

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.264

National Policy

Effective Date:
6/5/14

Cancellation Date:
6/4/15

SUBJ: OpSpec/MSpec/LOA A321 – Special Federal Aviation Regulation (SFAR) No. 77 Authorization—Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU)

1. Purpose of This Notice. This notice introduces nonstandard Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) A321, SFAR No. 77 Authorization – Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU). This notice amends and clarifies the authorization for Special Federal Aviation Regulation (SFAR) No. 77 in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.1605 “SFAR No. 77,” paragraph (b)(5). Additionally, this notice provides guidance for aviation safety inspectors (ASI) assigned to operators including program managers, certificate holders, and A125 Letter of Deviation Authority (LODA) holders that request SFAR No. 77 authorization while conducting airplane operations under 14 CFR parts 91 (including part 91 subpart K (part 91K)), 121, 125, and 135.

2. Audience. The primary audience for this notice is certificate-holding district offices (CHDO), including Flight Standards District Offices (FSDO), Certificate Management Offices (CMO), International Field Offices (IFO), International Field Units (IFU), and ASIs. 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 and the public can find this notice on the Federal Aviation Administration’s (FAA) Web site at <http://fsims.faa.gov>.

4. Background. On October 16, 1996, SFAR No. 77 was issued to prohibit flight operations within the territory and airspace of Iraq by any U.S. air carrier or commercial operator, or by any person exercising the privileges of an airman certificate issued by the FAA with few exceptions. The prohibition was issued in response to concerns for the safety and security of U.S. civil flights within the territory and airspace of Iraq. SFAR 77 has evolved as follows since 1996:

a. Certain Limited Overflights. On November 19, 2003, the FAA determined that certain limited overflights of Iraq could be conducted safely, subject to the permission of the appropriate authorities in Iraq and in accordance with the conditions established by those authorities.

Accordingly, the FAA amended SFAR No. 77 to permit overflights of Iraq above flight level (FL) 200.

b. Recent Assessment. Results of recent assessments of airports in Iraq prompted the FAA to consider removing the flight prohibition for Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU). These airports have supported non-U.S. air carrier operations for a number of years without incident. Based largely on the initiation of those operations and on improvements in the operational environment, the FAA has determined that flights by U.S. operators may now be conducted safely to these two airports under certain conditions.

c. Amended Paragraph (b). On December 6, 2012, the FAA amended paragraph (b) (former paragraph 2) of SFAR No. 77 to allow certain flights from outside Iraq to and from the international airports of Erbil and Sulaymaniyah in the northern provinces of Iraq by any U.S. air carrier or commercial operator, or by any person exercising the privileges of an airman certificate issued by the FAA.

d. Amended Part 91. In the December 6, 2012 amendment of SFAR 77, the FAA also amended part 91 as follows:

- Removed the SFAR as an appendix.
- Amended part 91, subpart M, by adding § 91.1605, which now contains the requirements of SFAR 77.

5. Guidance. Inspector guidance for OpSpec/MSpec/LOA A321 can be found in Order 8900.1, Volume 3, Chapter 18, Section 3. A sample of the templates for parts 91, 91K, 121, 125, A125 LODA holders, and 135 operations are attached to this notice and can be viewed in the automated Operations Safety System (OPSS), also known as Web-based Operations Safety System (WebOPSS).

6. Action. Principal operations inspectors (POI) and ASIs responsible for operators affected by the policy in this notice must apply the new guidance for the issuance of OpSpec/MSpec/LOA A321 contained in Order 8900.1, Volume 3, Chapter 18, Section 3.

a. POIs of Operators with OpSpec A530. POIs of operators still issued OpSpec A530, must archive this OpSpec immediately. A530 was issued to operators under U.S. Department of Defense (DoD) contract for operations into Al Asad, Iraq. Those operations are no longer authorized.

b. Inform the Operators. POIs or ASIs (as applicable) of operators who request or who may desire OpSpec/MSpec/LOA A321 should provide this notice to those operators.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the part 121 Air Carrier Operations Branch (AFS-220) at 202-267-8166.

