

Title 14 CFR Part 129 OpSpec C381 Information

Last updated 12/6/2017. All recommendations and corrections need to be sent to either the International FAA or Industry Chair of the Part 129 OSWG. For a directory listing of the current chairs, go to the most recent OSWG meeting agenda. All meeting agendas start with the year and can be found at the following link: <http://fsims.avs.faa.gov/fsims/fsims.nsf/pubdisplay?openform&type=OSWG&status=active&count=-1>.

Change: Updated AFS-50 Washington, DC division contact for personnel change.

<p>Operations specification C381 authorizes special non-14 CFR part 97 instrument approach procedures (IAP), departure procedures (DP), Standard Terminal Arrivals (STAR), and RNAV Visual Flight Procedure (RVFP) operations. C381 applies to all operators conducting airplane operations under 14 CFR part 129. C381 requires coordination with the AFS-400 NextGen Branch responsible for the physical landing area of the special or RVFP. It also requires joint AFS-50 and AFS-400 division managers' concurrence if the request is not covered under the division manager's exception (refer to FAA Order 8900.1 for details). In order for OpSpec C381 to be issued, the following questions should be answered. See the note under the last question for further details.</p>	
<p>1. Is the special instrument procedure or RVFP approved by AFS-400/is there a lead operator already? (List of Approved Specials, signed Forms 8260-7 or -7A, approval memo, or AFS-400 NextGen Branch(es) are ways to verify the special or RVFP, that the operator requested, is an approved procedure/that there is a lead operator for the procedure already). Note: Principal inspectors (PI) may find a list of approved specials and RVFPs at: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Flt_Procedures_Data/.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>2. Are you working with the AFS-400 NextGen Branch that has responsibility for the geographic area where the procedure is located? (See the Responsible AFS-400 NextGen Branch Contacts list below.) The AFS-400 NextGen Branch will distribute Forms 8260-7A, which defines the procedure (8260-7 for older procedures); and 8260-7B, which may contain specific operator requirements (8260-10 for older procedures). Forms 8260-7B, 8260-10, 8260-7A/8260-7 contain signature blocks for the operator and principal operations inspector (POI). Note: The 8260-7A Forms are only signed by the lead operator and the lead operator's POI. The 8260-7B Forms must be signed by all operators and responsible PIs who wish to fly the procedure. These signed forms allow the operator to acquire the required charts, navigation database, and/or part 142 training as necessary.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>3. Did the operator provide the PI with documentation of CAA approval?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

<p>4. Did the POI and operator both sign the last page of Form 8260-7B (8260-10 for older procedures)? Also, if the operator is the lead operator and developer for the new procedure was FAA Form 8260-7A signed?</p> <p>If there are specific requirements as identified on Form 8260-7B by the AFS-400 NextGen Branch, and/or by the AFS-480 point of contact (POC) (see the Responsible AFS-400 NextGen Branch Contacts list below), then the operator’s training, procedures, equipment, aircraft performance, and/or implementation plan must satisfactorily address ALL requirements for the procedure prior to OpSpec issuance. If the operator does not currently meet all requirements, they will need an implementation plan to update all relevant documents/procedures to meet these requirements prior to issuance of the OpSpec. If the operator’s initial implementation plan shows a reasonable expectation that they will be able to safely meet all procedural requirements, then the POI and operator should sign the forms. This will allow the operator to start revising their current documents/profiles/standard operating procedures (SOP), get charts, and start training. Under “approved aircraft,” ensure to only list the specific aircraft make/model/series (M/M/S) that are approved to fly the procedure. Aircraft which do not meet the procedure requirements cannot be authorized. This is critical when the procedure is specifically designed to allow access to challenging airports with steep, close terrain, such as the following two specials to Aspen, Colorado (Northwest Mountain region):</p> <ul style="list-style-type: none"> -LOC DME RWY 15; -RNAV (GPS) Z RWY 15 <p>NOTE: Responsible PIs may find it helpful to set up an informational sharing meeting that includes the AFS-400 NextGen Branch, the operator, and/or foreign operator’s CAA (operations representative or management personnel listed on the operators OpSpec A006) to discuss Form 8260-7B requirements and best practices.</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>
<p>5. Is the request covered by the AFS-50 or AFS-400 division manager’s concurrence exception?</p> <p>(See FAA Order 8900.1, Volume 12 guidance for OpSpec C381.) If covered by the division manager’s concurrence exception, then approval is at the IFO level after completion of coordination with the responsible AFS-400 NextGen Branch. If the division manager’s concurrence is required, the responsible PI shall submit a division manager’s concurrence request via the AWA NextGen Tracker after coordination with the AFS-400 NextGen Branch is complete. Each division manager’s concurrence request must include supporting documentation from the operator, the PI’s recommendation, and confirmation of completion of coordination with the responsible AFS-400 NextGen Branch.</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>
<p>6. Is this an AFS-400 NextGen Branch initiated amendment to a special or RVFP for which the operator had prior authorization? If yes then:</p> <ul style="list-style-type: none"> -The operator must provide the PI with documentation that the pilots demonstrated the capability to maintain track during a go-around or missed approach through simulator training. -CAA approval. 	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>

