CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

8900.1
CHG P129DC

Effective Date:
XX/XX/XX

SUBJ: Decommissioning of 14 CFR Part 129 OpSpec B035, and Revisions to OpSpecs A002 and A003 Authorizing Instrument Flight Rules (IFR) En Route Operations in United States (U.S.) Airspace Using Area Navigation (RNAV) Systems

1. Purpose of This Order. This change transmits new and revised portions of the order.

2. Audience. The primary audience for this order is the Flight Standards Safety Assurance offices' aviation safety inspectors (ASI). The secondary audience includes the Safety Standards and Foundational Business offices.

3. Where You Can Find This Order. This change may be accessed by Flight Standards personnel, operators, and the public through the Dynamic Regulatory System (DRS) at https://drs.faa.gov.

4. Explanation of Policy Changes. This change updates Order 8900.1 guidance for 14 CFR part 129 operations specifications (OpSpecs), removing the burden associated with the issuance of 14 CFR part 129 OpSpec B035 and updating relevant OpSpec guidance for consistency with the issuance of the new domestic OpSpec B033, IFR En Route Operations, which is available for U.S. operators (not 14 CFR part 129) and announced in Notice N 8900.B033, New B033 Authorization, Revision to A002 Authorization, and Decommissioning of B031, B032, B034, and B035 Authorizations. For Volume 12, this change:

A. Incorporates New Information into:

- Chapter 1, Section 1, Definitions, Abbreviations, and Acronyms; and
- Chapter 4, Section 2, Title 14 CFR Part 129 Part A Operations Specifications—General, OpSpec A003, Aircraft Authorized for Operations to the United States.

B. Revises. Chapter 4, Section 3, Title 14 CFR Part 129 Part B Operations Specifications—En Route Authorizations and Limitations, OpSpec B035, Class I Navigation En Route in United States (U.S.) Airspace Using Area or Long-Range Navigation Systems.

5. Disposition of Transmittal Paragraph. This change will remain in DRS until superseded by a revision to this order.

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VOLUME 12 INTERNATIONAL AVIATION

CHAPTER 1 COMMON INFORMATION

Section 1 Definitions, Abbreviations, and Acronyms

Source Basis:

- **Administrative.**

1.1 GENERAL.

1.1.1 Purpose. This section establishes the following defined terms and abbreviations for use by the Federal Aviation Administration (FAA) Flight Standards Service (FS) in the context of international aviation.

1.1.2 Scope. This section applies to all FS personnel with responsibilities associated with international aviation activities. This section standardizes the use of the listed definitions and abbreviations throughout Volume 12 and applies to Volume 12 only, unless otherwise indicated or referenced.

1.1.3 Safety Assurance System (SAS) Activity Recording (AR) Codes. None.

1.1.4 Regulatory References. All regulatory references in this section are found in Title 14 of the Code of Federal Regulations (14 CFR) unless otherwise indicated.

1.2 DEFINITIONS.

Note: Specialty Air Service definitions associated with the United States–Mexico–Canada Agreement (USMCA) are found in Volume 12, Chapter 3, Section 7.

Agent for Service. An agent for service is a person designated in writing by the foreign air carrier upon whom service of all notices, processes, decisions, and requirements of the Department of Transportation (DOT), the FAA, and the National Transportation Safety Board (NTSB) shall be made for, and on behalf of, the foreign air carrier.

Air Ambulance Operations.

a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or

b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, or association with a hospital or medical care provider.

Airways Navigation Facilities. Airways navigation facilities are those International Civil Aviation Organization (ICAO) standard Navigational Aids (NAVAID) (very high frequency omnidirectional range (VOR), VOR/distance measuring equipment (DME), and/or Non-Directional Beacon (NDB)), which are used to establish the en route airway structure

within the sovereign airspace of ICAO Member States. These facilities are also used to establish the degree of navigation accuracy required for air traffic control (ATC) and Class I navigation within that airspace.

Alternate Airport. An alternate airport is an airport at which an aircraft may land if a landing at the intended airport becomes inadvisable.

Area Navigation (RNAV) Global Positioning System (GPS) Precision Runway Monitor (PRM). An RNAV GPS PRM approach may be substituted for an instrument landing system (ILS) PRM or localizer type directional aid (LDA) PRM approach and is procedurally equivalent.

Auto Flight Guidance System (AFGS). AFGSs are aircraft systems, such as an autopilot, autothrottles, displays, and controls, which are interconnected in such a manner so as to allow the crew to automatically control the aircraft's lateral and vertical flightpath and speed. A flight management system (FMS) is sometimes associated with an AFGS.

Automatic Dependent Surveillance (ADS). ADS is a function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from onboard navigation systems via a data link. As a minimum, the data includes aircraft identification and three-dimensional position. ADS is sometimes referred to as "Automatic Dependent Surveillance-Addressed (ADS-A)" or "Automatic Dependent Surveillance-Contract (ADS-C)" (e.g., a communications contract between the aircraft communications/surveillance system and an air traffic facility or service provider only).

Automatic Dependent Surveillance-Broadcast (ADS-B). ADS-B is a function on an aircraft or surface vehicle operating within the surface movement area that periodically broadcasts via data link its state vector (horizontal and vertical position, horizontal and vertical velocity) and other information. ADS-B is "automatic" in that it requires no external stimulus to elicit a transmission. ADS-B is "dependent" because it relies on onboard navigation sources. ADS-B surveillance information is provided, via data link, to any users (either aircraft or ground-based) within range of the broadcast signal.

Available Landing Distance (ALD). ALD is that portion of a runway available for landing and rollout for aircraft cleared for land-and-hold-short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.

Category (CAT) I Instrument Approach. A CAT I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for instrument flight rules (IFR) flight no less than 200 feet (60 meters) above the touchdown zone (TDZ) and a minimum visibility/Runway Visibility Value (RVV) no less than ½ statute mile (sm) or Runway Visual Range (RVR) 1800 (for helicopters, ¼ sm or RVR 1600).

Class I Navigation. Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also includes en route flight operations over routes designated with a minimum en route altitude (MEA) gap (MEA is established with a gap in navigation signal coverage)

or ICAO equivalent. En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.

Cockpit Display of Traffic Information (CDTI). A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, Traffic Alert and Collision Avoidance System (TCAS), and Traffic Information Services (TIS)) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see-and-avoid operations both in the air and on the ground.

Common Carriage. An aircraft operation (transportation of passengers or cargo) for compensation or hire that involves "holding out" to others would constitute common carriage. For additional details, refer to Advisory Circular (AC) 120-12, Private Carriage Versus Common Carriage of Persons or Property, and Legal Interpretation to Marshall S. Filler (Dec. 4, 2009).

Controller-Pilot Data Link Communications (CPDLC). CPDLC is a means of communication between controller and pilot, using data link for ATC communications.

Decision Altitude (DA)/Decision Height (DH). DA or DH is a specified minimum altitude in an instrument approach procedure (IAP) by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The "altitude" value is typically measured by a barometric altimeter; the "height" value (H) is typically a radio altitude equivalent height above touchdown (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. (This definition is consistent with both current U.S. operator usage and ICAO international agreements.).

Dry Lease. The term dry lease means any arrangement whereby a lessor agrees to provide entire aircraft without crew to an operator, and the lessee maintains operational control.

Fault Detection and Exclusion (FDE). FDE technology allows onboard GPS equipment to automatically detect a satellite failure that affects navigation and to exclude that satellite from the navigation solution.

Flight Management Systems (FMS). An FMS is an integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress monitoring.

Foreign Air Carrier. Any person, not a citizen of the United States, who undertakes, whether directly or indirectly by lease or any other arrangement, to engage in foreign air transportation.

