



EAC

No. 121_4

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CERTIFICATION OF AIR CARRIERS

1. PURPOSE

- a. This advisory circular (EAC) describes the process of applying for and obtaining an Air Carrier Certificate to conduct air carrier operations under Egyptian Civil Aviation Regulations (ECAR) Part 121 Air Carriers and Air Taxi. The certification process may appear to be a complex undertaking, particularly to a "first time" applicant. This advisory circular provides basic information the certification process.
- b. Because of the wide variety of acceptable methods for preparing manuals, training programs, etc., a detailed discussion of acceptable methods for preparing these documents is not in this EAC. Applicants will be briefed in as much detail as necessary during meetings with Egyptian Civil Aviation Supervisory Authority (ECAA) personnel. The information in this EAC and the reading material referenced in this EAC will assist the applicant in completing the process with minimal delays and complications.

2. RELATED REGULATIONS.

Egyptian Civil Aviation law No, 28 1981. As Amended And its Legislation Egyptian Civil Aviation Regulations (ECAR) Parts 1, 11,13, 21, 23, 25, 36, 39, 43, 45 , 61, 63, 65, 67, 91, 121,129 , 141, 147 , 175 and 183.

3. RELATED READING MATERIAL.

- a. The ECAA publishes the "Advisory Circular" and "Guide to Egyptian Civil Aviation Regulations (ECAR)." These documents provide more complete information on advisory circulars and other ECAR publications and how they may be obtained and similar ECAR safety related publications. Along with those EACs shown in appendix 3 of this EAC.
- b. A list of advisory circulars appropriate to various types of air carrier operations is in appendix 3. This list provides a guide to safety related information for ECAR Parts 121 Air Carrier and Air Taxi operators.
- c. Air carrier economic regulatory functions are under the jurisdiction of the Ministry of civil aviation,

4. GENERAL.

- a. To conduct air carrier operations under ECAR Part 121 Air Carrier and Air Taxi, an applicant must be a citizen of the A.R.E. as defined by the Egyptian Civil Aviation Law No. 28 1981, as amended. The ECAA, recognizes the responsibility of air carriers to provide air transportation with the highest degree of safety possible in the public interest. The certification process is designed to ensure that prospective air carrier certificate holders understand and are capable of fulfilling this duty. When satisfactorily completed, the certification process should ensure that the applicant is able to comply with the ECAR's.
- b. There are five phases in the certification process. Each phase is described in sufficient detail to provide a general understanding of the entire certification process. The five phases are:
 - Phase** (1) Pre-application
 - Phase** (2) Formal Application
 - Phase** (3) Document Compliance
 - Phase** (4) Demonstration and Inspection
 - Phase** (5) Certification
- c. In some cases, the guidance and suggested sequence of events in this AC may not be entirely appropriate. In such situations, the ECAA and the applicant should proceed in a manner which considers existing conditions and circumstances. The applicant, however, should not expect to be certificated until the ECAA is assured that the Egyptian Civil Aviation Law, No. 28 1981 and the ECAR will be complied with in an appropriate and continuing manner.

