NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.445

National Policy

Effective Date:
11/28/17

Cancellation Date:
11/28/18

SUBJ: OpSpec C054, Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums

1. Purpose of This Notice. This notice announces a nonmandatory revision to operations specification (OpSpec) C054 applicable to Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135.

2. Audience. The primary audience for this notice is certificate-holding district offices (CHDO), Flight Standards District Offices (FSDO), certificate management offices (CMO), principal inspectors (PI), and aviation safety inspectors (ASI). The secondary audience includes all Flight Standards divisions, branches, and offices.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators can find this notice on the Federal Aviation Administration's (FAA) website at http://fsims.faa.gov. The public can find this notice at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. Under Notice N 8900.412, OpSpec/MSpec/LOA C048/MC048, Enhanced Flight Vision System (EFVS) Operations, the Flight Operations Branch (AFS‑410) revised the templates for OpSpec/Management Specification (MSpec)/Letter of Authorization (LOA) C048, Enhanced Flight Vision System (EFVS) Operations. AFS-410 also identified limitations in OpSpec C054 that may unnecessarily restrict some EFVS operations for parts 121 and 135 operators. The C054 templates are revised with language to allow operators issued the revised C048 to exercise the provision to dispatch/flight release an aircraft when forecast visibility is less than ¾ statute mile (sm) or Runway Visual Range (RVR) 4000 without a requirement for precision instrument (all weather) runway markings or runway centerline (RCL) lights operational on the runway.

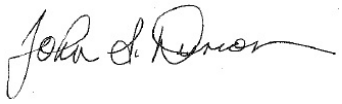
5. Guidance. This notice contains the following:

- The sample OpSpec C054 template in Appendix A applies to part 121.
- The sample OpSpec C054 template in Appendix B applies to part 135.
- The sample OpSpec C054 template in Appendix C applies to part 121/135.

6. Applicability and Compliance. This notice applies to OpSpec C054 issued to all operators conducting operations under part 121 and operators who conduct turbine-powered airplane operations under part 135. It is not issued to part 135 operators who do not operate turbine-powered airplanes unless that operator also conducts operations under part 121.

7. Action. PIs issuing the revised C048 for EFVS operations under 14 CFR part 91, § 91.176 should also issue the revised C054 to those operators.

8. Disposition. The information in this notice has been incorporated into FAA Order 8900.1. Direct questions or comments concerning this notice to AFS-410 at 202-267-8795.



John S. Duncan
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec C054, Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums: 14 CFR Part 121

a. High-Minimum PIC Provisions. A PIC who has not met the requirements of 14 CFR part 121, § 121.652 must use the high-minimum pilot RVR landing minimum equivalents as determined from Table 1 below.

Table 1 – High-Minimum PIC RVR Landing Minimum Equivalents

RVR Landing Minimum as Published	RVR Landing Minimum Equivalent Required for High-Minimum Pilots
RVR 1800	RVR 4500
RVR 2000	RVR 4500
RVR 2400	RVR 5000
RVR 3000	RVR 5000
RVR 4000	RVR 6000
RVR 5000	RVR 6000

b. Limitations on the Use of Landing Minimums for Turbojet Airplanes.

(1) A PIC of a turbojet airplane must not conduct an IAP when visibility conditions are reported to be less than ¾ statute mile (sm) or RVR 4000 until that pilot has been specifically qualified to use the Lower Landing Minimums (LLM).

(2) If the destination visibility conditions are forecast to be less than ¾ sm or RVR 4000, the following conditions must be met:

(a) The destination runway length must be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of § 121.195(b); and

(b) Precision instrument (all weather) runway markings or runway centerline (RCL) lights must be operational on that runway unless authorized to conduct enhanced flight vision system (EFVS) operations and use EFVS operational minimums.

(3) If unforecast adverse weather or failures occur, the PIC must not begin the final approach segment of an instrument approach unless the runway length needed for landing is determined prior to approach. The runway surface composition and length, reported runway and weather conditions, AFM limitations, operational procedures, and airplane equipment status must be considered..

Appendix B. Sample OpSpec C054, Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums: 14 CFR Part 135

a. High-Minimum PIC Provisions. A PIC who has not met the requirements of 14 CFR part 135, § 135.225(e) must use the high-minimum pilot RVR landing minimum equivalents as determined from Table 1 below.

Table 1 – High-Minimum PIC RVR Landing Minimum Equivalents

RVR Landing Minimum as Published	RVR Landing Minimum Equivalent Required for High-Minimum Pilots
RVR 1800	RVR 4500
RVR 2000	RVR 4500
RVR 2400	RVR 5000
RVR 3000	RVR 5000
RVR 4000	RVR 6000
RVR 5000	RVR 6000

b. Limitations on the Use of Landing Minimums for Turbojet Airplanes.

(1) A PIC of a turbojet airplane must not conduct an IAP when visibility conditions are reported to be less than ¾ statute mile (sm) or RVR 4000 until that pilot has been specifically qualified to use the Lower Landing Minimums (LLM).

(2) If the destination visibility conditions are forecast to be less than ¾ sm or RVR 4000, the following conditions must be met:

(a) The destination runway length must be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of § 135.385(b); and

(b) Precision instrument (all weather) runway markings or runway centerline (RCL) lights must be operational on that runway unless authorized to conduct enhanced flight vision system (EFVS) operations and use EFVS operational minimums.

(3) If unforecast adverse weather or failures occur, the PIC must not begin the final approach segment of an instrument approach unless the runway length needed for landing is determined prior to approach. The runway surface composition and length, reported runway and weather conditions, AFM limitations, operational procedures, and airplane equipment status must be considered.

Appendix C. Sample OpSpec C054, Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums: 14 CFR Part 121/135

a. High-Minimum PIC Provisions. A PIC who has not met the requirements of 14 CFR part 121, § 121.652 or part 135, § 135.225(e), as appropriate, must use the high-minimum pilot RVR landing minimum equivalents as determined from Table 1 below.

Table 1 – High-Minimum PIC RVR Landing Minimum Equivalents

RVR Landing Minimum as Published	RVR Landing Minimum Equivalent Required for High-Minimum Pilots
RVR 1800	RVR 4500
RVR 2000	RVR 4500
RVR 2400	RVR 5000
RVR 3000	RVR 5000
RVR 4000	RVR 6000
RVR 5000	RVR 6000

b. Limitations on the Use of Landing Minimums for Turbojet Airplanes.

(1) A PIC of a turbojet airplane must not conduct an IAP when visibility conditions are reported to be less than ¾ statute mile (sm) or RVR 4000 until that pilot has been specifically qualified to use the Lower Landing Minimums (LLM).

(2) If the destination visibility conditions are forecast to be less than ¾ sm or RVR 4000, the following conditions must be met:

(a) The destination runway length must be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of § 121.195(b) or § 135.385(b), as appropriate; and

(b) Precision instrument (all weather) runway markings or runway centerline (RCL) lights must be operational on that runway unless authorized to conduct enhanced flight vision system (EFVS) operations and use EFVS operational minimums.

(3) If unforecast adverse weather or failures occur, the PIC must not begin the final approach segment of an instrument approach unless the runway length needed for landing is determined prior to approach. The runway surface composition and length, reported runway and weather conditions, AFM limitations, operational procedures, and airplane equipment status must be considered.