Foreign Air Taxi. For Volume 12 only, foreign air taxi means any person, not a citizen of the United States, who is authorized by their State and the U.S. Government to operate small aircraft only in nonscheduled foreign air transportation.

Foreign Air Transportation. Foreign air transportation is the carriage by aircraft of persons or property as a common carrier for compensation or hire, or the carriage of mail by aircraft, in commerce between a place in the United States and any place outside the United States; whether such commerce moves wholly by aircraft or partly by aircraft and partly by other forms of transportation.

Foreign Person. A foreign person is any person who is not a citizen of the United States and who operates a U.S.-registered aircraft in common carriage solely outside the United States.

Global Landing System (GLS). GLS is a differential GPS-based landing system providing both vertical and lateral position fixing capability. The term GLS may also be applied to any Global Navigation Satellite System (GNSS)-based differentially corrected landing system.

Imported Airplane Noise Compliance. For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. (Under the non-addition rule (part 91, § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.)

Instrument Landing System (ILS) Precision Runway Monitor (PRM). Simultaneous close parallel ILS approaches are enabled through the implementation of special PRM equipment operated by ATC at certain airfields for specific runways. ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCL). For runways spaced less than 3,400 feet, one ILS is offset 2.5 degrees to 3.0 degrees.

Interchange Arrangement. An interchange arrangement is any arrangement in which the operational control of an aircraft is transferred from one air carrier to another air carrier and in which the latter air carrier assumes responsibility for the operation of the aircraft at the time of transfer. (Refer to part 119, § 119.53(e).)

International Air Service. International air service is scheduled air service performed in airplanes for the public transport of passengers, mail, or cargo between points in two or more countries.

International Air Transportation. International air transportation is air transportation performed in airplanes for the public transport of passengers, mail, or cargo between points in two or more countries.

Journey Logbook. A journey logbook is utilized to identify and capture flight information, crewmembers and assignments, observations, and incident information required by ICAO Annex 6, Operation of Aircraft. The journey logbook for a foreign operator may be separate from the operator's maintenance log. U.S. Air Carrier/Air Operator Aircraft Logbooks and General Declarations are used to meet the journey logbook requirements.

Kind of Operation. Kind of operation means one of the various operations a part 129 operator is authorized to conduct, as specified in its operations specifications (OpSpecs) (e.g., scheduled or charter).

Land-and-Hold-Short Operations (LAHSO). LAHSO includes landing and holding short of an intersecting runway, an intersecting taxiway, or some other designated point on a runway other than an intersecting runway or taxiway.

Large Aircraft. A large aircraft means an aircraft with a seating capacity of more than 30 passengers and/or a maximum payload of more than 7,500 pounds.

Lease. A lease is a contract by which one person (lessor) grants the right of exclusive possession and use of a certain aircraft to another person (lessee) for a specified period or defined number of flights.

Lessee. The term lessee means the party to which the aircraft is leased.

Lessor. The term lessor means the party from which the aircraft is leased.

Localizer Type Directional Aid (LDA) Precision Runway Monitor (PRM). See the definition of simultaneous offset instrument approach (SOIA) below.

Minimum Descent Altitude (MDA)/Minimum Descent Height (MDH)). MDA or MDH is the lowest altitude in an IAP to which a descent is authorized on final approach or during circle-to-land maneuvering. The "altitude" value is typically measured by a barometric altimeter; the "height" value (H) is typically a radio altitude equivalent HAT or height above airport (HAA) published elevation. The (H) is used only for advisory reference and does not necessarily reflect actual height above underlying terrain. (This definition is consistent with both current U.S. operator usage and ICAO international agreements.)

Minimum Equipment List (MEL). An MEL is a list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, which is prepared by an operator in conformity with, or more restrictive than, the Master Minimum Equipment List (MMEL) established for the aircraft type.

National Airspace System (NAS). The NAS is the common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information, and services; rules, regulations, and procedures, technical information, and manpower and material. Included are system components shared jointly with the military. (For the definition of U.S. airspace, see the definition of United States below.)

One-Hour Reliable Fix (1HRF) Operations. Operations over land or over water where a reliable ground-based NAVAID fix is available at least once each hour.

Operational Control, Operation of Aircraft, or Operate Aircraft. As defined in Title 49 of the United States Code (49 U.S.C.) § 40102(a)(35), the operation of aircraft means the use of aircraft, for the purpose of air navigation and includes the navigation of aircraft. Any person who causes or authorizes the operation of aircraft, with or without the right of legal control

(in the capacity of owner, lessee, or otherwise) of the aircraft, shall be considered to be engaged in the operation of aircraft. "Operational control" and "operate" with respect to aircraft are also defined in part 1, § 1.1.

Operational Service Volume. The Operational Service Volume is that volume of airspace surrounding a NAVAID which is available for operational use and within which a signal of usable strength exists and where that signal is not operationally limited by co-channel interference. Operational Service Volume includes all of the following:

- The officially designated Standard Service Volume, excluding any portion of the Standard Service Volume which has been restricted.
- The Expanded Service Volume.
- Within the United States, any published Instrument Flight Procedure (IFP) (victor or jet airway, Standard Instrument Departure (SID), Standard Terminal Automation Replacement System (STARS), Standard Instrument Approach Procedures (SIAP), or instrument departure).
- Outside the United States, any designated signal coverage or published IFP equivalent to U.S. standards.

Operations Representative. An operations representative is the foreign air carrier's primary representative for all contacts regarding the foreign air carrier's OpSpecs and foreign air transportation operations within the United States.

Operations Specifications (OpSpecs). OpSpecs are the authorizations, conditions, and limitations to operate (refer to part 129, §§ 129.5 through 129.11).

Primary Business Address. The foreign air carrier's or person's primary business address is the physical address of the place of business or residence within the State of the Operator.

Receiver Autonomous Integrity Monitoring (RAIM). RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its route. When insufficient signal integrity is detected, an alarm is provided to the flightcrew. Using the predictive RAIM software, flightcrews and dispatchers know in advance whether or not suitable GPS navigation will be available throughout the flight. This predictive information may also be determined during flight planning by contacting an FAA Flight Service Station (FSS).

Regular Airport. A regular airport is an airport used by a part 129 operator in scheduled operations and is listed in their OpSpecs.

Reliable Fix or Reliable Ground-Based NAVAID Fix. A "reliable fix" or "reliable ground-based NAVAID fix" means station passage of a VOR, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC), or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection, provided course guidance is available from one of the facilities and

the fix lies within the designated Operational Service Volumes of any facilities which define the fix.

Required Navigation Performance (RNP). RNP is a statement of navigation performance necessary for operations within a defined airspace. RNP applies to aircraft equipped with inertial navigation system (INS) or Inertial Reference Unit (IRU) systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. This is the FAA-approved time in hours—after the system is placed in navigation mode or is updated en route—that the specific INS or IRU make and model (M/M) can meet a specific RNP type on a 95-percent probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate.

Required Navigation Performance (RNP) Type. RNP type is a value typically expressed as a distance in nautical miles (NM) from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP 4 represents a lateral and longitudinal navigation accuracy of 4 NM on a 95-percent basis.

Note: Applications of RNP to terminal area and other operations may also include a vertical component.

Responsible Flight Standards Office. The phrase "responsible Flight Standards office" used in § 129.11 means any International Field Office (IFO) with responsibility for the oversight of part 129 operators.

Runway. The term runway in the case of land airports, water airports, and heliports, shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.

Runway Visibility Value (RVV). RVV is the visibility determined for a particular runway by a transmissometer. A meter provides a continuous indication of the visibility (reported in miles or fractions of miles) for the runway. RVV is used in lieu of prevailing visibility in determining minimums for a particular runway.

