

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.148

National Policy

Effective Date:
3/3/11

Cancellation Date:
3/3/12

SUBJ: OpSpec B044, Planned Redispatch or Rerelease En Route

1. Purpose of this Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) who have oversight responsibility of certificate holders conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) part 121. This notice also broadcasts a revision to operations specification (OpSpec) paragraph B044, Planned Redispatch or Rerelease En Route. The revision to B044 represents a mandatory template change.

2. Audience. The primary audience for this notice is FAA CHDOs and POIs with oversight responsibility over certificate holders conducting flag or supplemental international airplane operations under part 121. The secondary audience includes Flight Standards divisions and branches in the regions and in headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site 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 and the public can find this notice on the FAA's Web site at <http://fsims.faa.gov>.

4. Background.

a. OpSpec Changes. In conjunction with the FAA Office of the General Counsel (AGC) AGC-200, the Flight Standards Service (AFS) Air Transportation Division (AFS-200) determined that prescriptive language needed to be added to OpSpec paragraph B044. Previously, B044 had eight special limitations and provisions. The revised template, Revision 2, now contains 11 specific conditions and limitations, which prescribe the requirements that partner with the authorization contained in the OpSpec.

b. Fuel Management Requirement. The more prescriptive language of the OpSpec is necessary to ensure regulatory compliance and standardization in certificate holders' flight documentation and weather briefing information. A requirement for an internal fuel monitoring program has been added to ensure adequate fuel management of flights operating in accordance with B044.

5. Guidance. FAA Order 8900.1, Flight Standards Information Management System (FSIMS), Volume 3, Chapter 18, Section 4, Part B Operations Specifications–En Route Authorizations and Limitations, contains guidance on how to issue OpSpec B044. Order 8900.1, Volume 3, Chapter 25, Section 4, Part 121 Flag Operations, Supplemental Operations Outside the Contiguous States, and Extended Overwater Operations, contains detailed guidance on the actual application of a planned redispach or planned rerelease, as well as adequate training for crewmembers, dispatchers, and persons authorized to exercise operational control. There is also a job aid contained in the Web-based automated Operations Safety System (WebOPSS) under the “Guidance” tab associated with B044.

6. Action. CHDO personnel and POIs must review the B044 job aid as well as the new guidance contained in Order 8900.1, Volume 3, Chapter 18, Section 4 and Volume 3, Chapter 25, Section 4.

a. Certificate Holders Currently Issued OpSpec B044. Revision 2 to B044 is a mandatory change. CHDO personnel and POIs of certificate holders who are currently issued OpSpec B044, Revision 1a, will have 6 months from the date of this notice to ensure that the certificate holder’s dispatch or flight release processes are compliant with all of the conditions and limitations of OpSpec B044, Revision 2. Once a CHDO personnel member or POI determines that the certificate holder is able to comply with the conditions and limitations, he or she may issue B044, Revision 2, and archive Revision 1a.

Note: The template for B044, Revision 1a, will be decommissioned 6 months from the date of this notice. In order for certificate holders to continue to conduct planned redispach or rerelease operations, they must be able to comply with all of the conditions and limitations contained in the new template.

b. Initial Authorization. For certificate holders applying for initial authorization of OpSpec B044, follow the guidance contained in Order 8900.1, Volume 3, Chapter 18, Section 4; Order 8900.1, Volume 3, Chapter 25, Section 4; and the job aid located in the WebOPSS under the “Guidance” tab associated with B044.

7. Disposition. We will incorporate the information in this notice into FSIMS before this notice expires. Direct questions concerning the information in this notice to the Air Carrier Operations Branch (AFS-220) at 202-267-9518.

for



John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec Paragraph B044 for Part 121, Planned Redispatch or Rerelease En Route

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

B044. Planned Redispatch or Rerelease En Route**HQ Control: xx/xx/xxxx****HQ Revision: XX**

a. The certificate holder is authorized to conduct planned redispatch for flag operations or planned rerelease for supplemental operations that include a departure or arrival point outside the 48 contiguous United States under 14 CFR part 121, § 121.631 in accordance with the provisions of §§ 121.593 through 121.661 and § 121.173, and the conditions and limitations provided below. For the purposes of this operations specification paragraph, a planned redispatch or rerelease is one that is planned before takeoff to be redispatched or rereleased in accordance with § 121.631(f) at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.

b. Conditions and Limitations. In addition to the requirements in §§ 121.593 through 121.661 and § 121.173 (to include requirements applicable to weather, terminal and en route facilities, and fuel supply requirements), the certificate holder must comply with the following conditions and limitations to exercise the authorization of this operations specification:

(1) Within the specific area of en route operations, this operations specification paragraph must be listed in operations specification paragraph B050.

(2) The dispatch or flight release must contain the following:

(a) A release to the initial destination airport;

(b) A plan for redispatch or rerelease from the planned redispatch or rerelease point to the intended destination airport. The planned redispatch or rerelease point must be a point that is common to both the route from the origin airport to the intended destination airport, and the route from the origin airport to the initial destination airport;

(c) Alternate airports for both the initial destination airport and the intended destination airport, in accordance with § 121.621 or § 121.623;

(d) The fuel required to fly from the origin airport and land at the initial destination airport;

(e) The fuel required to fly from the redispatch or rerelease point and land at the intended destination airport; and

(f) The total fuel required to fly from the origin airport and land at the intended destination airport based on the redispatch or rerelease. In determining these fuel requirements, the certificate holder must comply with § 121.647.