5. Phase One - PRE-APPLICATION PHASE.

- a. As far in advance as possible of an anticipated start of operations, a prospective applicant should contact informs an intent to apply for an Air Carrier Certificate. The applicant will be invited to view an air carrier orientation appropriate to the particular type of operation being planned and to meet briefly with ECAA personnel. During this initial meeting, only basic information and general certification requirements will be discussed. If the applicant intends to proceed with certification, ECAA Form 1200.47, Pre-application Statement of Intent, will be furnished. A sample of this form with instructions for completing it is in appendix 1. The Pre-application Statement of Intent (PASI) should be completed, signed by the applicant, and returned to the ECAA.
- b. ECAA personnel will review the PASI. If the information is incomplete or erroneous, the PASI will be returned to the applicant with the reasons for its return noted in section 2. If the information is complete and acceptable, the ECAR will continue process
- c. The purpose of the pre-application meeting or any meetings conducted before the formal application phase is to ensure the applicant fully understands the certification process and to provide detailed explanations of specific requirements. It is recommended that the applicant's key management personnel attend these pre-application meetings and be prepared to discuss in general terms the plans and specific aspects of the proposed operation. Many problems can be avoided by discussing all aspects of the proposed operation and the specific requirements which must be met to be certificated as an air carrier.
- d. It is important to establish good working relationships and clear understandings between the ECAA and the applicant's representatives. The ECAA recognizes that a wide range of capabilities and expertise exists among applicants. This background experience will be considered and adjusted to during these initial meetings.
- e. To help promote understanding throughout the certification process, a pre-certification package will be provided during the pre-application meeting. This pre-certification package includes the following:
 - (1) Applicable certification job aids to be used by ECAA inspectors during the certification project.
 - (2) A schedule of events which must be completed and submitted with the formal application.
 - (3) A sample of standard operations specifications applicable to the proposed operation.
 - (4) Other publications or documents the certification team believes will be useful to the applicant.
- f. Egyptian Civil Aviation Regulations specify that an application for an air carrier certificate shall be made in a form and manner acceptable to the ECAA. It is important to understand the minimum documentation necessary to be considered acceptable for a formal application. Formal application must be made by a letter which includes a request to be certificated as an air carrier. The letter must be signed by the owner when applying as an individual, all partners when applying as a partnership, except that a managing or general partner may sign for the partnership, or an authorized officer when applying as an organization such as a company or a corporation. The letter should include a mailing address if different from the letterhead and indicate the full name, title, and address of the designated agent for service. The designated agent for service is required by the ECAA,. Certain documents must be submitted with the formal application letter. These documents (attachments) are briefly described in paragraphs 5h through 5m and will be discussed in detail during the pre-application meeting.
- g. Schedule of Events Attachment. The schedule of events is a key document which lists items, activities, programs, and aircraft and/or facility acquisitions which must be accomplished or made ready for ECAA inspection before certification. It must include the applicant's best estimate of the date each item will be acquired or event

accomplished. These estimated dates must be logical in terms of sequence. For example, the estimated date for crewmember ground training to begin should be after the date that sections of the company manuals pertinent to crewmember performance will be completed and submitted. Reasonable time for the ECAA to review, inspect, and approves each item or event should also be provided when approval is required before beginning a subsequent event or item. Failure to accomplish an item or event in a satisfactory manner or in accordance with the schedule of events could delay the certification. If at any time during the certification process the applicant finds it necessary to revise the schedule of events, the certification team should be notified as soon as practical.

- h. Company General Manuals Attachment. These manuals or sections of manuals contain information about the applicant's general policies, duties, responsibilities of personnel, operational control policy, and procedures. These are commonly referred to as the General Operations Manual and the General Maintenance Manual. ECAR Part 121 Air Carriers And Air Taxi require these manuals to include instructions and information necessary to permit concerned personnel to perform their duties and responsibilities with a high degree of safety. ECAR Part 121, Subpart G, prescribe the content of manuals. The entire manual does not need to be completely developed at the time of formal application; however, the applicant is encouraged to provide a draft outline of the major parts of all required manuals. This draft outline will help to ensure that all required material is accounted for and that the major parts of any uncompleted manual are listed in the schedule of events with proposed dates for submission to the ECAA.
- i. Initial Company Training Curriculum Attachment. It is recognized that aircraft acquisition, facility arrangements, and certain training program elements may not be fully developed at the time of formal application. The company initial training curriculum (completed to the extent possible) must be attached to the formal application letter. Initial training curriculums must include at least the following curriculum segments for each crewmember position:
- (1) Basic Indoctrination Training
 - (2) Emergency Training
 - (3) Initial Aircraft Ground Training
 - (4) Initial Aircraft Flight Training
- j. Management Qualification Resumes Attachment
- (1) ECAR Part 121 Air Carriers and Air Taxi establish basic management positions and minimum qualifications for air carrier applicants proposing to conduct, air taxi operations. It is possible to obtain a deviation from these required basic management positions and qualifications, depending on the complexity of the planned operation. Individuals assigned to the required basic management positions are expected to have a thorough knowledge of the applicant's company manuals, operations specifications, the ECAR and the planned operations relevant to the position. This attachment must contain resumes of the qualifications, certificates (including certificate numbers), ratings, and aviation experience for each of the following positions, or equivalent:
 - (i) Accountable executive
 - (ii) Director of Operations
 - (iii) Director of Safety
 - (iv) Director of maintenance
 - (v) Chief Pilot
 - (vi) Chief Inspector
 - (2) If a deviation from the management requirements is anticipated, it should be noted in the formal application letter. The actual request for deviation, however, must be made in a separate letter which presents specific justification. This request for a deviation should be made to the ECAA as soon as practical to enable the individual who will hold the position to be involved early in the certification process.