A handwritten signature in blue ink, appearing to read "Bruce DeCleene".

Bruce DeCleene
Acting Deputy Director, Flight Standards Service

Appendix A. Sample OpSpec Paragraph A321, Special Federal Aviation Regulation (SFAR) No. 77 Authorization - Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU): 14 CFR Part 121

a. Approval to issue or revise this operations specification A321 must be obtained from the Air Transportation Division (AFS-200) of the FAA. In accordance with 14 CFR part 91, § 91.1605 “SFAR No. 77,” paragraph (b)(5), the certificate holder is authorized to conduct flight operations to or from Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU) within the territory and airspace of Iraq north of 34°30' north latitude subject to the following conditions and limitations.

b. Limitations.

(1) Flight operations over or within the territory of Iraq are permitted only in accordance with § 91.1605 paragraphs (b) and (d).

(2) Comply with parts 91, 119, and 121, as applicable.

c. Conditions.

(1) For operations other than overflights in the territory and airspace of Iraq, the certificate holder must comply with the following conditions:

(a) Landing at any airport in Iraqi airspace other than ORER or ORSU is prohibited, except in the case of an emergency.

(b) Routing for flights landing at ORER or ORSU from the Ankara (LTAA) flight information region (FIR) to be provided in actual OpSpecs. Flight operations are not restricted to specific airways when arriving from the south to land at ORER or ORSU.

(c) For arrivals, minimize time spent at altitudes below flight level (FL) 200. On departure, expedite climb to at or above FL 200.

(d) Must be operated in accordance with the Iraq Aeronautical Information Publication (AIP).

(e) The certificate holder must have a method for obtaining and communicating to its flightcrew members, in a timely manner, current reports and information on airport conditions, navigation aids, weather, and any other factors that may affect the safety of the flight, including commercially available current security/threat information. This includes both preflight planning and en route operations. Provide a description of the method to the principal operations inspector (POI).

(f) The certificate holder must report any security incidents/events to the FAA Washington Operations Center (WOC) via phone at 202-493-5833 or 202-267-3333 or email aeo-citewatch@faa.gov.

(2) Prior to issuing this operations specification, the certificate holder must have participated in a table-top validation conducted by the certificate-holding district office (CHDO), with the assistance of the appropriate regional Flight Standards division (RFSD) operations expert and AFS-200, of the certificate holder's proposed operations into ORER and ORSU. The validation must include, but not be limited to:

(a) A review of the signed or proposed contract between the certificate holder and the security and threat information company(s). Verify the security and threat information company has representatives in either ORER and/or ORSU as applicable.

(b) A simulated flight to ORER and ORSU validating procedures incorporating security and threat information provided by the contracted company in accordance with paragraph c(1)(e) of this operations specification. The simulation must include international operations (familiarity with Iraq AIP), flight following/flight locating, operational control, flight preparation, preflight, en route, and post flight (i.e., flightcrew feedback process).

Appendix B. Sample OpSpec Paragraph A321, Special Federal Aviation Regulation (SFAR) No. 77 Authorization - Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU): 14 CFR Part 135

a. Approval to issue or revise this operations specification A321 must be obtained from the Air Transportation Division (AFS-200) of the FAA. In accordance with 14 CFR part 91, § 91.1605 “SFAR No. 77,” paragraph (b)(5), the certificate holder is authorized to conduct flight operations to or from Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU) within the territory and airspace of Iraq north of 34°30’ north latitude subject to the following conditions and limitations.

b. Limitations.

(1) Flight operations over or within the territory of Iraq are permitted only in accordance with § 91.1605 paragraphs (b) and (d).

(2) Comply with parts 91, 119, and 135, as applicable.

c. Conditions.

(1) For operations other than overflights in the territory and airspace of Iraq, the certificate holder must comply with the following conditions:

(a) Landing at any airport in Iraqi airspace other than ORER or ORSU is prohibited, except in the case of an emergency.