Runway Visual Range (RVR). RVR is an instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. RVR is based on the sighting of either High Intensity Runway Lights (HIRL) or on the visual contrast of other targets, whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.

Touchdown RVR. The RVR visibility readout values obtained from RVR equipment serving the runway TDZ.

Mid-RVR. The RVR readout values obtained from RVR equipment located midfield of the runway.

Rollout RVR. The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.

Scheduled Operation. A scheduled operation is any common carriage passenger-carrying operation for compensation or hire conducted by an air carrier or commercial operator for which the 14 CFR part 129 operator or its representative offers in advance the departure location, departure time, and arrival location. It does not include any passenger-carrying operation that is conducted as a public charter operation under 14 CFR.

Simultaneous Offset Instrument Approach (SOIA). An SOIA operation comprises one ILS and one LDA with glideslope (GS). The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5 degrees and 3.0 degrees) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is known as an SOIA.

Special Interest Flight (SIF). A SIF is any flight conducted in U.S. territorial airspace in aircraft registered in, designated as, or operating with the ICAO three-letter designator of a foreign operator in a country that the U.S. Department of State has designated as a special interest country.

Special Purpose Pilot Authorizations (SPPA). An SPPA is authorized by the Administrator to the holder of a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation for the purpose of performing pilot duties.

Surface Movement Guidance and Control System (SMGCS). An SMGCS consists of the provision of guidance to, and control or regulation of, all aircraft, ground vehicles, and personnel on the movement area of an aerodrome. Guidance relates to facilities and information and advice necessary to enable the pilots of aircraft or the drivers of ground vehicles to find their way on the aerodrome and to keep the aircraft or vehicles on the surfaces or within the areas intended for their use. "Control or regulation" means the measures necessary to prevent collisions and to ensure that the traffic flows smoothly and freely.

Truth-in-Leasing Clause. Refer to § 91.23(e) and AC 91-37, Truth in Leasing.

United States. The United States, in a geographical sense, means (1) the states, the District of Columbia, Puerto Rico, and the possessions, including the territorial waters, and (2) the airspace of those areas.

Visual Flight Rules (VFR) Station-Referenced Class I Navigation. VFR station-referenced Class I navigation is any operation conducted including Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an RNAV system, which is certificated for IFR flights over the routes being flown within the Operational Service Volumes of ICAO standard NAVAIDs under VFR, which uses nonvisual NAVAIDs (stations), such as VOR, VOR/DME, or NDB, as the primary navigation reference.

Wet Lease. The term wet lease means any leasing arrangement whereby a person agrees to provide an entire aircraft and at least one crewmember to another person. A wet lease does not include a code-sharing arrangement (refer to part 110, § 110.2).

Wide Area Augmentation System (WAAS). WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety-critical system consisting of a ground network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation.

Table 1-1A. Abbreviations and Acronyms

Abbreviation/ Acronym	Meaning
1HRF	One-Hour Reliable Fix
14 CFR	Title 14 of the Code of Federal Regulations
19 CFR	Title 19 of the Code of Federal Regulations
49 CFR	Title 49 of the Code of Federal Regulations
49 U.S.C.	Title 49 of the United States Code
A&P	Airframe and Powerplant
AA	Aviation Authority
AAA	Analysis, Assessment, and Action
AC	Advisory Circular
ACAS	Airborne Collision Avoidance System
ACD	Airbus Compliance Document
ACISP	All-Cargo International Security Procedure
ACMI	Aircraft, Crew, Maintenance, and Insurance
AD	Airworthiness Directive
ADAPT	Automatic Detection and Processing Terminal
ADG	Airplane Design Group
ADS	Automatic Dependent Surveillance
ADS-B	Automatic Dependent Surveillance-Broadcast
AED	Aircraft Evaluation Division
AEE	Office of Environment and Energy
AFCGS	Automatic Flight Control Guidance System
AFE	Above Field Elevation
AFGS	Auto Flight Guidance System
AFM	Airplane Flight Manual
AFMS	Airplane Flight Manual Supplement
AGC	Office of the Chief Counsel
AGC-700	International Affairs and Security Law Division
AGL	Above Ground Level
AH	Alert Height
AIM	Aeronautical Information Manual
AIP	Aeronautical Information Publication

Abbreviation/ Acronym	Meaning
AIR	Aircraft Certification Service
AITT	Action Item Tracking Tool
AJR-2200	Strategic Operations Security Group
AJV-P300	Standards and Procedures Group
AL	Airworthiness Limitations
ALD	Available Landing Distance
ALS	Approach Light System
ALSF	Approach Lighting System With Sequenced Flashing Lights
AMC	Acceptable Means of Compliance
AMM	Aircraft Maintenance Manual
AMO	Approved Maintenance Organization
AMTS	Aviation Maintenance Technician School
ANCA	Airport Noise and Capacity Act of 1990
ANP	Air Navigation Plan
ANSP	Aircraft Network Security Program
AO	Audit Organization
AOA	Air Operations Area
AOA-1	Office of the Administrator
AOC	Air Operator Certificate
AOM	Airplane Operations Manual
AOR	Area of Responsibility
APA	Administrative Procedure Act
APCH	Approach
API	Office of International Affairs
APIS	Advance Passenger Information System
APL	Office of Policy, International Affairs and Environment
APV	Approach Procedure with Vertical Guidance
AQS	Office of Quality, Integration, and Executive Services
AR	Authorization Required
ARA	Airborne Radar Approach
ASH	Office of Security and Hazardous Materials Safety
ASI	Aviation Safety Inspector

Abbreviation/ Acronym	Meaning
ASR	Airport Surveillance Radar
AT JTA	Air Transportation Job Task Analysis
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
ATM	Automatic Teller Machine
ATN	Aeronautical Telecommunication Network
ATQA	Air Traffic Quality Assurance
ATS	Air Traffic Service
AVS	Aviation Safety
AVS-1	Associate Administrator for Aviation Safety
AW	Airworthiness
AWA	Area Washington
AWO	All Weather Operations
AXE-200	Intelligence and Threat Analysis Division
BAA	Bilateral Airworthiness Agreement
Baro	Barometric
Baro-VNAV	Barometric Vertical Navigation
BASA	Bilateral Aviation Safety Agreement
BOB	Bilateral Oversight Board
C DCT	Custom Data Collection Tool
C of A	Certificate of Airworthiness
CAA	Civil Aviation Authority
CAMP	Continuous Airworthiness Maintenance Program
CAP	Corrective Action Plan
CAR	Canadian Aviation Regulations
CAT	Category
CBP	Customs and Border Protection
CDC	Centers for Disease Control and Prevention
CDFA	Continuous Descent Final Approach
CDI	Course Deviation Indicator
CDL	Configuration Deviation List
CDTI	Cockpit Display of Traffic Information

Abbreviation/ Acronym	Meaning
CE	Critical Element
CFO	Chief Financial Officer
CG	Center of Gravity
CL	Centerline
CMO	Certificate Management Office
CMT	Certificate Management Team
CNMI	Commonwealth of the Northern Mariana Islands
COA	Certificate of Authorization
CPDLC	Controller-Pilot Data Link Communications
CPM	Codeshare Program Manager
CRAF	Civil Reserve Air Fleet
CTAF	Common Traffic Advisory Frequency
CVFP	Charted Visual Flight Procedures
CVR	Cockpit Voice Recorder
DA	Decision Altitude
DBA	Doing Business As
DCL	Departure Clearance
DCT	Data Collection Tool
DEN	Domestic Events Network
DEP	Design Eye Position
DFDR	Digital Flight Data Recorder
DFW	Dallas/Fort Worth
DGCA	Directorate General of Civil Aviation
DH	Decision Height
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DO	Director of Operations
DOM	Director of Maintenance
DOR	Dynamic Observation Report
DOS	Director of Safety
DOT	Department of Transportation
DP	Departure Procedure