k. Documents of Purchase, Leases, Contracts, and/or Letters of Intent Attachments. These attachments should provide evidence that the applicant is in the process of actively procuring aircraft, facilities, and services to the type of operation proposed. If formal arrangements are not completed, letters or other documents showing preliminary agreements or intent will suffice until formal contracts or agreements are available.

(1) Examples of the types of equipment, facilities, and services which should be addressed in these documents are as follows:

- (i) Aircraft.
- (ii) Station facilities and services.
- (iii) Weather and Notice To Airmen (NOTAM) gathering facilities and services .
- (iv) Communications facilities and services.
- (v) Maintenance facilities and services.
- (vi) Maintenance contractual arrangements.
- (vii) Aeronautical charts and related publications.
- (viii) Airport analysis and obstruction data (if applicable).
- (ix) Contract training and training facilities (if applicable).

l. Initial Compliance Statement Attachment. This attachment should be a complete listing of all ECAR Part 121 Air Carriers and Air Taxi regulations applicable to the proposed operation. Applicable subparts and each relevant section of the part should be identified and accompanied by a brief description, or preferably a specific reference, to a manual or other document. The brief description or reference must describe the method of compliance for each regulation listed. If the precise method of compliance has not been developed at the time of formal application, an indication that this information will be included in the final compliance statement when submitted will suffice. The following illustrations are samples of how relevant sections of the regulations should be presented in an initial compliance statement and/or a final compliance statement as appropriate.

EXAMPLE 1. Initial compliance statement - method of compliance not developed at time of formal application.

121.97 Airports: Required data.
To be supplied.

EXAMPLE 2. Initial or final compliance statement - method of compliance fully developed - preferred presentation.

121.563 Reporting mechanical irregularities.
GOM p. 129, para. 243; GMM p. 45, para. 12.5.

EXAMPLE 3. Initial or final compliance statement - method of compliance fully developed - acceptable presentation.

21.563 Reporting mechanical irregularities. The General Operations Manual (GOM) instructs the pilot in command (PIC) on the requirements for and methods of completing the aircraft maintenance log. The PIC is required to review the log before each flight and to the status of each previous entry. The General Maintenance Manual (GMM) instructs maintenance personnel on the requirement to record discrepancies discovered during preflight checks and other types of checks.

m. A thorough understanding of pertinent regulations and advisory materials is critical to the success of the entire certification process. The applicant and key management personnel must understand which regulations apply to the intended operation. A list of regulations by subpart and section as they apply to various kinds and types of operations is in appendix 2.

n. During the pre-application phase and throughout the certification process, the applicant will have to prepare documents and manuals for ECAA evaluation and

approval or **acceptance**. The applicant is encouraged to informally coordinate drafts of these documents with the certification team and other ECAA inspectors assigned to the certification project. Time spent on this informal coordination can significantly reduce the workload for the applicant and ECAA inspectors after the formal application is submitted. ECAA inspectors will give advice and guidance; however, the production of approvable, acceptable documents and manuals is the responsibility of the applicant.