(g) The appropriate weather reports, forecasts, and NOTAMs affecting the route to be flown, and the facilities at all airports specified in the dispatch or flight release.

(3) The flight plan must be prepared prior to departure from the origin airport to the initial destination airport, and from the redispach or rerelease point to the intended destination airport. The flight plan must contain an operational analysis that includes the following:

(a) The total fuel listed in subparagraph b(2)(f) of this operations specification;

(b) Routes to be flown, including the flight levels. The portions of the routes that are common to both the route from the origin airport to the initial destination airport and the route from the origin airport to the intended destination airport may be combined in the body of the flight plan;

(c) Estimated times en route; and

(d) Alternate airports for both the initial destination airport and the intended destination airport, in accordance with § 121.621 or § 121.623.

(4) A new operational analysis must be conducted within 2 hours prior to the flight's arrival at the planned redispach or rerelease point. In preparing the new operational analysis, the dispatcher or person designated to exercise operational control (other than the pilot in command) must:

(a) Conduct an updated fuel analysis based on the current route of flight, wind conditions, and aircraft weight on the route from the planned redispach or rerelease point to the intended destination airport and any required alternate airports; and

(b) Inform the pilot in command of the results of the updated fuel analysis and all current information concerning weather conditions, navigation and ground facilities, known air traffic delays, and services at the intended destination and alternate airports specified in the redispach or rerelease, as required by § 121.601(c) for flag operations or § 121.603(b) for supplemental operations.

(5) If the operational analysis required in subparagraph b(4) of this operations specification indicates there is sufficient fuel onboard to complete the redispach or rerelease to the intended destination airport, the dispatcher or person designated to exercise operational control (other than the pilot in command) must issue a dispatch or flight release from the planned redispach or rerelease point to the intended destination airport. That redispach or rerelease must contain:

(a) A release from the planned redispach or rerelease point to the intended destination airport;

(b) An updated route, if required based on the operational analysis conducted in subparagraph b(4) of this operations specification;

(c) An alternate airport for the intended destination airport, as required by § 121.621 or § 121.623;

(d) The fuel required to fly from the planned redispach or rerelease point and land at the intended destination airport. In determining these fuel requirements, the certificate holder must comply with § 121.647;

(e) The appropriate weather reports, forecasts, and NOTAMs affecting the route to be flown, and the facilities at all airports specified in the dispatch or flight release; and

(f) The name of the dispatcher or person authorized to exercise operational control issuing the redispach or rerelease, along with the time of issuance.

(6) The pilot in command's decision on whether or not to accept the redispach or rerelease shall be made part of the redispach or rerelease. The redispach or rerelease must be retained in accordance with § 121.695 or § 121.697, as applicable.

(7) If while the aircraft is en route the flight cannot continue in accordance with the dispatch or flight release provided in subparagraph b(2) or (5) of this operations specification, the certificate holder must comply with the provisions of § 121.631(f) and (g) to amend the release.

(8) Loss of Communication:

(a) Pilot in Command. If there is a total loss of communication while en route, the pilot in command must follow the lost communications procedures as outlined in the Aeronautical Information Manual, or the provisions specified in ICAO Annex 2, as applicable to the airspace in which communication is lost.

(b) Aircraft dispatcher and persons designated to exercise operational control. If there is a total loss of communication while en route, the aircraft dispatcher or person designated to exercise operational control must follow the emergency procedures set forth in § 121.557(b) and (c) for flag operations, and § 121.559(b) and (c) for supplemental operations.

(9) If the estimated time of arrival at the initial destination or intended destination exceeds 15 minutes beyond the flight plan, the cruise altitude varies by 4,000 feet or more from the flight plan, or the airplane deviates more than 100 NM from the route specified in the flight plan, the flightcrew must notify the aircraft dispatcher or person designated to exercise operational control as soon as practicable. The aircraft dispatcher or person designated to exercise operational control must then evaluate the fuel onboard and determine if additional action is necessary.

(10) The certificate holder must establish policies and procedures for monitoring the actual fuel burn during flight, and comparing it to the planned fuel burn. The certificate holder must conduct a real time analysis of any fuel burn en route that exceeds the planned fuel burn, and ensure that sufficient fuel remains at the redispach or rerelease point to allow a flight to continue to the intended destination airport. If sufficient fuel for continuation to the intended destination is not onboard the aircraft at the time of redispach or rerelease, the certificate holder must have policies and procedures in place to ensure that the flight lands at the initial destination or alternate airport or, if appropriate, amend the dispatch or flight release to include another suitable airport authorized for that type of aircraft.

(11) The provisions of this operations specification paragraph must not be used in conjunction with the provisions of operations specifications paragraphs B043 or B343.

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1. Issued by the Federal Aviation Administration.
 2. Support information reference:
 3. These operations specifications are approved by direction of the Administrator.

4. Date approval is effective: _____ Amendment number: _____
5. I hereby accept and receive the operations specifications in this paragraph.

Date: _____