(b) Routing for flights landing at ORER or ORSU from the Ankara (LTAA) flight information region (FIR) to be provided in actual OpSpecs. Flight operations are not restricted to specific airways when arriving from the south to land at ORER or ORSU.

(c) For arrivals, minimize time spent at altitudes below flight level (FL) 200. On departure, expedite climb to at or above FL 200.

(d) Flights must be operated in accordance with the Iraq Aeronautical Information Publication (AIP).

(e) The certificate holder must have a method for obtaining and communicating to its flightcrew members, in a timely manner, current reports and information on airport conditions, navigation aids, weather, and any other factors that may affect the safety of the flight, including commercially available current security/threat information. This includes both preflight planning and en route operations. Provide a description of the method to the principal operations inspector (POI).

(f) The certificate holder must report any security incidents/events to the FAA Washington Operations Center (WOC) via phone at 202-493-5833 or 202-267-3333 or email aeo-citewatch@faa.gov.

(2) Prior to issuing this operations specification, the certificate holder must have participated in a table-top validation conducted by the certificate-holding district office (CHDO), with the assistance of the appropriate regional Flight Standards division (RFSD) operations expert and AFS-200, of the certificate holder's proposed operations into ORER and ORSU. The validation must include, but not be limited to:

(a) A review of the signed or proposed contract between the certificate holder and the security and threat information company(s). Verify the security and threat information company has representatives in either ORER and/or ORSU, as applicable.

(b) A simulated flight to ORER and ORSU validating procedures incorporating security and threat information provided by the contracted company in accordance with paragraph c(1)(e) of this operations specification. The simulation must include international operations (familiarity with Iraq AIP), flight following/flight locating, operational control, flight preparation, preflight, en route, and post flight (i.e., flightcrew feedback process).

Appendix C. Sample OpSpec Paragraph A321, Special Federal Aviation Regulation (SFAR) No. 77 Authorization - Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU): 14 CFR Part 125

a. Approval to issue or revise this operations specification A321 must be obtained from the Air Transportation Division (AFS-200), in coordination with General Aviation and Commercial Division (AFS-800) of the FAA. In accordance with 14 CFR part 91, § 91.1605 “SFAR No. 77,” paragraph (b)(5), the certificate holder is authorized to conduct flight operations to or from Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU) within the territory and airspace of Iraq north of 34°30’ north latitude subject to the following conditions and limitations.

b. Limitations.

(1) Flight operations over or within the territory of Iraq are permitted only in accordance with § 91.1605 paragraphs (b) and (d).

(2) Comply with parts 91, 119, and 125, as applicable.

c. Conditions.

(1) For operations other than overflights in the territory and airspace of Iraq, the certificate holder must comply with the following conditions:

(a) Landing at any airport in Iraqi airspace other than ORER or ORSU is prohibited, except in the case of an emergency.

(b) Routing for flights landing at ORER or ORSU from the Ankara (LTAA) flight information region (FIR) to be provided in actual OpSpecs. Flight operations are not restricted to specific airways when arriving from the south to land at ORER or ORSU.

(c) For arrivals, minimize time spent at altitudes below flight level (FL) 200. On departure, expedite climb to at or above FL 200.

(d) Flights must be operated in accordance with the Iraq Aeronautical Information Publication (AIP).

(e) The certificate holder must have a method for obtaining and communicating to its flightcrew members, in a timely manner, current reports and information on airport conditions, navigation aids, weather, and any other factors that may affect the safety of the flight, including commercially available current security/threat information. This includes both preflight planning and en route operations. Provide a description of the method to the principal operations inspector (POI).

(f) The certificate holder must report any security incidents/events to the FAA Washington Operations Center (WOC) via phone at 202-493-5833 or 202-267-3333 or email aeo-citewatch@faa.gov.

(2) Prior to issuing this operations specification, the certificate holder must have participated in a table-top validation conducted by the Flight Standards District Office (FSDO), with the assistance of the appropriate regional Flight Standards division (RFSD) operations expert and AFS-200, of the certificate holder's proposed operations into ORER and ORSU. The validation must include, but not be limited to:

(a) A review of the signed or proposed contract between the certificate holder and the security and threat information company(s). Verify the security and threat information company has representatives in either ORER and/or ORSU as applicable.