6. Phase Two - FORMAL APPLICATION PHASE.

- a. It is recommended that the formal application should be submitted at least 90 days before revenue operations are expected to begin, although the application should be submitted to the ECAA as ECAR in advance of the proposed start up date as possible. When the formal application is fully developed, it should be forwarded to the assigned certification team.
- b. The certification team will review the application to determine that it contains the required information and attachments. If there are omissions or errors, the formal application and all attachments will be returned with a letter outlining the reasons for its return. If the applicant has a good understanding of the requirements, the formal application should be of sufficient quality to allow any omission, deficiency, or open question to be resolved during a formal application meeting.
- c. The formal application meeting should be attended by all of the applicant's key management personnel. The purpose of this meeting is to discuss the formal application and resolve any omission, deficiency, or open question. It will be placed on the practicality of the schedule of events. Subsequent phases of the certification process will be fully discussed. The applicant should seek clarification of any item or event that is not clearly. The Certification team will not formally accept the application during the meeting. This delay allows the applicant time to resolve any omissions or deficiencies discussed during the meeting.
- d. The applicant will be notified by letter whether the formal application is accepted or rejected. ECAA acceptance of a formal application does not constitute approval or acceptance of individual attachments. These documents will be evaluated thoroughly during subsequent phases of the certification process. If, the formal application is not accepted, it will be returned with a written explanation of the reasons for its return.

7. Phase Three - DOCUMENT COMPLIANCE PHASE.

- a. After the formal application has been accepted, ECAA inspectors will begin a thorough evaluation of all the manuals and documents that are required by regulation to be submitted to the ECAA. The ECAA will endeavor to complete these evaluations in accordance with the applicant's schedule of events. However, if a manual or document is incomplete or deficient, or if noncompliance with the regulations or safe operating practices is detected, the manual or document will be returned for corrective action. If the manuals and documents are satisfactory, they will be approved or accepted. **Approvals** will be indicated by letter or by approval of operations specifications. **Acceptance** of information which does not require formal approval will be indicated by letter or by the lack of any ECAA objections to the information.
- b. The complexity of the information which must be addressed in the applicant's manuals and other documents depends on the complexity of the planned operation. The following list provides examples of information which must be provided by the applicant and evaluated by the ECAA during this phase:
 - (1) Management personnel resume outlining proposed management qualifications and compliance histories (not required for ECAR Part 121 Air Taxi single pilot operators).
 - (2) General Operations
 - (3) General Maintenance Manual. This manual may be combined with the General Operations Manual for ECAR Part 121 Air Taxi operators.

- (4) Aircraft maintenance manuals/programs .
- (5) Weight and balance procedures/program (not applicable to operators of single engine aircraft).
- (6) Training program (not required for ECAR Part 121 Air Taxi single pilot operators).
- (7) Aircraft Flight Manual.
- (8) Aircraft Operations Manual (not required for ECAR Part 121 Air Taxi or for an operator who chooses to use the manufacturer's approved Aircraft Flight Manual).
- (9) Minimum Equipment List (MEL) (if applicable).
- (10) Configuration Deviation List (CDL) (if applicable).
- (11) Cockpit checklist.
- (12) Passenger briefing cards.
- (13) Noise and emission plan (if applicable).
- (14) Airport Runway Analysis (not required for non-transport category aircraft operations).
- (15) Deviation requests.
- (16) Hazardous Materials/Security Program.
- (17) Cabin crew safety Manual (required only for aircraft certificated to carry more than 20 passengers).
- (18) Dispatch/flight following/flight locating procedures.
- (19) Maintenance reliability program (optional).
- (20) Proving test plan (if required).
- (21) Emergency evacuation demonstration plan (if required).
- (22) Ditching demonstration plan (if required).
- (23) Continuous analysis and surveillance system (for aircraft maintained under a continuous airworthiness maintenance program).
- (24) Final compliance statement.
- (25) Emergency response plan
- (26) Safety manual
- (27) Training manual
- (28) Corporate manual

- c. The final compliance statement is the completed initial compliance statement attachment which was required to be submitted with the formal application. The final compliance statement ensures each applicable regulatory requirement has been adequately addressed in the appropriate manuals, programs, and/or procedures.

8. Phase Four - DEMONSTRATION AND INSPECTION PHASE.

- a. ECAR Part 121 Air Carriers And Air Taxi require an applicant to demonstrate the ability to comply with regulations and safe operating practices before beginning actual revenue operations. These demonstrations include actual performance of activities and/or operations while being observed by ECAA inspectors. This includes on-site evaluations of aircraft maintenance equipment and support facilities. During these demonstrations and inspections, the ECAA evaluates the effectiveness of the policies, methods, procedures, and instructions as described in the applicant's manuals and other documents. Emphasis is placed on the applicant's management effectiveness during this phase. Deficiencies will be brought to the attention of the applicant and corrective action must be taken before a certificate is issued.
- b. Although the document compliance and the demonstration and inspection phases have been discussed separately in this EAC, these phases overlap or are accomplished simultaneously in actual practice. The following list provides examples of the types of items, equipment, facilities, and activities evaluated during the demonstration and inspection phase.
 - (1) Conduct of training programs (classroom, simulators, aircraft, and maintenance personnel training).

