

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.226

National Policy

Effective Date:  
7/11/13

Cancellation Date:  
7/11/14

**SUBJ:** OpSpec A029, Aircraft Interchange Arrangements

---

**1. Purpose of this Notice.** This document provides notice of changes to operations specification (OpSpec) A029 and its guidance for operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 135, and 129.

**2. Audience.** The primary audience for this notice is Flight Standards District Offices (FSDO), certificate management offices (CMO), International Field Offices (IFO), International Field Units (IFU), and principal operations inspectors (POI) with oversight responsibility for operators certificated under parts 121, 135, and 129. The secondary audience includes Flight Standards branches and divisions 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](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>. Air carriers (operators) can find this notice on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>. This notice is available to the public at [http://www.faa.gov/regulations\\_policies/orders\\_notices](http://www.faa.gov/regulations_policies/orders_notices).

**4. Part 129 Changes.** OpSpec A029 and FAA Order 8900.1 Volume 12, Chapter 2, Section 3 for part 129 are revised to include:

a. **Redefinition.** The term "primary operator" is defined as the operator that would normally operate the aircraft if an interchange were not in effect.

b. **Moved from OpSpec A029 to Guidance.** The third paragraph within OpSpec A029 has been moved to the guidance.

c. **Clarified References.** The OpSpec references describing which paragraphs are issued for the various interchange scenarios were clarified. The new text reads as follows:

(1) If the primary operator under an interchange agreement provides service to the United States, then the aircraft subject to the interchange will be identified in paragraph A029 of the primary operator's OpSpecs and included in the list of the primary operator's aircraft in paragraph A003 of its OpSpecs.

(2) If the primary operator under an interchange agreement does not provide service to the United States, then the interchange points must be located outside the United States. The FAA would not issue OpSpec A029 to the primary operator.

(3) If the interchange operator provides service to the United States, then the aircraft subject to the interchange will be identified in paragraph A029 of the interchange operator's OpSpecs. If the interchange operator does not serve the United States, then the FAA would not issue OpSpec A029 to the interchange operator. The interchange points must be located outside the United States in that case.

(4) When U.S.-registered aircraft are included under an interchange arrangement between two foreign air carriers, those aircraft shall also be listed in paragraph D085 of the primary operator's OpSpecs.

**d. Added Text to Guidance.**

(1) Clarifying text was added to address the following:

- An interchange that included a foreign air carrier of an International Aviation Safety Assessment (IASA) Category 2 country; and
- The impact on the foreign air carrier when the FAA downgrades the State of Operator of a foreign air carrier that is a party to an existing interchange arrangement, from IASA Category 1 to IASA Category 2.

(2) The clarifying text is as follows:

“If the primary operator is either a foreign air carrier that does not serve the United States or a foreign air carrier from an International Aviation Safety Assessment (IASA) program Category 2 country where the interchange arrangement takes effect after the downgrade, then the interchange points must be located outside the United States. If the FAA downgrades the State of Operator of a foreign air carrier that is a party to an existing interchange arrangement from IASA Category 1 to IASA Category 2, then any interchange points within the United States shall be frozen at those locations.”

**5. Parts 121 and 135 Changes.** OpSpec A029 and inspector guidance in Volume 3, Chapter 13, Section 5 are revised. OpSpec A029 for parts 121 and 135 is revised as follows:

a. **Redefinition.** The term “primary operator” is defined as the certificate holder (operator) that would normally operate the aircraft if an interchange were not in effect.

b. **Table 1.** Two additional columns were added to the table: one for aircraft registration number and one for aircraft serial number.

c. **References, Format, and Plain Language.** Text for plain language was amended, references were corrected, and minor text and format changes were incorporated.

**6. Action.** POIs with responsibility for the issuance, amendment, and oversight of OpSpecs issued to a foreign air carrier with an interchange arrangement need to revise or issue OpSpec A029, as applicable.

**7. Disposition.** We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to the International Operations Branch (AFS-52) at 202-385-8070.

A handwritten signature in dark ink, reading "John M. Allen". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

John M. Allen  
Director, Flight Standards Service

## Appendix A. Sample OpSpec A029, Aircraft Interchange Arrangements: 14 CFR Part 129

### A029. Aircraft Interchange Arrangements

a. The foreign air carrier is authorized to conduct operations with the aircraft in accordance with the interchange agreements identified in the following table. All operations conducted under an interchange agreement must be conducted in accordance with the authorizations, limitations, and provisions of these operations specifications and the terms and conditions of the applicable interchange agreement.

b. Parties to the Interchange. For the purpose of this paragraph, the primary operator is the operator that would normally operate the aircraft if an interchange agreement were not in effect. The interchange operator is the other party to an interchange agreement.

(1) The primary operator, when its flightcrews are operating the aircraft, must be responsible for and maintain operational control of the aircraft. The primary operator must be responsible for maintenance control of the aircraft at all times. When the aircraft is under operational control of the primary operator, the flightcrews and dispatch personnel of the primary operator must be used to conduct the operation.

(2) The interchange operator, when its flightcrews are operating the aircraft, shall be responsible for and maintain the operational control of the aircraft. When the aircraft is under the operational control of the interchange operator, the flightcrews and dispatch personnel of the interchange operator must be used to conduct the operation.

c. Interchange Points. Except when required due to an in-flight diversion, the transfer of flightcrews and operational control responsibility between the primary and interchange operators must only take place at the interchange points specified in the following table.

**Table 1**

Names of Parties to the Interchange Agreement		Aircraft M/M/S	Aircraft Serial Number	Aircraft Registration Number	Interchange Points
Primary Operator	Interchange Operator				
TABL01	TABL02	TABL03	TABL04	TABL05	TABL06

TEXT99

## Appendix B. Sample OpSpec A029, Aircraft Interchange Arrangements: 14 CFR Part 121 and 135

### A029. Aircraft Interchange Arrangements

a. The certificate holder is authorized to conduct operations with the aircraft in accordance with the interchange agreements identified in the following table. All operations conducted under the interchange agreements must be conducted in accordance with the authorizations, limitations, and provisions of these operations specifications and the terms and conditions of the appropriate interchange agreement.

b. Parties to the Interchange. For the purpose of this paragraph, the primary certificate holder (Operator) is the one who would normally operate the aircraft if an interchange agreement were not in effect.

(1) The primary operator must be responsible for the maintenance control of the aircraft at all times. The interchange operator is the other party to the interchange agreement.

(2) The primary operator, when its flightcrews are operating the aircraft, must be responsible for and maintain operational control of the aircraft. The interchange operator, when its flightcrew are operating the aircraft, must be responsible for and maintain the operational control of the aircraft.

c. Interchange Points. Except when required due to an in-flight diversion, the transfer of flightcrews and operational control responsibility shall take place only at the interchange points specified in Table 1 below.

d. Agreement. For U.S.-registered aircraft, the registration numbers of the aircraft to be used in the interchange agreement must also be identified in paragraph D085. The interchange agreement must specify the maintenance program, the minimum equipment list (MEL), and the associated procedures to be used during the interchange operation. The certificate holder must not conduct operations under any other interchange agreement.

**Table 1**

<b>Names of Parties to the Interchange Agreement</b>		<b>Aircraft M/M/S</b>	<b>Aircraft Serial Number</b>	<b>Aircraft Registration Number</b>	<b>Interchange Points</b>
<b>Primary Operator</b>	<b>Interchange Operator</b>				
TABL01	TABL02	TABL03	TABL04	TABL05	TABL06

TEXT99