(b) A simulated flight to ORER and ORSU validating procedures incorporating security and threat information provided by the contracted company in accordance with paragraph c(1)(e) of this operations specification. The simulation must include international operations (familiarity with Iraq AIP), flight following/flight locating, operational control, flight preparation, preflight, en route, and post flight (i.e., flightcrew feedback process).

**Appendix D. Sample LOA A321, Special Federal Aviation Regulation (SFAR)
No. 77 Authorization - Erbil International Airport (ORER) and Sulaymaniyah
International Airport (ORSU): 14 CFR Part 125 (A125 Letter of Deviation Authority
(LODA) Holders)**

a. Approval to issue or revise this Letter of Authorization (LOA) A321 must be obtained from the Air Transportation Division (AFS-200), in coordination with General Aviation and Commercial Division (AFS-800) of the FAA. In accordance with 14 CFR part 91, § 91.1605 “SFAR No. 77,” paragraph (b)(5), the operator/company is authorized to conduct flight operations to or from Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU) within the territory and airspace of Iraq north of 34°30’ north latitude subject to the following conditions and limitations.

b. Limitations.

(1) Flight operations over or within the territory of Iraq are permitted only in accordance with § 91.1605 paragraphs (b) and (d).

(2) Comply with parts 91, 119, and 125, as applicable.

c. Conditions.

(1) For operations other than overflights in the territory and airspace of Iraq, the operator/company must comply with the following conditions:

(a) Landing at any airport in Iraqi airspace other than ORER or ORSU is prohibited, except in the case of an emergency.

(b) Routing for flights landing at ORER or ORSU from the Ankara (LTAA) flight information region (FIR) to be provided in actual LOA. Flight operations are not restricted to specific airways when arriving from the south to land at ORER or ORSU.

(c) For arrivals, minimize time spent at altitudes below flight level (FL) 200. On departure, expedite climb to at or above FL 200.

(d) Flights must be operated in accordance with the Iraq Aeronautical Information Publication (AIP).

(e) The operator/company must have a method for obtaining and communicating to its flightcrew members, in a timely manner, current reports and information on airport conditions, navigation aids, weather, and any other factors that may affect the safety of flight including commercially available current security/threat information. This includes both preflight planning and en route operations. Provide a description of the method and copies of the contract(s) or proposed contract(s) with the company(s) providing current security/threat information to the aviation safety inspector (ASI) assigned or to the manager of the assigned Flight Standards District Office (FSDO).

(f) The operator/company must report any security incidents/events to the FAA Washington Operations Center (WOC) via phone at 202-493-5833 or 202-267-3333 or email aeo-citewatch@faa.gov.

**Appendix E. Sample LOA A321, Special Federal Aviation Regulation (SFAR)
No. 77 Authorization - Erbil International Airport (ORER) and Sulaymaniyah
International Airport (ORSU): 14 CFR Part 91K**

a. Approval to issue or revise this management specification A321 must be obtained from the Air Transportation Division (AFS-200), in coordination with General Aviation and Commercial Division (AFS-800) of the FAA. In accordance with 14 CFR part 91, § 91.1605 “SFAR No. 77,” paragraph (b)(5), the fractional ownership program manager is authorized to conduct flight operations to or from Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU) within the territory and airspace of Iraq north of 34°30’ north latitude subject to the following conditions and limitations.

b. Limitations.

(1) Flight operations over or within the territory of Iraq are permitted only in accordance with § 91.1605 paragraphs (b) and (d).

(2) Comply with applicable parts of 14 CFR.

c. Conditions.

(1) For operations other than overflights in the territory and airspace of Iraq, the fractional ownership program manager must comply with the following conditions:

(a) Landing at any airport in Iraqi airspace other than ORER or ORSU is prohibited, except in the case of an emergency.