- (2) Airmen testing and certification (airmen, crewmembers, and dispatchers, as applicable).
- (3) Station facilities (equipment, procedures, and personnel).
- (4) Recordkeeping procedures (documentation of training, flight and duty times, flight papers).
- (5) Flight control (dispatch or flight following or flight locating capabilities).
- (6) Maintenance and inspection programs (procedures, recordkeeping).
- (7) Maintenance facilities (personnel, procedures, technical information, spare parts, equipment, fueling, etc.).
- (8) Aircraft (conformity inspection, aircraft maintenance records, etc.).
- (9) MELs and CDLs (compliance with operating and maintenance procedures, etc., if applicable).
- (10) Weight and balance program (procedures, accuracy, and document control).
- (11) Passenger emergency evacuation demonstration, not applicable to ECAR Part 121 Air Taxi (aborted takeoff demonstration and ditching demonstration).
- (12) Aircraft proving tests. Includes full-scale simulation of revenue operations to demonstrate the ability to operate independently, safely, and in compliance with the applicable ECAR (not applicable to some ECAR Part 121 Air Taxi operations).

9. Phase Five - CERTIFICATION PHASE.

- a. After the document compliance and demonstration and inspection phases have been completed satisfactorily, the certification team will prepare an air carrier certificate and approve the operations specifications. The operations specifications contain authorizations, limitations, and provisions specific to an applicant's operation. The applicant must acknowledge receipt of these documents. The applicant is required to provide the certification team with a copy of the written economic authority. This may be in the form of a certificate, a registration, or other appropriate form. After receiving a copy of the economic authority, the certification team will issue the certificate and operations specifications to the applicant, who is thereafter referred to as the certificate holder. The Air Carrier Certificate, the operations specifications, and the economic authority enable the certificate holder to begin revenue operations. The economic authority is not effective until after ECAA issues both the Air Carrier Certificate and the appropriate operations specifications.
- b. The certificate holder is responsible for continued compliance with the ECAR and the authorizations, limitations, and provisions of its certificate and operations specifications. As a certificate holder's operation changes, the operations specifications will be amended accordingly. The process for amending operations specifications is similar to the certification process, but may be a less complex procedure depending on the subject of the amendment. The ECAA is responsible for conducting periodic inspections of the certificate holder's operation to ensure continued compliance with the ECAR and safe operating practices.

10. SINGLE PILOT, SINGLE PILOT IN COMMAND AND BASIC ECAR PART 121 Air Taxi OPERATOR.

- a. Single Pilot, Single Pilot in Command, and Basic ECAR Part 121 Air Taxi Operator air carriers are defined in appendix 4 of this AC. Because these air carriers are usually limited in size and scope, they may not be required to comply with all regulatory requirements for manuals, training programs, and management positions. These air carriers will normally need less extensive manual and training program material and fewer management positions. However, these types of air carriers will not be permitted a reduction in safety standards due to the limited size and scope of operations.
- b. Single Pilot ECAR Part 121 Air Taxi Operators.
ECAR Part 121 Air Taxi does not require a Single Pilot Operator to develop or maintain manuals, training programs, or identify specific management positions. Therefore, Company General Manuals and initial training curriculum attachments

are not required to be submitted with the formal application. However, a resume of qualifications and experience of the principal owner and/or company officer who will exercise operational and maintenance/inspection control must be submitted with the formal application.

c. Single Pilot in Command and Basic ECAR Part 121 Air Taxi Operators.