Abbreviation/ Acronym	Meaning
DQA	Director of Quality Assurance
EA	Environmental Assessment
EASA	European Union Aviation Safety Agency
eCC	Electronic Country Clearance
eFSAS	Enhanced Flight Standards Automation System
EFVS	Enhanced Flight Vision System
EGPWS	Enhanced Ground Proximity Warning System
EIS	Enforcement Information System
eLMS	Electronic Learning Management System
ELOS	Equivalent Level of Safety
Email	Electronic Mail
EMS/A	Emergency Medical Services/Airplane
ETA	Estimated Time of Arrival
ETOPS	Extended Operations
EU	European Union
eVID	Enhanced Vital Information Database
EVS	Enhanced Vision System
EWIS	Electrical Wiring Interconnection System
FAA	Federal Aviation Administration
FAF	Final Approach Fix
FANS	Future Air Navigation System
FAS	Final Approach Segment
Fax	Facsimile
FBO	Fixed-Base Operator
FD	Flight Director
FDC	Flight Data Center
FDE	Fault Detection and Exclusion
FE	Flight Engineer
FLIR	Forward Looking Infrared
FMS	Flight Management System
FMSP	Flight Management System Procedure
FO	Fail Operational

Abbreviation/ Acronym	Meaning
FOD	Foreign Object Damage
FOM	Flight Operations Manual
FOV	Field of View
FP	Fail Passive
FPA	Flight Path Angle
FPV	Flight Path Vector
FR	Federal Register
FRC	Federal Records Center
FS	Flight Standards Service
FSB	Flight Standardization Board
FSDO	Flight Standards District Office
FSS	Flight Service Station
ft	Foot
FTFR	Fuel Tank Flammability Reduction
FTR	Foreign Travel Request
FTS	Fuel Tank Safety
FY	Fiscal Year
GA	General Aviation
GAAW	General Aviation Airworthiness
GAOP	General Aviation Operations
GBAS	Ground Based Augmentation System
GDO	Geographic District Office
GDS	Global Distribution System
Gen Dec	General Declaration
GGF	GBAS Ground Facility
GLS	Global Landing System
GMM	General Maintenance Manual
GNSS	Global Navigation Satellite System
GOLD	Global Operational Data Link Document
GPS	Global Positioning System
GS	Glideslope
GTOW	Gross Takeoff Weight

Abbreviation/ Acronym	Meaning
HAA	Height Above Airport
HAT	Height Above Touchdown
Hazmat	Hazardous Materials
HEDA	Helicopter En Route Descent Area
HFDL	High Frequency Data Link
HGS	Head-Up-Guidance System
HIRL	High Intensity Runway Lights
HSI	Horizontal Situation Indicator
HSL	Heightened Surveillance List
HTSOS	High Threat Security Overseas Seminar
HUD	Head-Up Display
IAA	Irish Aviation Authority
IAP	Instrument Approach Procedure
IASA	International Aviation Safety Assessment
IATA	International Air Transport Association
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IFO	International Field Office
IFP	Instrument Flight Procedure
IFR	Instrument Flight Rules
IIC	Investigator-in-Charge
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
InFO	Information for Operators
INS	Inertial Navigation System
IOSA	International Air Transport Association Operational Safety Audit
IP	Implementation Procedures
IPA	Implementation Procedures for Airworthiness
IPL	Implementation Procedures for Licensing
IRU	Inertial Reference Unit
IT	Information Technology

Abbreviation/ Acronym	Meaning
JTA	Job Task Analysis
KSN	Knowledge Services Network
LAAS	Local Area Augmentation System
LAHSO	Land-and-Hold-Short Operations
LAX	Los Angeles
LDA	Localizer Type Directional Aid
LEP	List of Effective Pages
LLM	Lower Landing Minimums
LNAV	Lateral Navigation
LOA	Letter of Authorization
LOB	Line of Business
LOC	Localizer
LOI	Letter of Intent
LOR	Letter of Registration
LORAN	Long-Range Navigation
LORAN-C	Long-Range Navigation-C System
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
LRNS	Long-Range Navigation System
LVTO	Low Visibility Take-Off
m	Meter
M&IE	Meals and Incidental Expenses
M/M	Make and Model
M/M/S	Make, Model, and Series
MAG	Maintenance Annex Guidance/Agreement Guidance
MALS	Medium Intensity Approach Lighting System
MAP	Missed Approach Point
MAS	Missed Approach Segment
MAST	Maintenance Aviation Standardization Team
MCM	Maintenance Control Manual
MDA	Minimum Descent Altitude

Abbreviation/ Acronym	Meaning
MDH	Minimum Descent Height
MEA	Minimum En Route Altitude
MEL	Minimum Equipment List
MES	Multiengine Sea
mi	Mile
MIA	Miami
MIP	Maintenance Implementation Procedures
MMEL	Master Minimum Equipment List
MNPS	Minimum Navigation Performance Specification
MOE	Maintenance Organization Exposition
MOPS	Minimum Operational Performance Standards
MoS	Modification of Standards
MOT	Minister of Transportation
MPAP	Multiple Parallel Approach Program
MSAT	Multi-System Access Tool
MSL	Mean Sea Level
MSP	Model Security Program
MSpec	Management Specification
MVA	Minimum Vector Altitude
N/A	Not Applicable
NADP	Noise Abatement Departure Profile
NAS	National Airspace System
NAT HLA	North Atlantic High Level Airspace
NAVAID	Navigational Aid
NDB	Non-Directional Beacon
NEF	Nonessential Equipment and Furnishings
NextGen	Next Generation Air Transportation System
NM	Nautical Mile
NMAC	Near Midair Collision
NOTAM	Notice to Airmen
NPA	Nonprecision Approach
NPG	National Flight Standards Work Program Guidelines

Abbreviation/ Acronym	Meaning
NPRM	Notice of Proposed Rulemaking
NSC	National Service Center
NTSB	National Transportation Safety Board
NTZ	No Transgression Zone
NY	New York
OAG	Official Airline Guide
OAPS	Operations Approval Portal System
ODP	Obstacle Departure Procedure
OEA	Obstacle Evaluation Area
OEM	Original Equipment Manufacturer
OFZ	Obstacle Free Zone
OJT	On-the-Job Training
OMB	Office of Management and Budget
OpSpec	Operations Specification
OPSS	Operations Safety System
OSAP	Offshore Standard Approach Procedure
OST	Office of the Secretary of Transportation
OUSD	Operator Use Suitability Demonstration
PA	Public Address
PAI	Principal Avionics Inspector
PANS	Procedures for Air Navigation Services
PAPI	Precision Approach Path Indicator
Pax	Passenger
PBN	Performance-Based Navigation
PD	Pilot Deviation
PF	Pilot Flying
PI	Principal Inspector
PIC	Pilot in Command
PMI	Principal Maintenance Inspector
POC	Point of Contact
POI	Principal Operations Inspector
PRM	Precision Runway Monitor

Abbreviation/ Acronym	Meaning
P-RNAV	Precision Area Navigation
QC	Quality Control
QMS	Quality Management System
RA	Resolution Advisory
RAIM	Receiver Autonomous Integrity Monitoring
RCL	Runway Centerline
REIL	Runway End Identification Lights
RF	Radius to Fix
RFM	Rotorcraft Flight Manual
RFMS	Rotorcraft Flight Manual Supplement
R-item	Required Surveillance Work Activity
RMP	Risk Management Process
RNAV	Area Navigation
RNP	Required Navigation Performance
RNP APCH	Required Navigation Performance Approach
RNP AR	Required Navigation Performance Authorization Required
RPG	Regional Planning Group
RSAM	Repair Station Analytical Model
RSM	Repair Station Manual
RVFP	RNAV Visual Flight Procedures
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
RVV	Runway Visibility Value
SAAAR	Special Aircraft and Aircrew Authorization Required
SAFO	Safety Alerts for Operators
SAIB	Special Airworthiness Information Bulletin
SAO	Special Area of Operation
SARPs	Standards and Recommended Practices
SAS	Safety Assurance System
SATCOM	Satellite Communications
SB	Service Bulletin
SCI	Sensitive Compartmented Information

