NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.233

National Policy

Effective Date:
8/30/13

Cancellation Date:
8/30/14

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

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) assigned to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135. This notice amends and clarifies the authorization operations specification (OpSpec) C054 for instrument approach and landing operations. This notice amends only C054 templates (i.e., OpSpec C054) for operators conducting airplane operations under parts 121 and 135. This is a mandatory change to OpSpec C054.

2. Audience. The primary audience for this notice is FAA CHDOs and POIs assigned to operators conducting airplane operations under parts 121 and 135. The secondary audience includes Flight Standards Service (AFS) 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 can find this notice on the FAA Web site at http://fsims.faa.gov. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. OpSpec C054 authorizes and lists the requirements and limitations for approach and landing operations. The following changes have been made:

- The specific 14 CFR part reference for required runway length has been added.
- A requirement to determine the runway length needed for landing in case of un-forecast weather or conditions has been added.

These changes to OpSpec C054 have been made in concert with changes to OpSpec C059 and C060 for parts 121 and 135. Runway length requirements given in OpSpec C054 have been expanded and clarified. This removes the need to repeat the same requirements in OpSpec C060 and OpSpec C059.

5. Guidance. The Flight Technologies and Procedures Division (AFS-400), in cooperation with the Air Transportation Division (AFS-200), the General Aviation and Commercial Division (AFS-800), the International Programs and Policy Division (AFS-50), and industry members of the Operations Specifications Working Group (OSWG), developed this notice. 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. Action. POIs should review the revised guidance for issuance of OpSpec C054, and, if applicable, C059 and C060. These modified authorizations should be issued simultaneously to affected operators to ensure that runway length requirements are met at all times. POIs should provide this notice to the operators for whom they are responsible, alerting them to updated operating procedures, as well as required pilot knowledge and training and aircraft dispatcher knowledge and training, as applicable. This authorization is mandatory, with a compliance date of 90 days from the date of this notice.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1, Flight Standards Information Management System (FSIMS) before this notice expires. Direct questions concerning the information in this notice to the Flight Operations Branch (AFS-410) at 202-385-4621.

for

John M. Allen
Director, Flight Standards Service

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

a. High Minimum PIC Provisions. PIC who have not met the requirements of 14 CFR part 121, § 121.652 shall use the high minimum pilot RVR landing minimum equivalents as determined from the following table.

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 shall not conduct an instrument approach procedure when visibility conditions are reported to be less than ¾ statute mile or RVR 4000 until that pilot has been specifically qualified to use the lower landing minimums.

(2) If the destination visibility conditions are forecast to be less than ¾ statute mile or RVR 4000:

(a) The destination runway length shall 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 lights must be operational on that runway.

(3) If un-forecast adverse weather or failures occur, the PIC shall 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 aircraft equipment status must be considered.

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

a. High Minimum PIC Provisions. PIC who have not met the requirements of 14 CFR part 135, § 135.225(e), shall use the high minimum pilot RVR landing minimum equivalents as determined from the following table.

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 shall not conduct an instrument approach procedure when visibility conditions are reported to be less than ¾ statute mile or RVR 4000 until that pilot has been specifically qualified to use the lower landing minimums.

(2) If the destination visibility conditions are forecast to be less than ¾ statute mile or RVR 4000:

(a) The destination runway length shall 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 lights must be operational on that runway.

(3) If un-forecast adverse weather or failures occur, the PIC shall 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 aircraft equipment status must be considered.

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

a. High Minimum PIC Provisions. PIC who have not met the requirements of 14 CFR part 121, § 121.652, or part 135, § 135.225(e) as appropriate, shall use the high minimum pilot RVR landing minimum equivalents as determined from the following table.

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 shall not conduct an instrument approach procedure when visibility conditions are reported to be less than ¾ statute mile or RVR 4000 until that pilot has been specifically qualified to use the lower landing minimums.

(2) If the destination visibility conditions are forecast to be less than ¾ statute mile or RVR 4000:

(a) The destination runway length shall 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 lights must be operational on that runway.

(3) If un-forecast adverse weather or failures occur, the PIC shall 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 aircraft equipment status must be considered.