(b) Routing for flights landing at ORER or ORSU from the Ankara (LTAA) flight information region (FIR) to be provided in actual MSpec. Flight operations are not restricted to specific airways when arriving from the south to land at ORER or ORSU.

(c) For arrivals, minimize time spent at altitudes below flight level (FL) 200. On departure, expedite climb to at or above FL 200.

(d) Flights must be operated in accordance with the Iraq Aeronautical Information Publication (AIP).

(e) The fractional ownership program manager must have a method for obtaining and communicating to its flightcrew members, in a timely manner, current reports and information on airport conditions, navigation aids, weather, and any other factors that may affect the safety of the flight, including commercially available current security/threat information. This includes both preflight planning and en route operations. Provide a description of method to the principal operations inspector (POI).

(f) The fractional ownership program manager must report any security incidents/events to the FAA Washington Operations Center (WOC) via phone at 202-493-5833 or 202-267-3333 or email aeo-citewatch@faa.gov.

(2) Prior to issuing this management specification, the fractional ownership program manager must have participated in a table-top validation conducted by the Flight Standards District Office (FSDO), with the assistance of the appropriate regional Flight Standards division (RFSD) operations expert and AFS-200, of the fractional ownership program manager's proposed operations into ORER and ORSU. The validation must include, but not be limited to:

(a) A review of the signed or proposed contract between the fractional ownership program manager and the security and threat information company(s). Verify the security and threat information company has representatives in either ORER and/or ORSU as applicable.

(b) A simulated flight to ORER and ORSU validating procedures incorporating security and threat information provided by the contracted company in accordance with paragraph c(1)(e) of this management specification. The simulation must include international operations (familiarity with Iraq AIP), flight following/flight locating, operational control, flight preparation, preflight, en route, and post flight (i.e., flightcrew feedback process).

**Appendix F. Sample LOA A321, Special Federal Aviation Regulation (SFAR)
No. 77 Authorization - Erbil International Airport (ORER) and Sulaymaniyah
International Airport (ORSU): 14 CFR Part 91**

1. Approval to issue or revise this Letter of Authorization (LOA) A321 must be obtained from the Air Transportation Division (AFS-200), in coordination with General Aviation and Commercial Division (AFS-800) of the FAA. In accordance with 14 CFR part 91, § 91.1605 “SFAR No. 77,” paragraph (b)(5), the operator is authorized to conduct flight operations to or from Erbil International Airport (ORER) and Sulaymaniyah International Airport (ORSU) within the territory and airspace of Iraq north of 34°30’ north latitude subject to the following conditions and limitations.

2. Limitations.

a. Flight operations over or within the territory of Iraq are permitted only in accordance with § 91.1605 paragraphs (b) and (d).

b. Comply with applicable parts of 14 CFR.

3. Conditions.

a. For operations other than overflights in the territory and airspace of Iraq, the operator must comply with the following conditions:

(1) Landing at any airport in Iraqi airspace other than ORER or ORSU is prohibited, except in the case of an emergency.

(2) Routing for flights landing at ORER or ORSU from the Ankara (LTAA) flight information region (FIR) to be provided in actual LOA. Flight operations are not restricted to specific airways when arriving from the south to land at ORER or ORSU.

(3) For arrivals, minimize time spent at altitudes below flight level (FL) 200. On departure, expedite climb to at or above FL 200.

(4) Flights must be operated in accordance with the Iraq Aeronautical Information Publication (AIP).

(5) The operator must have a method for obtaining and communicating to its flightcrew members, in a timely manner, current reports and information on airport conditions, navigation aids, weather, and any other factors that may affect the safety of the flight, including commercially available current security/threat information. This includes both preflight planning and en route operations. Provide a description of method and copies of the contract(s) or proposed contract(s) with the company(s) providing current security/threat information to the aviation safety inspector (ASI) assigned or to the Flight Standards District Office (FSDO).

(6) The operator must report any security incidents/events to the FAA Washington Operations Center (WOC) via phone at 202-493-5833 or 202-267-3333 or email aeo-citewatch@faa.gov.