<p>Note: For airports affected by close and/or steep terrain, review AC 120-29A paragraphs 4.1, 6.1.8 and 6.5 and AC 120-91 paragraphs 16 and 17 for each aircraft M/M/S, as applicable. Contact the AFS-400 NextGen Branch and/or division POC (see contact lists below), as most appropriate, with any technical questions about the procedure.</p>	
<p>7. Has the operator forwarded a copy of the procedure chart to the PI, who in turn forwarded it to the AFS-400 NextGen Branch? At the request of the AFS-400 NextGen Branch, provide operator contact information and copies of signed 8260 forms. NOTE: The chart for the operator comes from the signed 8260 forms that are submitted to the chart vendor. Charts for each operator are kept by the AFS-400 NextGen Branch for their files.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>8. If required, (by responsible Terminal Radar Approach Control Facility (TRACON), has the operator signed a letter of agreement (LOA) with the TRACON and provided the responsible PI with documentation to this effect? NOTE: Each AFS-400 NextGen Branch has the latest information on what coordination is required by each responsible TRACON prior to flying the requested procedure. Not all TRACONS require an LOA. Responsible TRACON is the TRACON responsible for the airport to which the procedure is being flown. E.g., for the KBOS RNAV visual 33 L the operator must contact Boston TRACON and sign an LOA between the operator and Boston TRACON.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/> Not <input type="checkbox"/> Applicable</p>
<p>Note: You must answer: -“Yes” to questions 1–4 and 7; -“Yes” or “Not applicable” to question 8; and -“Yes” or “No” to questions 5 and 6. (The operator must meet all AFS-400 NextGen Branch and Form 8260-7B (or 8260-10) requirements to authorize the OpSpec.)</p> <p>If the answer to question 5 is “No,” the division manager’s concurrence prior to OpSpec issuance is required. If the answer to question 1 is “No,” the responsible AFS-400 NextGen Branch will coordinate new forms for the requested procedure with AFS-400.</p>	

Issuing the OpSpec

<p>1. Follow instructions for OpSpec C381 located under the guidance tab in WebOPSS.</p>
<p>Note: This is a good time to review: -The current authorizations to verify that there are no additional changes or clarifications required for existing authorizations; and -Any updates to operator or PI contact information for responsible AFS-400 NextGen Branch(s).</p>
<p>2. Have any other required OpSpec been issued? The 8900.1 guidance (for OpSpec C381) provides a description of additional authorizations that may be required. Table 2 below provides a visual representation of authorizations that are required, may be required or are not applicable to part 129.</p>

Sample Table 2 – Additional Authorizations for Airplanes

	C052	C063		C077	C080	C384
129	R	*		*	*	*
	R – Required * – May be required NA – Not Applicable					
Note: Operator must be authorized C052. The “type” of special approach (i.e. ILS) to be authorized in C381 must be authorized in C052.						
Note: Airplane: should be authorized C384 when special is an RNP AR-like approach, normally titled RNAV (RNP). Approval to fly an AR-like special without C384 will be granted by the division manager’s concurrence and documented on Form 8260-7B. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.						

Responsible AFS-400 NextGen Branch Contacts

AFS-400 NextGen Branch	Region (geographic area where the procedure is located)	Name	Telephone or Shared Email Box	Notes
AFS-480, NextGen Branch	Alaska	Noble, Tom	9-AAL-RNGB@faa.gov	No specific POC; use a shared email box for requests. When a request is received, Frontline Manager (Tom), assigns POC.
	Central	Parish, Martha	978-505-1333	
	Eastern and New England	Wolf , Romana B.	603-881-1138 Matthew Leeser: 781-238-7219	Submit requests to: romana.wolf@faa.gov, matthew.leeser@faa.gov, and/or Thomas.l.buffington@faa.gov for all special instrument procedure correspondence/request.
	Northwest Mountain	Gillmor, Justin	425-227-2645	
	Southern	Scheibel, Rich	407-812-7765	
	Southwest	Seward, Joan M	817-222-5256	
	Western Pacific	Armstrong, Dick	858-537-5863	

AFS-50 and AFS-400 Washington DC Division Contacts

Division	Name	Email & Telephone	Notes
AFS-52	Danuta Pronczuk	Danuta.Pronczuk@faa.gov 202-267-0923	Backup: Trent.Bigler@faa.gov 202-267-4844
AFS-470	Kel Christianson	Kel.Christianson@faa.gov 202-267-8838	AFS-470, 202-267-8806