traditionally, some of the documentation and information available to flight crew for use on the flight crew compartment has been in paper format. Much of this information is now available in electronic format.

In addition, many non-required information services, data, and company procedures may also be made available to flight or cabin crew electronically. Operators have long recognized the benefit of hosting these materials on the flight crew's EFBs. This procedure does not contain additional or double set requirements to those already contained in the operational requirements for the basic information, documentation and data sources that would need to be carried on board. The operator remains responsible for ensuring the accuracy of the information used and that it is derived from verifiable sources.

The use of EFBs was initially intended to cover an alternative method of storing, retrieving, and using the manuals and information required to be on board by the applicable operational requirements. Subsequent technical development has led to

potentially hosting on EFBs even applications using computational software (e.g. for performances), databases (e.g. digital navigation data) or real-time data coming from the avionics (e.g. Airport Moving Map Display).

The evaluation of an EFB may have both airworthiness and operational aspect depending on the category/type of EFB/application used and, therefore, where necessary, to make a complete evaluation of an EFB system, there is a need for close coordination between the two processes.

2.7 Performance Based Communication and Surveillance (PBCS)

Performance Based Communication (PBC) and Performance Based Surveillance (PBS) refers to communication and surveillance based on performance specifications applied to the provision of air traffic services. The standards and procedures
for an air traffic management (ATM) operation that are predicated on communication and surveillance capabilities, such as the application of reduced separation minima, must refer to the appropriate Required Communication Performance (RCP) and
Required Surveillance Performance (RSP) specification. The RCP and RSP specifications are a set of requirements for air traffic service provision and associated ground equipment, aircraft capability and operations needed to support performance based communication and surveillance. The specifications include performance requirements that are allocated to system components in terms of the communication and surveillance to be provided and associated data, delivery time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.
Performance-based operations and monitoring have been implemented in the North Atlantic (NAT) High Level Airspace (HLA) to ensure the on-going safety and efficiency of ATM operations. The performance of FANS 1/A (and equivalent), Controller-Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance – Contract (ADS-C) are monitored in the NAT HLA against the RCP 240 and RSP 180 specifications.
The aircraft operator must obtain an operational approval in the form of a Special Authorization from CARC to be eligible for PBCS operations.

Section 3 Airworthiness Approval Processes

3.1 Application

Application for approval is made in a form and manner established by CARC and is submitted to the Flight Safety Management (FSM), then delivered to Flight Operations Standards Directorate (FOSD) following the guidelines materials published by CARC/FOSD and as illustrated in table-1 below and the airworthiness related applications to AWSD.

Table-1

No.	Subject of Operational Directive	FOSD reference Material
1.	Performance Based Navigation (PBN)	AC - 28 - 01 - 004
2.	Minimum Navigation Performance Specification (MNPS)	AC - 28 - 01 - 005
3.	Reduced Vertical Separation Minimum (RVSM)	AC - 28 - 01 - 006
4.	Extended Range Operation Twin Engine Airplanes (ETOPS)	AC - 28 - 01 - 007
5.	All Weather Operations	JCAR OPS 1, Subpart-E
6.	Electronic Flight Bag	AC - 28 - 01 - 008
7.	Performance Based Communication and Surveillance (PBCS)	AC - 28 - 01 - 028

FOSD notifies Airworthiness Standards Directorate (AWSD) of application receipt and provides AWSD with a copy of the application and attachments.

AWSD assigns airworthiness focal point for the project who will review the application, coordinate with FOSD focal point, attend the pre-application meeting and liaise with the applicant for the required assessment and the formal application's attachments in accordance with the relevant airworthiness approval process form.

The detailed submittal of the airworthiness application attachments is directly coordinated between AWSD and the applicant until having all application elements are satisfactory submitted.

The formal application's attachment is handed over to the airworthiness focal point during a formal application meeting agreed upon between the applicant, AWSD focal point and FOSD focal point.

AWSD focal point is responsible to carry the following duties:

a) Supervise the airworthiness approval process for the requested type of operations,
b) Assessment of the requirements in the area of airworthiness,
c) Coordination with the applicant the process in the area of airworthiness,
d) Coordination with FOSD assigned focal point,
e) Report the progress to the Chief Division,
f) Coordinate with the Chief Division and attend the meetings with FOSD and the applicant representatives
g) Report progress, conclusion and recommendations to the Chief Division concerning status of compliance with the airworthiness requirements of the type of operations sought.