ECAR Part 121 Air Taxi allows for a deviation from the manual, training program, and management requirements. A deviation from these requirements may be granted to an applicant who intends to operate as a Single Pilot in Command or a Basic ECAR Part 121 Air Taxi Operator. The applicant should attach a letter to the ECAA Form 12000.47 identifying the regulations from which deviation is requested. The letter should provide justification for the proposed deviations and the number of pilots, both pilot in command and second in command, which will be used. If the deviation is to be granted, totally or in part, the applicant will be notified early in the pre-application phase. In this situation, ECAA personnel will specify for the applicant the documents and attachments which must accompany the formal application.

11. EXPLANATION OF APPENDIXES IN THIS ADVISORY CIRCULAR.

- a. Appendix 1 provides instructions on how ECAA 12000.47, Pre-application Statement of Intent (PASI), should be completed. Section 1, items 1 through 11, should be completed and signed by the applicant and returned to the appropriate ECAA. Sections 2 and 3 are reserved for ECAA use.
- b. Appendix 2 provides a list of regulatory and other types of documents, which may be applicable to a particular type of operation an applicant for an Air Carrier Certificate proposes to conduct.
- c. Appendix 3 is a list of ECAA advisory circulars, which may be applicable to a particular type of operation an applicant for an Air Carrier Certificate proposes to conduct.
- d. Appendix 4 provides definitions of terms as they are used in the certification process.

APPENDIX 1.

Instructions For Completing Pre-Application Statement Of Intent (Pasi)

SECTION 1A. This section shall be completed by all applicants.

1. Enter the company's official name and mailing address.
2. This address shall be the physical location where primary operating activities are based. It is where the offices of management required by regulation are located. If the address is the same as item 1, enter "same."
3. Enter the estimated date when operations or services will begin.
4. This information will be used to assign a company identification number. You may indicate up to three, three-letter identifiers, such as ABC, XYZ, etc. If all choices have been assigned to other operators or agencies, a randomly selected number will be assigned.
5. Enter the names, titles, and telephone numbers of required management personnel. This shall include the general manager, director of operations, director of maintenance, chief pilot, and chief inspector, as applicable. Management personnel qualification requirements are specified in ECAR Part 121 Air Carrier and Air Taxi.

SECTION 1B. This section shall be completed by all air operator applicants applying under ECAR Parts 121 .

6. The proposed type of operation shall be indicated. Check as many boxes as apply.
- SECTION 1C. This section shall be completed by all air operator applicants applying under ECAR Part s 121 Air Carriers and Air Taxi.

7. Indicate the proposed number and types of aircraft to be operated, as well as the number of passenger seats or, for all cargo aircraft, payload capacity.
8. Enter the geographic areas in which operations are to be conducted. For example, if operations are to be conducted in, list those Airports. For overseas or international operations, enter each area, country, or geographical area, such as AFRICA, ASIA, EUROPE, USA, CANADA and SOUTH AFRICA.

SECTION 1 D. This section shall be completed by all applicants.

9. Show any information which would assist ECAA personnel in understanding the type and scope of operation or services to be performed by the applicant.
10. The Pre-application Statement of Intent (PASI) denotes intent to seek ECAA certification as an air operator or air agency. It must be signed as follows:

<u>Type of Organization</u>	<u>Authorized Signature</u>
Individual	Owner
Partnership	At least one partner
Company, corporation, association, etc.	At least one authorized officer

SECTIONS 2 and 3. For ECAA Use.

FIGURE1. ECAA FORM PRE-APPLICATION STATEMENT OF INTENT (PASI)

APPENDIX 2.
APPLICABLE REGULATIONS

- Part 1 Definitions and Abbreviations.
- Part 11 General rulemaking procedures (exemption provisions).
- Part 13 Investigate and Enforcement Procedures
- Part 21 Certification Of Airplane Design And Manufacture Organization And Type Certification.
- Part 45 Nationality and registration marking.
- Part 61 Certification: Pilots and flight instructors.
- Part 63 Certification: Flight crewmembers other than pilots.
- Part 65 Certification: Airmen other than flight crewmembers
- Part 67 Medical standards and certification.
- Part 91 Air traffic And general operating rules.
- Part 121 Certification and operations Air Carriers And Air Taxi Operators.
- Part 129 Operations : Foreign Air Carriers And Foreign Operators Of Egyptian Registered Aircraft Engaged in Common Carriage.
- Part 141 Pilot Schools
- Part 145 Maintenance Organizations Or Repair Stations Approval.
- Part 147 Aviation Maintenance Training Schools
- Part 175 Transport of Dangerous Goods
- Part 183 Representatives of the ECAA

