



Exploration & Production

GENERAL SPECIFICATION

Logistics and Operational Support

GS EP LSO 140

Technical Specifications For Chartered Corporate Aeroplanes
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1. Scope

The purpose of this document is to define the TOTAL technical specifications for Air charter transport when using corporate or executive aeroplanes. This GS can be added to frame or spot contracts.

2. Reference documents

The reference documents listed below form an integral part of this General Specification. Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published at the EFFECTIVE DATE of the CONTRACT.

Standards

Reference	Title
ICAO Annex 6 Part I ICAO Annex 1	Operation of Aircraft – International commercial – Aeroplanes Personnel licensing

Professional Documents

Reference	Title
Not applicable	

Regulations

Reference	Title
FAR EASA	Federal Aviation Regulations European Aviation Safety Agency

Codes

Reference	Title
Not applicable	

Other documents

Reference	Title
Not applicable	

**Total Documents**

Reference	Title
Not applicable	

3. Air Operator

The operator must hold a valid Air Operator Certificate or equivalent document issued by the relevant competent authority. This AOC or equivalent document must comply with the ICAO standards.

The minimum standard of operations shall comply with the [annex 6 of ICAO \(part 1\)](#).

Documents such as: Operations manual, Minimum Equipments list, Maintenance Organization, Aircraft specific Maintenance programme must be developed and available.

A safety management system as defined by the ICAO or equivalent shall be in place.

The combined single limit of the insurance coverage shall be no less than one hundred million United States Dollars (US\$ 100,000,000).

Individual Air Transport ticket must be issued for passengers.

4. Aircraft

The aircraft shall be a multi turboprop or jet engine certified under the following standard:

- [FAR 23 / EASA CS 23](#) for normal and commuter category aeroplanes
- [FAR 25 / EASA CS 25](#) for large aeroplanes

The aircraft shall be less than less than 25 years old during the contract.

The aircraft shall be IFR (Instrument flying rules) equipped.

Aircraft equipment list shall comply with the requirements of [ICAO, Annex 6, Part 1, chapter 6](#).

5. Crew

5.1 Pilots

A minimum of two pilots is required.

One pilot must be younger than 60 years old, the other pilot must be younger than 65 years old.

The pilot designated as commander must hold a valid aeroplane Airline Transport Pilot Licence, have a total of 3,000 flying hours with 1000 hours on multi-engine aircraft and 100 hours on the type of aircraft being considered. In addition, he must hold a minimum of 500 hours on jet plane or 500 hours on propeller plane.

The pilot designated as co-pilot must hold a valid CPL (Commercial Pilot licence) with a current IFR rating.



Pilots shall receive a yearly training on the designated aircraft type simulation device. This simulation device must be approved by the relevant authority.

5.2 Cabin crew

The operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons being assigned as a cabin crew.

The acceptable standard for training is listed in the [ICAO annex 6, part 1, chapter 12](#).

6. Maintenance

The operator is responsible to maintain the aircraft airworthiness and shall ensure that maintenance is performed according to the approved maintenance documentation, Service Bulletins and applicable Airworthiness Directives.

Maintenance shall be carried out by an approved maintenance organisation (JAR 145 or equivalent).

Maintenance quality assurance methodology must be effective.

Only spare parts approved by manufacturer or authority shall be used, origin and history shall be demonstrated through certified documents.

The mechanics approved to sign the aircraft certificate of release to service shall have attended an approved training course, have a minimum of 6 years experience of which 2 years shall have been performed on equivalent type.

7. Control

Operator maintenance and operations organization can be audited by Company aviation advisers on request at any time.