



Information Bulletin Number 20/2005

TO: All Foreign Operators Operating In the U.A.E.
FROM: Director General
REF: 20212/3528
DATE: 25th July 2005
SUBJECT: OPERATION OF AIRCRAFT WITH ONE ENGINE INOPERATIVE

INTRODUCTION

The purpose of this Information Bulletin is to provide regulatory guidance to enable the conduct of a ferry flight of a four (4) and three (3) engine aircraft, with one engine inoperative, to a maintenance base for the purpose of repairing that engine.

Nothing in this Information Bulletin is intended to conflict with the U.A.E. Civil Aviation Law, applicable Civil Aviation regulations, other legislations or required maintenance action as mandated by the manufacturer which, in case of doubt, must be considered as overriding.

APPLICABILITY

This information bulletin is applicable to all foreign operators in the UAE operating a four (4) and three (3) engine aircraft.

EFFECTIVITY

The requirement of this Information Bulletin shall become effective from its date of issue.

PROCESS OF APPLICATION

An operator intending to conduct a ferry flight with an engine inoperative shall provide to the GCAA the following documents prior to the flight:

- (1) A ferry flight permit or authorisation for ferry flight issued by the applicable State of Registry.
- (2) The relevant aircraft documentation including the following:
 - (a) Certificate of Registration.
 - (b) Current Certificate of Airworthiness.
 - (c) Valid Air Operator Certificate.
 - (d) Operation Specifications.
 - (e) Noise Certificate.
 - (f) Valid Insurance Certificate covering hull, crew and third party liability.
- (3) An inspection report conducted by the operator's authorised personnel indicating that the aircraft is safe to conduct the ferry flight in that condition.
- (4) All Minimum Equipment List (MEL) (or equivalent) and open items which have been reviewed and accepted by the pilot.
- (5) A letter of No Objection from the concerned airport authority allowing the departure of the aircraft from that airport.
- (6) A copy of the relevant AFM Section (s)/supplement (s).

Upon submission of the above documents, the GCAA may issue a no objection for the conduct of the ferry flight provided that the GCAA is satisfied and the following additional conditions are met.

CONDITIONS

- (1) All documents as listed in items (1) to (6) above are submitted to the GCAA.
- (2) The aircraft is to be flown by properly certified crew who have undergone One-Engine Inoperative simulator training within the preceding 12 months. They shall also be thoroughly familiar with the operating procedures for one-engine inoperative ferry flight contained in the operator's Operations Manual (OM) and the limitations and performance information in the Aircraft Flight Manual (AFM).

- (3) The operator must comply with any Airworthiness Directive (AD) pertinent to the make and model of aircraft that requires compliance unless the AD specifies that the aircraft can be ferried to a location where the requirements of that specified AD can be accomplished.
- (4) The aircraft model must have had a test-flight conducted with an engine inoperative and found satisfactory for safe flight in accordance with performance data contained in the applicable AFM.
- (5) The approved AFM must contain the following performance data:
 - (i) Maximum weight.
 - (ii) Center of gravity limits.
 - (iii) Configuration of the inoperative propeller (if applicable).
 - (iv) Runway length for takeoff (including temperature accountability).
 - (v) Altitude range.
 - (vi) Certificate limitations.
 - (vii) Ranges of operational limits.
 - (viii) Performance information.
 - (ix) Operating procedures.
- (6) The flight is conducted in accordance with at least the data as listed in paragraph (5) (i) to (ix) above.
- (7) The operator's manual must contain operating procedures approved by its State of Registry for the safe operation of the aircraft with one engine inoperative, including specific requirements for:
 - (i) Limiting the operating weight on any ferry flight to the minimum necessary for the flight plus the necessary reserve fuel load;
 - (ii) A limitation that takeoffs must be made from dry runways unless, based on a showing of actual 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 AFM.
 - (iii) Inspection procedures for determining the operating condition of the operative engines.



- (8) The initial climb from the departure airport shall not be over thickly populated areas.
- (9) The weather conditions at the takeoff or destination airport shall not be less than those required for VFR flight.
- (10) Persons other than the required flight crewmembers shall not be carried during the flight.
- (11) No commercial cargo shall be carried during the flight.
- (12) Apart from the required documents to be carried, portions of the OM that contain a restatement of the permit with those conditions and limitations imposed by its State of Registry CAA shall be carried on board.
- (13) The necessary permits to over-fly foreign territory are obtained from the applicable States National Civil Aviation Authorities.

This Information Bulletin shall remain in force unless rescinded, revoked or modified.

Best regards,


MOHAMED GHANIM AL GHAITH
DIRECTOR GENERAL