Abbreviation/ Acronym	Meaning
SDF	Simplified Directional Facility
SEA	Seattle
SEL	Single-Engine Land
SES	Single-Engine Sea
SFA	Special Flight Authorization
SFAR	Special Federal Aviation Regulation
SFL	Sequence Flashing Lights
SIAP	Standard Instrument Approach Procedure
SIC	Second in Command
SID	Standard Instrument Departure
SIDA	Security Identification Display Area
SIF	Special Interest Flight
SIP	Simulator Implementation Procedure
SIS	Sampling Inspection System
SITA	Société Internationale de Télécommunications Aéronautiques
SL	Service Letter
sm	Statute Mile
SME	Subject Matter Expert
SMGCS	Surface Movement Guidance and Control System
SOIA	Simultaneous Offset Instrument Approach
SOIR	Simultaneous Operations on Intersecting Runways
SOP	Standard Operating Procedure
SPAS	Safety Performance Analysis System
SPPA	Special Purpose Pilot Authorization
SRA	Surveillance Radar Approach
SSALR	SSALS With Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
SSE	Servicing Security Element
STAR	Standard Terminal Arrival Route
STARS	Standard Terminal Automation Replacement System
STC	Supplemental Type Certificate

Abbreviation/ Acronym	Meaning
SUA	Special Use Airspace
TA	Traffic Advisory
TACAN	Tactical Air Navigation System
TAWS	Terrain Awareness and Warning System
TC	Type Certificate
TCAS	Traffic Alert and Collision Avoidance System
TCCA	Transport Canada Civil Aviation
TCDS	Type Certificate Data Sheet
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TERPS	Terminal Instrument Procedures
TGL	Temporary Guidance Leaflet
TIS	Traffic Information Services
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
TSO	Technical Standard Order
U.S.	United States
U.S. DOS	United States Department of State
USMCA	United States–Mexico–Canada Agreement
UN	United Nations
UNICOM	Aeronautical Advisory Station
V_2	Takeoff Safety Speed (Multi)
VASI	Visual Approach Slope Indicator
VDA	Vertical Descent Angle
VDB	VHF Data Broadcast
VDL	Very High Frequency Data Link
VDP	Visual Descent Point
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOR	Very High Frequency Omnidirectional Range

Abbreviation/ Acronym	Meaning
VORTAC	Very High Frequency Omnidirectional Range/Tactical Air Navigation
VPATH	Vertical Path
VS	Vertical Speed
W&B	Weight and Balance
WAAS	Wide Area Augmentation System
WAT	West Atlantic

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CHAPTER 4 TITLE 14 CFR PART 129 OPERATIONS

Section 2 Title 14 CFR Part 129 Part A Operations Specifications—General

Source Basis:

- **Title 14 CFR § 110.2, Definitions.**
- **Title 14 CFR § 129.5, Operations Specifications.**
- **Title 14 CFR § 129.7, Application, Issuance, or Denial of Operations Specifications.**
- **Title 14 CFR § 129.9, Contents of Operations Specifications.**
- **Title 14 CFR § 129.11, Amendment, Suspension and Termination of Operations Specifications.**
- **Title 14 CFR § 129.13, Airworthiness and Registration Certificates.**
- **Title 14 CFR § 129.14, Maintenance Program and Minimum Equipment List Requirements for U.S.-Registered Aircraft.**
- **Title 14 CFR § 129.15, Flightcrew Member Certificates.**
- **Title 14 CFR § 129.17, Aircraft Communication and Navigation Equipment for Operations Under IFR or Over the Top.**
- **Title 14 CFR § 129.18, Collision Avoidance System.**
- **Title 14 CFR § 129.20, Digital Flight Data Recorders.**
- **Title 14 CFR § 129.24, Cockpit Voice Recorders.**
- **Title 14 CFR § 129.25, Airplane Security.**
- **Title 14 CFR § 129.28, Flightdeck Security.**
- **Title 14 CFR Part 212, Charter Rules for U.S. and Foreign Direct Air Carriers.**
- **Title 14 CFR Part 215, Use and Change of Names of Air Carriers, Foreign Air Carriers and Commuter Air Carriers.**
- **Title 14 CFR Part 218, Lease by Foreign Air Carrier or Other Foreign Person of Aircraft with Crew.**
- **Administrative.**

2.1 GENERAL.

2.1.1 Purpose. This section provides the Federal Aviation Administration (FAA) policy requirements and aviation safety inspector (ASI) guidance associated with the standard Part A (General) operations specifications (OpSpecs) paragraphs and their templates available for issuance to each foreign air carrier or foreign person operating under Title 14 of the Code of Federal Regulations (14 CFR) part 129.

[…]

OPSPEC A003—AIRCRAFT AUTHORIZED FOR OPERATIONS TO THE UNITED STATES (REQUIRED FOR ALL FOREIGN AIR CARRIERS OPERATING TO THE UNITED STATES. ONLY APPLIES TO PART 129 OPSPEC TEMPLATES, NOT THE § 129.14 OPSPEC TEMPLATES).

a) General. OpSpec A003 lists the aircraft that the FAA has authorized a foreign air carrier to use in its operations in the United States with the following exception: aircraft being operated by the foreign air carrier under an interchange arrangement where the foreign air carrier is the interchange operator will be listed in OpSpec A029 and not in OpSpec A003. This paragraph also describes the specific requirements to list the aircraft in A003 and be used by a foreign air carrier to conduct international air transportation operations within the United States.

1) Aircraft Registration and Airworthiness Certificates. The aircraft must carry a current and valid Certificate of Airworthiness (C of A) and registration issued by the State of Registry. ICAO requires (in Article 29 of the Convention on International Civil Aviation) that aircraft engaged in international navigation carry a C of A and registration in the aircraft. Airworthiness and registration certificates are also required for foreign air carrier aircraft by 14 CFR § 91.203(a)(1) and (2), and 14 CFR §§ 129.13 and 375.20. If the aircraft is subject to an agreement made pursuant to Article 83 *bis* (see Volume 12, Chapter 3, Section 5) to the Convention on International Civil Aviation, the C of A may be issued by the State of the Operator.

2) Airworthiness Requirements. The State of Registry must have a comprehensive and detailed national airworthiness requirement established for the class of aircraft as required in ICAO Annex 8, Part II, 3.2.2. Determinations concerning the adequacy of a State's airworthiness requirements are based on the FAA's IASA Program. If any doubt exists, contact AFS-50 before adding the aircraft.

3) Maintenance Programs. Each aircraft must have a maintenance program approved by the State of Registry or, for an aircraft subject to an Article 83 *bis* agreement, by the State of the Operator.

a. For aircraft subject to an Article 83 *bis* agreement, verify the agreement has been registered with ICAO and covers the applicable aircraft (see Volume 12, Chapter 3, Section 5).

b. The maintenance program will conform to the international standards set forth in ICAO Annex 6, Part I, Chapters 8 and 11 for airplanes and ICAO Annex 6, Part III, Chapters 6 and 9 for helicopters.

c. For each U.S.-registered aircraft, the FAA must have approved the maintenance program in accordance with 14 CFR § 129.14(a).

4) MEL Exceptions.

a. The aircraft manufacturer develops the Master Minimum Equipment List (MMEL) in conjunction with the State of the Manufacturer's CAA. The State of the Operator approves a foreign air carrier's MEL.

b. Each foreign air carrier who wants to operate U.S.-registered aircraft with certain instruments or equipment inoperative must have OpSpec D095 issued to them. (See Volume 12, Chapter 4, Section 5.)

5) Airworthiness Directives (AD).

a. A foreign air carrier must have properly accomplished all ADs issued by the State of Registry or adopted by the State of Registry from the State of Design applicable to each aircraft listed in the OpSpecs, in accordance with ICAO Annex 6, Part I, Chapters 8 and 11 (airplanes) and Part III, Chapters 6 and 9 (helicopters) as applicable. After the aircraft is on the OpSpecs, the failure to comply on an ongoing basis with all applicable ADs is justification for removing the aircraft from the OpSpec paragraphs.

b. OpSpec A447 must also be issued to each foreign air carrier operating U.S.-registered aircraft, which are listed in OpSpec A003, to enable the FAA to notify the foreign air carrier regarding emergency ADs.

b) Enter Aircraft Information. All aircraft information must first be entered into OPSS under "CHDO," "Maintain Operator Data," "Aircraft." Once accomplished, move the current OpSpec A003 paragraph template from the Available grid to the Workspace grid. The M/M/S, serial number (S/N), and registration number entered under "Operator - Aircraft" will populate OpSpec A003, Table 1, Authorized Aircraft. The following provides guidance on the "Maintain Operator Data—Aircraft" fields.

- All aircraft that the foreign air carrier owns, dry leases, or wet leases that it will operate within the United States must be entered in A003. Both foreign- and U.S.-registered aircraft must be entered.
- The aircraft of a foreign air carrier that provides service to the United States will only be listed in A003 of the "primary operator's" A003, in the case of an interchange operation; the "lessor's" A003, in the case of a wet lease; or the "lessee's" A003, in the case of a dry lease (see Volume 12, Chapter 3, Section 2).

Note: For additional help in adding an aircraft to 14 CFR part 129 OpSpecs, in the left navigation menu, under "Tools," select "CHDO - User Manual."

1) M/M/S. Select the "Manufacturer" and then "Model/Series" from the dropdown lists provided in OPSS. If the appropriate M/M/S cannot be found in OPSS, ASIs should send an email to OPSS Support at AFS-WebOPSS@faa.gov to request the M/M/S be added to OPSS. Provide any aircraft type certification information, if available.

2) Registration Number. Enter the aircraft registration marking assigned by the State of Registry. ICAO defines the State of Registry as "the State on whose register the aircraft is entered." In accordance with Article 18 of the Convention on International Civil Aviation, an aircraft cannot be validly registered in more than one State.

3) Serial Number (S/N). Enter the manufacturer's aircraft S/N.

4) CFR. This defaults to "129" for a foreign air carrier. Select "129.14" to add a U.S.-registered aircraft that will be used in common carriage solely outside the United States. Aircraft entered under "129.14" will not appear on the foreign air carrier's OpSpec A003 but will appear on any maintenance OpSpecs, such as D085 and D095.

5) Type Section 119. This is not applicable to 14 CFR part 129. However, this is a required field, and therefore you must select "N/A" from the dropdown list.

6) Configuration. PIs must select "All Cargo," "Passenger," "Combi," or "Pax and Cargo" based on the main cabin configuration. The PI must ensure that the selection represents how the aircraft's main cabin can be used and that it is not contrary to the type of service for which the aircraft is approved. For example, if an aircraft's main cabin can be configured for "Pax and Cargo," but the State of the Operator and DOT economic authority only authorize the foreign air carrier to carry passengers, then the PI must select "Passenger."

a. All Cargo. The main cabin is for cargo hauling only. There may be a few supernumerary seats.

b. Passenger. The main cabin is for passenger seating only. There may be overhead bins for bags.

c. Combi. The main cabin of the airplane is a simultaneous combination of passenger and cargo. For example, half of the main cabin volume is for cargo and half of the main cabin volume is passenger seating.

d. Pax and Cargo. At one time, the main cabin is all cargo (see above); at another time, the main cabin is passenger (see above), though not at the same time.

7) En Route. Inspectors must enter the appropriate en route flight rule for each M/M/S.

a. If the M/M/S is a large aircraft, as defined in OpSpec A002, and/or approved for only instrument flight rules (IFR) operations by the State of the Operator's CAA, select "IFR" in the column labeled "En Route."

b. If the M/M/S is other than a large aircraft, as defined in OpSpec A002, and/or restricted to visual flight rules (VFR)-only operations by the State of the Operator's CAA, select "VFR."

c. If the M/M/S is other than a large aircraft, as defined in OpSpec A002, and/or approved for both IFR and VFR operations by the State of the Operator's CAA, select "IFR/VFR."

8) Noise Stage. This only applies to turbojet airplanes with a maximum weight of more than 75,000 pounds; otherwise, select "N/A." Select the aircraft noise stage III, IV, or V. Evidence of noise stage should be from approved aircraft documentation, such as a noise certificate if issued, Airplane Flight Manual (AFM), or other document issued by the State of Registry.

9) Additional Aircraft Information. Enter, select, or check other information about the aircraft as appropriate to the AOC and the aircraft used. These include Class of Operation (for example: Multiengine Land, Single-Engine Land (SEL), Multiengine Sea (MES), Single-Engine Sea (SES), etc.) The "Authorizations" section should have appropriate authorizations assigned (e.g., CAT II or CAT III) for each aircraft entry. These aircraft

authorizations do not populate in OpSpec A003 but are required for the M/M/S authorization and issuance of related OpSpecs.

10) Data Communications (Data Comm). The FAA has made Controller-Pilot Data Link Communications (CPDLC) available using Future Air Navigation System 1/A (FANS 1/A). This includes en route CPDLC and Departure Clearance (DCL) at various airports within the United States. This is a supplemental means to voice communication between pilots and ATC. Title 14 CFR part 129 air carriers seeking to conduct U.S. domestic CPDLC may need to be reminded that prior to filing their flight plans, they must meet the required avionics requirements of the program and fill out an equipage form to show avionics acceptability with L3Harris (refer to recommended action in Information for Operators (InFO) 23008, The Federal Aviation Administration (FAA) Policy Change for United States (U.S.) Domestic Data Link Operations).

Note: AC 90-117, Data Link Communications, contains the requirements for en route in U.S. airspace as well.

c) Adding or Deleting an Aircraft. ASIs must instruct a foreign air carrier wishing to add or delete an aircraft to its 14 CFR part 129 OpSpecs to submit a letter or electronic transmittal to their assigned FAA office. The foreign air carrier should address the letter or email to their PI, as listed in OpSpec A001, requesting the aircraft addition or deletion. The PIs assigned to the foreign air carrier must obtain and review the following documents prior to adding an aircraft to the foreign air carrier's OpSpecs:

1) A copy of the State of the Operator-issued OpSpecs/Air Carrier Certificate or other document, reflecting that the proposed aircraft is authorized for the proposed type of operation by the State of the Operator.

2) If applicable, any aircraft wet lease agreement or interchange arrangement. The wet lease agreement or interchange arrangement must address who is responsible for aircraft maintenance, operational control, flightcrew and cabin crew responsibility, etc.

3) Approvals of the State of the Operator and State of Registry relating to the aircraft maintenance programs. OpSpec A003 and ICAO Annex 6 establish that the aircraft's airworthiness certification must be in accordance with a comprehensive and detailed national airworthiness requirement. There is no need to obtain a copy of the entire maintenance program, just the approval page. Coordinate with AFS-50 if either of the following applies:

a. The aircraft that the foreign air carrier wants to add to its operations to the United States is registered in a country (which may not be the State of the Operator) that is IASA CAT 2 (or has not been assessed by the FAA).

b. The Airworthiness Certificate for the aircraft that the foreign air carrier wants to add to its operations to the United States does not contain an issued statement in accordance with ICAO Annex 8.

4) The following aircraft-specific documentation showing approval from the State of the Operator and State of Registry and/or compliance by the foreign air carrier, as applicable:

a. The C of A and Certificate of Registration (C of R) issued by the State of Registry or the State of the Operator in the case of an existing Article 83 *bis* agreement (see Volume 12, Chapter 3, Section 5).

b. If the aircraft is subject to an Article 83 *bis* agreement, review the Article 83 *bis* agreement and ensure agreement registration with ICAO.

c. Noise stage compliance for each applicable aircraft.

d. Documentation that flight deck door security requirements have been met in accordance with 14 CFR § 129.28.

e. If the operator was determined by the TSA as not needing a TSA security program (see OpSpec A001, subparagraph g)), then prior to adding any new M/M aircraft or configuration change, the foreign air carrier needs to reach out to the TSA and obtain documentation of the TSA's determination that the new aircraft does not require them to have an approved TSA security program. This documentation needs to be shared with the responsible PI(s).

f. Aircraft configuration information showing the State of Registry and/or State of the Operator-approved aircraft configurations. PIs must select "All Cargo," "Combi," "Passenger," or "Pax and Cargo" based on the main cabin.

g. The foreign air carrier has each required approval from the State of the Operator's CAA for specific operations.

1. These operations include: CAT II, CAT III, instrument landing system (ILS)/precision runway monitor (PRM), Required Navigation Performance Authorization Required (RNP AR) or restricted CAT II/III approaches, Low Visibility Take-Off (LVTO) minima, land-and-hold-short operations (LAHSO), etc., authorized in the OpSpecs.

2. Some authorizations will require the issuance of additional OpSpecs. If the PI already has documentation that the criteria used by the State of the Operator's CAA for a particular approval is acceptable to the FAA, then the criteria documentation does not need to be resubmitted unless:

- The State of the Operator's CAA changed the criteria;
- The State of the Operator's CAA uses different criteria for the aircraft the foreign air carrier requested to operate to the United States; or
- The responsible PI is not in possession of documentation referencing the State of the Operator's CAA criteria that was already determined to be acceptable to the FAA.

h. Office of the Secretary of Transportation (OST) Form 6411, Foreign Air Carriers - Certificate of Insurance. Refer to the "Maintain Operator Data"—"Insurance" page of OPSS for the foreign air carrier to verify that the foreign air carrier's insurance company has

filed a properly completed OST Form 6411 indicating that the additional aircraft have required insurance coverage.

1. If the foreign air carrier has an "Approved (Active)" policy with blanket coverage for all aircraft (i.e., the column labeled "Blanket" in the insurance interface will indicate "True"), then additional aircraft added to the foreign air carrier will be covered.

Note: Blanket coverage policy is indicated by the insurance company designating "Operations conducted with all aircraft operated by the insured" in section 3 of OST Form 6411.

2. If the foreign air carrier does not have a blanket coverage policy, click on the policy number links listed in "Policy Number" column for policies with "Approved (Active)" status (as listed in the "Status" column). Each link will provide details of the aircraft covered by that specific policy. Aircraft not identified as covered by an "Approved (Active)" policy must not be added to A003.

3. If additional questions exist about insurance coverage (e.g., no insurance information in OPSS for the operator), contact an insurance analyst in the Integration and Implementation Group (AFS-260), Technical Programs Section by email at AFS-260-Insurance@faa.gov.

4. Additional information, to include a link to a copy of OST Form 6411, may be located at https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs200/afs260/exemptions/.

i. A statement from the foreign air carrier (e.g., Foreign AOC, Airworthiness Certificates) that the aircraft meets the aircraft equipment requirements of ICAO Annex 6, Part I for airplanes, or Part III for helicopters, as appropriate. (Refer to 14 CFR § 129.5(b).) The following exception applies: A foreign air carrier whose aircraft does not meet the aircraft equipment requirements of ICAO Annex 6 must apply for and receive an exemption from the Administrator in accordance with 14 CFR part 11 before the aircraft can be added to the foreign air carrier's 14 CFR part 129 OpSpecs.

j. For aircraft M/M/S authorized in OpSpec C048, C059, or C060, documentation verifying that the individual aircraft is 5G C-Band radio altimeter tolerant. PIs may accept documentation showing that the State of the Operator has adopted the FAA AD requirements for 5G C-Band, or AFM excerpts, supplements, or other manufacturer documentation showing that the aircraft is 5G C-Band radio altimeter tolerant. If the aircraft is not 5G C-Band radio altimeter tolerant, see additional documentation information in Volume 12, Chapter 4, Section 4.

5) Obtain and review aircraft-specific documentation for each U.S.-registered aircraft to verify the following:

a. For U.S.-registered aircraft, approval of the aircraft maintenance program and MEL by the FAA in accordance with 14 CFR part 129.

Note: Documents that apply to multiple aircraft (have already been reviewed for another applicable aircraft already on A003) do not have to be reviewed again for subsequent aircraft.

For example, if all airplane types are covered by a fleet MEL and another aircraft of the same type is added, the MEL does not need to be reviewed again. The option to review will rest with the responsible IFO. An instance when it would be advisable to review the records would be if the previously reviewed records were no longer available.

b. The foreign air carrier has complied with supplemental inspection requirements for U.S.-registered aircraft in accordance with 14 CFR part 129, as applicable.

c. Digital flight data recorder (DFDR) installation is in accordance with 14 CFR part 129.

d. The foreign air carrier has complied with special maintenance program requirements in accordance with 14 CFR part 129, as applicable.

e. The foreign air carrier has complied with aging airplane inspections and records reviews for multiengine aircraft in accordance with 14 CFR part 129, as applicable.

6) Environmental Review. The lower the noise stage of an aircraft, the louder/higher the aircraft noise will be (e.g., noise stage III aircraft is louder than noise stage IV aircraft). If the foreign air carrier proposes to add new aircraft that is noisier than the aircraft already listed on A003, then:

a. See Volume 11, Chapter 6 for guidance on environmental reviews; and

b. For a checklist of the information needed by AFS-830 for an environmental review, refer to the document in OPSS for A003 by clicking the "Guidance" button and locating the document in the Guidance pop-up window titled, "OpSpecs Environmental Reviews."

7) Addition of Same Aircraft to OpSpec A003. Amendments for the addition of the same M/M/S of aircraft for foreign air carriers from IASA CAT 1 countries that are not issued within 15 business days of receipt of a completed application must be reported electronically to the IFO manager for coordination with the Office of Safety Standards (OSS), if required.

a. The report must specify the name of the foreign air carrier or person making the requested amendment, the reason that the request could not be processed within 15 business days, and when the responsible IFO expects to complete processing.

b. This 15-business-day report requirement does not apply if the aircraft being added is not registered in the State of the Operator of the foreign air carrier requesting the amendment.

d) Limitations. The PI must select only the applicable limitations to the foreign air carrier's operations.

e) IFR En Route Operations in U.S. Airspace Using Area Navigation (RNAV) Systems.

1) General. The FAA authorizes an operator to conduct IFR en route operations within the United States using an RNAV system in accordance with 14 CFR § 129.17 by issuance of

OpSpec A003. The RNAV system must be installed in accordance with approved data and be operational except in accordance with an approved MEL.

2) Criteria Acceptable to the FAA. The FAA criteria for authorizing IFR en route operations within the United States using an RNAV system are in accordance with, but not limited to, the following:

a. ICAO Doc 9613, Performance-Based Navigation (PBN) Manual.

b. Joint Aviation Authority (JAA) Temporary Guidance Leaflet (TGL) Number 10, Airworthiness and Operational Approval for Precision RNAV Operations in Designated European Airspace.

c. If adopted by the CAA, equivalent standards to AC 20-138, Airworthiness Approval of Positioning and Navigation Systems, and AC 90-110, Service Provider Authorization Guidance for Public Performance Based Instrument Flight Procedures (IFPs).

Note: PIs must coordinate all acceptable criteria other than that specified in subparagraphs b)1) and 2) with the AFS-50, who will coordinate with the Flight Technologies and Procedures Division (AFS-400), as appropriate.

3) Foreign Air Carrier Actions. A foreign air carrier applying to the FAA for IFR en route operations within the United States using an RNAV system must provide the responsible IFO with evidence that the State of the Operator has approved the foreign air carrier for this operation. The approval must include:

a. A statement from the State of the Operator's CAA stating:

- That the foreign air carrier is approved for en route navigation using RNAV in accordance with XXXX (e.g., ICAO Doc 9613) criteria;
- That the aircraft and aircraft equipment are eligible and approved for en route navigation using RNAV; and
- That the flightcrews are trained in procedures for en route navigation using RNAV.

b. RNAV system M/M, and part number(s) approved.

c. Any other pertinent information.

Note: The FAA and PIs are not responsible for evaluating a foreign air carrier's training program. Air carrier training programs are evaluated and approved by the State of the Operator's CAA. PIs may accept equipment eligibility that has been determined eligible and approved by a foreign air carrier's CAA when it is also documented by the AFM or other FAA-recognized means.

4) PI Actions. After the Principal Operations Inspector (POI) and Principal Avionics Inspector (PAI) have reviewed all of the documents provided by the foreign air carrier and agree

that the foreign air carrier has been authorized by the State of the Operator's CAA in accordance with acceptable criteria to the FAA, the foreign air carrier may be authorized for IFR en route operations within the United States using an RNAV system, as long as the ability to "proceed safely" as described below is verified.

a. The Aeronautical Information Manual (AIM) (in Paragraph 1-1-17, Global Positioning System (GPS)), clarifies that dual GPS installations are not considered to be "independent" navigation systems for non-extended overwater operations. Language in 14 CFR § 129.17 allows use of a single navigation system if the "other independent navigation system" is suitable for "proceeding safely."

b. For single RNAV installations, or for RNAV installations that only rely on GPS (no inertial navigation system (INS)), inspectors should confirm that operators would be able to "proceed safely," in accordance with 14 CFR § 129.17(c)(1). If unable to revert to Navigational Aids (NAVAID) immediately, this would require training and procedures on dead reckoning. AC 91-70, Oceanic and Remote Continental Airspace Operations, provides guidance on dead reckoning, including a list of topics with which operators that rely on dead reckoning procedures should be familiar.

Note: When authorizing the foreign air carrier for IFR en route operations within the United States using an RNAV system, inspectors must ensure the operator has OpSpec A002, revision 02c or later, issued. The updated A002 includes the definition of "One-Hour Reliable Fix (1HRF) Operations."

5) Q-Routes. Q-routes can be flown using GPS or distance measuring equipment (DME)/DME/Inertial Reference Unit (IRU). In some cases, sufficient ground-based navigation sources are inadequate/unavailable to support DME/DME/IRU operations. When this occurs, the route must be annotated "GNSS REQUIRED." Q-route procedures require the aircraft's track-keeping accuracy remain bounded by +/- 2 nautical miles (NM) for 95 percent of the total flight time. Unless the RNAV route specifically requires GPS or Global Navigation Satellite System (GNSS) equipage, aircraft on the RNAV route must be within Air Traffic Services (ATS) surveillance (radar and/or Automatic Dependent Surveillance-Broadcast (ADS-B)) and communication (except for operations in Alaska).

6) Technical Standard Orders (TSO). RNAV aircraft is equipped in accordance with:

a. For the lower 48 states Q- or T-routes, one of the following:

1. TSO-C145, Airborne Navigation Sensors Using the Global Positioning System Augmented by the Satellite Based Augmentation System (SBAS);

2. TSO-C146, Stand-Alone Airborne Navigation Equipment Using the Global Positioning System Augmented by the Satellite Based Augmentation System (SBAS); or

3. TSO-C196, Airborne Supplemental Navigation Sensors for Global Positioning System Equipment Using Aircraft-Based Augmentation.

b. For Q-routes in Alaska, any of the three TSOs listed above (same as those for the lower 48 states).

c. For T-routes in Alaska, per Special Federal Aviation Regulation (SFAR) 97, Special Operating Rules for the Conduct of Instrument Flight Rules (IFR) Area Navigation (RNAV) Operations Using Global Positioning Systems (GPS) in Alaska, either of the following:

1. TSO-C145; or

2. TSO-C146.

Note: Q-routes in the Gulf of America are not in U.S. sovereign airspace.

7) Y- or T-Routes. Y-routes are RNAV routes between Florida and Puerto Rico through the area known as the West Atlantic Route System (WATRS). They were previously referred to as T-routes, but the letter T is now being used exclusively for terminal operations. Although FAA ATC provides ATS in the WATRS, this is international airspace (not U.S. sovereign airspace), and as such, the FAA does not issue OpSpecs. A foreign air carrier who wants to operate in this airspace should consult the Aeronautical Information Publication (AIP) for requirements and get approval/authorization from their CAA.

8) Gulf of America. The Gulf of America is in international waters. Oceanic airspace is divided into oceanic control areas (OCA) and delegated to a controlling authority bordering that region. The division among authorities is done by international agreement through ICAO.

a. For the Gulf of America, U.S. air traffic controls the northern part of the Gulf, Mexico's air traffic controls the southern portion, and Cuba's air traffic controls the eastern tip. All operators must be approved by their State of the Operator (per ICAO Annex 6) to transit any part of the world (to include the Gulf of America) safely.

b. Operators are responsible for reviewing and complying with the AIP of each State. Following is a link to the U.S. AIP on the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/. Information about conducting operations on Q-routes in the Gulf of America, including equipment eligibility requirements, can be found in the U.S. AIP, Part 2—En Route (ENR), ENR 7.14.

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CHAPTER 4 TITLE 14 CFR PART 129 OPERATIONS

Section 3 Title 14 CFR Part 129 Part B Operations Specifications—En Route Authorizations and Limitations

Source Basis:

- **Title 14 CFR § 129.5, Operations Specifications.**
- **Title 14 CFR § 129.7, Application, Issuance, or Denial of Operations Specifications.**
- **Title 14 CFR § 129.9, Contents of Operations Specifications.**
- **Title 14 CFR § 129.11, Amendment, Suspension and Termination of Operations Specifications.**
- **Title 14 CFR § 129.17, Aircraft Communication and Navigation Equipment for Operations Under IFR or Over the Top.**
- **Administrative.**

3.1 GENERAL.

3.1.1 Purpose. This section provides the Federal Aviation Administration (FAA) policy requirements and aviation safety inspector (ASI) guidance associated with the standard Part B (En Route Authorizations and Limitations) operations specifications (OpSpec) paragraphs and their templates available for issuance to each foreign air carrier or foreign person operating under Title 14 of the Code of Federal Regulations (14 CFR) part 129.

[…]

OPSPEC B035—CLASS I NAVIGATION EN ROUTE IN UNITED STATES (U.S.) AIRSPACE USING AREA OR LONG-RANGE NAVIGATION SYSTEMS (OPTIONAL FOR FOREIGN AIR CARRIERS OPERATING TO THE UNITED STATES). DECOMMISSIONED.

Note: In 2025, Flight Standards (FS) moved authorization of Area Navigation (RNAV) systems to OpSpec A003.

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