**Applicable International Rules And Documents International/Overseas Operations
ICAO Annexes**

- Annex 2 to the ICAO Convention ... Rules of the Air
- Annex 6 to the ICAO Convention ... Operation of Aircraft
- Annex 8 to the ICAO Convention ... Airworthiness of Aircraft
- Annex 11 to the ICAO Convention ... Air Traffic Services
- Annex 10 to the ICAO Convention ... Telecommunications
- Annex 12 to the ICAO Convention ... Search and Rescue

APPENDIX 3
RELATED EACs

<u>PART</u>	<u>TITLE</u>
EAC00_4	Line Oriented Flight Training
EAC00_6	Record Keeping
EAC00_7	Manuals
EAC00_11	Safety Management System
EAC00_13	Guidance On The Development Of An SMS Implementation Plan For Service Providers
EAC00_14	Normal operation safety survey
EAC00_15	Line Operations Safety Audit (LOSA)
EAC00_17	An Integrated Risk Management Framework
EAC00_18	Threat And Error Management
EAC91_5	Abroad operation of aircraft with Egyptian registration
EAC91_8	Approval of Egyptian operators and aircraft to operate under instrument flight rules (IFR) in European airspace designated for basic area navigation (BRNAV/RNP 5)
EAC91_9	Approval of Egyptian Operators and Aircraft to operate in Airspace above flight level FL 290 where a 1000 foot vertical separation minimum is applied
EAC91_10	Approval of Egyptian Operators and Aircraft to Operate in Oceanic Airspace where Required Navigation Performance 10 (R-10) Is Required
EAC91_16	Airworthiness EAC 91-16 and Operational Approval of P-RNAV Systems for use in designated airspace where P-RNAV is implemented
EAC121_2	Requirements for Leases and Interchange Agreements.
EAC121_3	Flight Operations Quality Assurance Program
EAC121_6	Developing And Implementing A Continuing Analysis And Surveillance System
EAC121_7	Ac 120-66b –Aviation Safety Action Programs (ASAP)
EAC121_8	Maintenance program manual
EAC121_9	Flight Safety Documents System
EAC121-15	The Certification, Airworthiness, and Operational Use of Electronic Flight Bags
EAC147	Certification and surveillance of aviation maintenance training centers
EAC175	Manual and Training Program Requirements For Operators Regarding Transport of Dangerous Goods

APPENDIX 4.
DEFINITIONS

The following appendix defines terms used in this advisory circular and/or the certification process. Other definitions may be found in ECAR Part 1, Definitions and Abbreviations.

"Agent for Service." The person upon whom service of all notices and processes and all orders, decisions, and requirements of the ECAA.

"Basic ECAR Part 121 Air Taxi Operator." A Basic ECAR Part 121 Air Taxi Operator is a certificate holder who will use more than one pilot in command and will be authorized, because of the operator's limited size and scope, certain deviations from the manual content, management personnel, and training program curriculum requirements of ECAR Part 121 Air Taxi. Normally, a deviation will not be granted to operators intending to use more than five pilots, including seconds in command; or more than five aircraft; or more than three different types of aircraft; or who intend to use check airmen; or aircraft type certificated for more than nine passenger seats; conduct Category II or III approach operations; or conduct operations outside A.R.E..

"Direct air carrier" means a person who provides, or offers to provide, air transportation and who has control over the operational functions performed in providing that transportation.

"Domestic operation" means any scheduled passenger carrying operation conducted between any points within the A.R.E..

"Nonscheduled operation" means any passenger carrying operation that is other than a scheduled operation or any all-cargo operation,

"Passenger carrying operation" any aircraft operation carrying any person other than a crewmember, company employee, authorized government representative, or person accompanying a shipment.

"Principal base of operations" means the primary operating location of a certificate holder as designated by the Administrator.