3.2 Airworthiness Review and Assessment

The review and assessment in relation to the special approval sought are required to be conducted by both the applicant and AWSD; The applicant is required, through analysis and submittal of evidences, to demonstrate the airworthiness requirements are being met, while AWSD to find that the application attachments and the analysis are appropriate to substantiate the applicant request for special approval.

Airworthiness approval process for each applicable specific operational directive with a continuing airworthiness impact has been developed. Airworthiness approval process form has been issued that defines the formal application attachments' and also the required review and assessment with reference to the airworthiness aspects of the operational approval requirements.

In the process of conducting the analysis, assessment, compiling and checking the required substantiations and attachments, the applicant and AWSD focal point shall thoroughly review and use the reference requirements addressed in table-2 in conjunction with the applicable airworthiness approval process form.

3.2.1 Applicant Assessment:

The applicant assesses the eligibility for the special approval in accordance with the applicable airworthiness approval process form, compiles the substantiations and evidences, records its compliance and submits the completed process form with the attachments to CARC/AWSD.
Table-2 hereunder illustrates the relevant process forms and the references to the airworthiness aspects of the operational approval requirements.

Table-2

No.	Airworthiness Approval Process Form	Reference Requirements
a.	**Performance Based Navigation (PBN)**	**ICAO Doc 9613 Volume II**
a.1	CARC Form 18-0321 RNAV 5 Approval Process	Part-B, Chapter 2
a.2	CARC Form 18-0322 RNAV 10 Approval Process	Part-B, Chapter 1
a.3	CARC Form 18-0323 RNP 4 Approval Process	Part C, Chapter 1
a.4	CARC Form 18-0324 Basic-RNP 1Approval Process	Part C, Chapter 3
a.5	CARC Form 18-0325 RNP APCH Approval Process	Part C, Chapter 5
a.6	CARC Form 18-0326 RNP AR APCH Approval Process	Part C, Chapter 6
a.7	CARC Form 18-0327 RNAV 1 and RNAV 2 Approval Process	Part-B, Chapter 3
a.8	CARC Form 18-0333 RNP 2 Approval Process	Part C, Chapter 2
a.9	CARC Form 18-0334 A-RNP Approval Process	Part C, Chapter 4
a.10	CARC Form 18-0335 RNP 0.3 Approval Process	Part C, Chapter 7
a.11	CARC Form 18-0342 APV-Baro-VNAV Approval Process	Attachment A
b.	**Minimum Navigation Performance Specification (MNPS)**	**NAT Operation and Airspace Manual, NAT Doc 007**
b.1	CARC Form 18-0328 MNPS Airworthiness Approval Process	NAT Doc 007, Chapter 1 "Operational Approval and Aircraft System Requirements for Flight in the NAT MNPS Airspace.
c.	**Reduced Vertical Separation Minimum (RVSM)**	**JAA LEAFLET NO 6**
c.1	CARC Form 18-0328 RVSM Airworthiness Approval Process	JAA Administrative & Guidance Material Temporary Guidance Leaflet (TGL) no. 6, specifically chapters 8, 9, 10 and 11.
d.	**Extended Range Operation Twin Engine Airplanes (ETOPS)**	**AMC 20-6 ETOPS Certification and Operations**
d.1	CARC Form 18-0319 ETOPS Airworthiness Approval Process	AMC 20-6

e.	**All Weather Operations**	**CS-AWO and JCAR OPS 1, Subpart-E**
e.1	CARC Form 18-0329 CAT II Operations Airworthiness Approval Process	CS-AWO Subpart 2
e.2	CARC Form 18-0330 CAT III Operations Airworthiness Approval Process	CS-AWO Subpart 3
e.3	CARC Form 18-0333 LVTO Operations Airworthiness Approval Process	CS-AWO Subpart 4
f.	**Electronic Flight Bag**	**AMC 20-25**
e.1	CARC Form 18 - 0336 EFBs Airworthiness Approvals process	AMC 20-25
g.	**Performance Based Communication and Surveillance (PBCS)**	**ICAO Doc 9869**
g.1	CARC Form 18-0345 (PBCS) Operations Airworthiness Approval Process	Chapter 4.

3.2.2 AWSD Assessment:

AWSD reviews the application, the submitted process form, the substantiations and attachments.

The assigned Airworthiness Inspector:

- Conducts detailed review and evaluation of the application, the completed airworthiness process form and the associated attachments and substantiations,
- Check out applicant recorded compliance with the specified airworthiness requirements in the process form.
- Arrange, if necessary, for an on-site inspection/survey of the aircraft and the applicant organization's functions and processes; in this case, the applicant is required to demonstrate how the requirements are being met in regard to the organization implemented processes and the aircraft system and equipment compliance.
- Provide ongoing support and follow up with CARC/FOSD focal point until the whole process is concluded and completed.

3.3 Approval Issuance

When AWSD evaluations are completed, and no findings or discrepancies were found, the airworthiness approval will be issued.

In case of any findings a period of 30 days will be granted to the applicant to correct the deficiencies. Upon the expiry of the granted period, if all deficiencies have been corrected, then the airworthiness approval will be issued, otherwise the airworthiness process will be concluded with denying the approval.
The notification of the airworthiness approval/or the denial of the approval will be sent to the FSM, and cc to CARC/FOSD to proceed with the process for the issuance of the requested Operational Approval or otherwise cease the process.

When the process of issuing the requested Operational Approval is completed by FSM, FSM notifies AWSD of the process completion by sending, as appropriate, a copy of the LOA or Operations Specifications (OPS SPECS) or copy of denial to AWSD.

3.4 Archiving of Documentation

All the documentation relating to the issued approval must be filed in the relative organization "ORG-CAMO/AUTH" file including, correspondences, forms and supporting documentation.

3.5 Suspension or Cancellation of Approval

CARC may suspend or cancel an approval if it considers that it is necessary to do so in the interests of aviation safety.

An inability on the part of the organization to provide ongoing technical support in compliance with the applicable regulatory requirements for the approval constitutes grounds for such suspension or cancellation.

Section 4 Appendix; Airworthiness Approval Process Forms and the Sample Airworthiness Approval Memo

This appendix contains:

No.	Process Form number	Subject
1.	CARC Form 18-0321	RNAV 5 (B-RNAV) Airworthiness Approval Process
2.	CARC Form 18-0322	RNAV 10 Airworthiness Approval Process
3.	CARC Form 18-0323	RNP 4 Airworthiness Approval Process
4.	CARC Form 18-0324	Basic-RNP 1 Airworthiness Approval Process
5.	CARC Form 18-0325	RNP APCH Airworthiness Approval Process
6.	CARC Form 18-0326	RNP AR APCH Airworthiness Approval Process
7.	CARC Form 18-0327	RNAV 1 and RNAV 2 Airworthiness Approval Process
8.	CARC Form 18-0333	RNP 2 Airworthiness Approval Process
9.	CARC Form 18-0334	A-RNP Airworthiness Approval Process
10.	CARC Form 18-0335	RNP 0.3 Airworthiness Approval Process
11.	CARC Form 18-0342	APV-Baro-VNAV Airworthiness Approval Process
12.	CARC Form 18-0328	MNPS Airworthiness Approval Process
13.	CARC Form 18-0320	RVSM Airworthiness Approval Process
14.	CARC Form 18-0319	ETOPS Airworthiness Approval Process
15.	CARC Form 18-0329	CAT II OPS Airworthiness Approval Process
16.	CARC Form 18-0330	CAT III OPS Airworthiness Approval Process
17.	CARC Form 18-0332	LVTO OPS Airworthiness Approval Process
18.	CARC Form 18-0336	EFB Airworthiness Approval Process Form
19.	CARC Form 18-0345	PBCS Operations Airworthiness Approval Process
20.		Sample Airworthiness Approval Memo

Note: *Special Operations Airworthiness Approval Process Forms are published on CARC website.*

Sample Airworthiness Approval Memo

Ref. 18/ORG-CAMO/AUTH/

To: Director Flight Safety Management
From: Director Airworthiness Standards
Subject: Special Approval
Date: /02/2019

Reference is made to ORG letter XX/XXX/XX, dated 12/01/2019.

Kindly be informed that the Airworthiness Standards Directorate hereby certifies that:

- The Airbus A330-200 aircraft registration JY-… operated by ORG meets the applicable airworthiness requirements for conducting the specified SPA operations:

  RNP 1, RNP 2, RNP 4, RNP APR, ETOPS Operations, …etc.

- and the CAMO system of ORG meets the applicable airworthiness requirements for continuing airworthiness management of such operations.

Attached are copies of CARC forms 18-0324, 18-0333, 18-0323 18-0325 and 18-0319 for RNP 1, RNP 2, RNP 4, RNP APR and ETOPS Airworthiness Approval Process Forms duly signed for the subject aircraft.
Noting that airworthiness approval alone is not an authorization to operate the specified SPA operations; operational approval, LOA or OPS SPECS shall be issued to authorize the SPA operations.

Sincerely,

Director Airworthiness Standards

cc: Director Flight Operations Standards.