NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.454

National Policy

Effective Date:
3/13/18

Cancellation Date:
3/13/19

SUBJ: Part 129 C Series OpSpecs Guidance Updates and OpSpec C067 Revision

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) offices and inspectors with oversight responsibility for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) part 129. This notice amends inspector guidance for Operations Specifications (OpSpec) C052, Straight-In Nonprecision, APV, and Category I Precision Approach and Landing Minima—All Airports; C056, IFR Takeoff Minimums—Airplanes; C063, IFR RNAV 1 Departure Procedures (DP) and Standard Terminal Arrivals (STAR)—U.S. Airports; C083, IASA Category 2 Special Operational Restrictions—Scheduled and Nonscheduled Operations, Additional Aircraft, and Special Authorizations; C091, Operational Requirements Airplane Design Group VI (ICAO Group F); C381, Special Instrument and RNAV Visual Flight Procedures; and C384, RNP AR—Area Navigation (RNAV) Required Navigation Performance (RNP) Authorization Required (AR). This notice also announces a revision to OpSpec C067, Special Airplane Authorizations, Provisions, and Limitations for Certain Airports, to revise it from a required to an optional issuance to foreign air carriers. Foreign air carriers with C067 issued will also require reissuance of A004 to maintain continued C067 authorization. Only the part 129 templates are affected.

2. Audience. The primary audience for this notice is International Field Offices (IFO), principal operations inspectors (POI), principal maintenance inspectors (PMI), and principal avionics inspectors (PAI) with oversight responsibility for operators issued OpSpecs under part 129. 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 FSIMS at http://fsims.avs.faa.gov. Operators can find this notice on the FAA's website at http://fsims.faa.gov. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Explanation of Policy Changes. AFS-50 has amended inspector guidance for FAA Order 8900.1, Volume 12, Chapter 2, Section 5, Part 129 Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations, OpSpecs C052, C056, C063, C067, C083, C091, C381, and C384, and made global changes due to the FAA's reorganization. AFS-50 has also revised OpSpec C067 to change it from a "required" to an "optional" OpSpec.

a. Order 8900.1, Volume 12, Chapter 2, Section 5. The following guidance changes were made to Section 5 for the C series OpSpecs, as referenced:

(1) OpSpec C052. The following changes were made to OpSpec C052:

- Updated subparagraph references.
- Updated instrument landing systems (ILS) precision runway monitor (PRM) video title.
- Deleted notes referencing inactive Handbook Bulletin for Air Transportation (HBAT).
- Made minor edits.

(2) OpSpec C056. AFS-50 incorporated information previously located in a job aid under the guidance tab in the Web-based Operations Safety System (WebOPSS) for OpSpec C056.

(3) OpSpec C063. The following changes were made to OpSpec C063:

- Updated inspector guidance for AFS-50/AFS-400 joint policy memo which removed the requirement that the column for part/version/revision number be populated.
- Removed reference to cancelled FAA Order JO 7100.9, Standard Terminal Arrival Program and Procedures.
- Updated AFS-400 web link to https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs470/pbn/.

(4) OpSpec C083. The following changes were made to OpSpec C083:

- Updated the Example Scheduled Operations Table (Figure 12-2) to match what is in the existing revision.
- Updated the geographical areas drop-down choices for the nonscheduled operations table and removed the guidance for the choices that were deleted from WebOPSS.

(5) OpSpec C091. The following changes were made to OpSpec C091:

- Added clarification on Taxi Operational Plans, based on FAA Office of Airport Safety and Standards input.
- Added a reference to the “Title 14 CFR Part 129 OpSpec C091 Information” document.
- Added clarity that AN-124 is also an International Civil Aviation Organization (ICAO) Group F aircraft and operators who wish to operate AN-124 to U.S. airports must also apply for and be issued OpSpec C091.

(6) OpSpec C381. The following changes were made to OpSpec C381:

- Added a reference to the "Title 14 CFR Part 129 OpSpec C381 Information" document.
- Made minor edits due to terminology changes.

(7) OpSpec C384. The following changes were made to OpSpec C384:

- Added guidance for completing OpSpec C384 Table 1, Aircraft and Navigation Systems Eligible for RNP AR.
- Updated references.
- Made minor edits due to terminology changes.

b. OpSpec C067 Template Revision and A004 Impact. AFS-50 has changed the OpSpec from "required" to be issued to all foreign air carriers to "optional" to be issued to a foreign air carrier. This revision adds an authorization statement for C067 to A004, Summary of Special Authorizations, Limitations, and Restrictions: "Conduct airplane operations into certain U.S. airports."

(1) The FAA determined that there was duplication between the requirement in subparagraph a of OpSpec C067, which states: "Foreign air carriers prior to operation into any U.S. airport must ensure that the airport is appropriate for the type of operation and aircraft," and subparagraph b(3) in OpSpec A001, Issuance and Applicability, and Reports, which states: "The foreign air carrier may conduct [both scheduled and nonscheduled/only nonscheduled/only scheduled] operations within the United States using regular terminal and alternate airports that the carrier has determined to be operationally suitable." Although the wording in A001 is not identical to the wording in C067, the FAA determined that the requirement is clear.

(2) The following operators will need to continue to have OpSpec C067 issued:

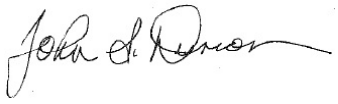
- Operators with selectable (OpSpec C067) subparagraphs b and c;
- Operators with any special limitations or provisions entered into Table 1; or
- Both of the above.

(3) If both of the following apply to a foreign operator with C067 currently issued, then the operator no longer needs to continue to have OpSpec C067 issued to them and is covered by the language in A001:

- Only subparagraph a of OpSpec C067 applies and was issued. (Selectable subparagraphs b and c did not apply and were not issued.)
- N/A was entered in the airport column signifying that the operator did not operate to any U.S. airport which had any special limitations or provisions as stipulated in Order 8900.1, Volume 12, Chapter 2, Section 5, OpSpec C067.

5. Action. This is a nonmandatory revision to the template for OpSpec C067 affecting PIs with responsibility for the issuance, amendment, and oversight of OpSpecs for part 129 (the part 129 templates).When issuing OpSpec C067 based on the nonmandatory template revision, PIs will need to also reissue A004, ensuring that C067 is checked off as authorized. For foreign air carriers with C067 currently issued, PIs need to ensure that A004 is selected as authorized before reissuing A004 for any reason. When reissuing A004, responsible PIs must archive OpSpec C067 if it is no longer required. (See subparagraph 4b above for details.) Aviation safety inspectors (ASI) with oversight responsibility for operators issued OpSpecs under part 129 should review the guidance changes described in this notice and the updated guidance in Order 8900.1, Volume 12, Chapter 2, Section 5.

6. Disposition. The information in this notice has been incorporated into Order 8900.1. Direct any questions or comments concerning the information in this notice to the International Operations Branch (AFS-52) at 202-267-0923.



John S. Duncan
Executive Director, Flight Standards Service