"Single Pilot Operator." A Single Pilot ECAR Part 121 Air Taxi Operator is a certificate holder who will use only one pilot in ECAR Part 121 Air Taxi operations. The single pilot shall be identified by name on the certificate holder's operations specifications. Using "freelance" pilots, or temporary pilot employees in place of the pilot named on the operations specifications, is not authorized. ECAR Part 121 Air Taxi does not require Single Pilot ECAR Part 121 Air Taxi Operators to maintain manuals, training programs, or management positions (no deviation required).

"Single Pilot in Command Operator." A Single Pilot in Command ECAR Part 121 Air Taxi Operator is a certificate holder who will use only one pilot in command in ECAR Part 121 Air Taxi operations. The single pilot in command shall be identified by name on the certificate holder's operations specifications. Using "freelance" pilots, or temporary pilot employees in place of the pilot in command named on the operations specifications, is not authorized. The certificate holder may be authorized to use no more than three individuals as second in command pilots. These individuals will be identified by name on the certificate holder's operations specifications and shall meet all the requirements of ECAR Part 121 Air Taxi to serve as second in Single Pilot in Command Operators are not authorized to operate aircraft type certificated to conduct Category II or III approach operations, or conduct operations outside the A.R.E.

FIG 1
Form 12000-47
Pre-Application Statement of Intent - PASI

PROSPECTIVE OPERATOR'S OR MAINTENANCE ORGANIZATION'S PRE-ASSESSMENT STATEMENT

PRE-ASSESSMENT STATEMENT		
(To be completed by an applicant for an air operator certificate (AOC) or for approval as an approved Maintenance organization (AMO))		
Section 1A. To be completed by all Applicants		
1. Company registered name and trading name if different. Address of company: mailing address; telephone; fax and E-mail.	2. Address of the principal place of business, including telephone, fax and e-mail: Secondary business address: Type of operation:	
3. Proposed start-up date:	4. Requested designator for aircraft operating agency in order of preference a) _____ b) _____ c) _____	
5. Management and key staff personnel		
Name	Title	Telephone, fax and e-mail
Section 1B. Proposals for maintenance (to be completed by all applicants as appropriate)		
6.	<input type="checkbox"/> Air operator intends to perform its maintenance as an AMO (complete 7 and 8). <input type="checkbox"/> Air operator intends to arrange for maintenance and inspections of aircraft and associated equipment to be Performed by others (complete 7 and 11) <input type="checkbox"/> Air operator intends to perform maintenance under an equivalent system (complete 7 and 11). <input type="checkbox"/> AMO (complete 8)	
7. Air operator proposed types of operation	8. AMO proposed ratings	
<input type="checkbox"/> Passengers and cargo <input type="checkbox"/> Cargo only <input type="checkbox"/> Scheduled operations <input type="checkbox"/> Charter flight operations	<input type="checkbox"/> Airframe <input type="checkbox"/> Power plant <input type="checkbox"/> Propeller Avionics <input type="checkbox"/>	<input type="checkbox"/> Computers <input type="checkbox"/> Instruments <input type="checkbox"/> Accessory <input type="checkbox"/> Specialized service

<u>Section 1C. To be completed by air operator applicants</u>	
9. Aircraft data (provide a copy of the lease agreement for all leased aircraft) a) Number of aircraft by type and model. Aircraft nationality and registration mark where payload <u>b) Number of passengers capacity seats and/or cargo</u>	10. Geographic area(s) of intended operations and proposed route structure:

<u>Section 1D. To be completed by all applicants</u>
11. Additional information that provides a better understanding of the proposed operation or business (attach additional sheets, if necessary):
12. Proposed training (aircraft and/or flight simulation training device):

Section 1E. The signature and the information contained in this form denote an intent to apply for an AOC and/or approval as a maintenance organization, as appropriate.

Type of organization:

Signature:

Date:

Name and title:

Section 2. To be completed by the Civil Aviation Authority (CAA)

Received by (name and office):

Date received: (day/month/year)

Date forwarded to the President of ECAA (day/month/year):

For: Action Information only

Remarks:

Section 3. To be completed by the office of the President of ECAA

Received by:

Pre-application number:

Date (day/month/year):

Local office assigned responsibility for designation of the CAA project manager and the certification team:

Date Forwarded to Local Office for the Initiation of the Formal Certification or Approval Process: (Day/Month/Year):

Remarks: