

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.111

### National Policy

Effective Date:  
2/12/10

Cancellation Date:  
2/12/11

### **SUBJ:** Non-Relief Operations to Haiti

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**1. Purpose of This Notice.** This notice provides guidance for certificate-holding district offices (CHDO) and principal operations inspectors (POI) regarding resumption of non-relief flights to Port Au Prince, Haiti (MTPP) for Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 135, and 125 (including part 125 Letter of Deviation Authority (LODA) holders, 125M), and issuance of operations specification (OpSpec)/Letter of Authorization (LOA) C567, Interim Authorizations, Provisions, and Limitations for Port Au Prince Airport (MTPP).

**2. Audience.** The primary audience for this notice is CHDO POIs with oversight responsibility of air carriers. The secondary audience includes Flight Standards (AFS) branches and divisions in the regions and in headquarters.

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/). Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public may find this information at: <http://fsims.faa.gov>.

**4. Background.** On January 12, 2010, an earthquake devastated Port Au Prince, Haiti. The airport and related facilities were heavily damaged. Relief operations were authorized for parts 121, 135, and 125 operators through OpSpec A531. The Haitian government subsequently announced a start date for commercial operations. Due to the airport conditions reported by the Federal Aviation Administration (FAA) and U.S. Air Force personnel, AFS requires each U.S. operator that desires to resume commercial operations to obtain authorization to conduct commercial operations in Haiti via OpSpec/LOA C567. To obtain this authorization, the certificate holder must conduct an airport assessment in accordance with the applicable regulations to determine the continued availability and adequacy of the airport for its operations. Under the current circumstances in Haiti, a complete assessment of the airport is necessary to establish the adequacy for the proposed operation.

### **5. Guidance.**

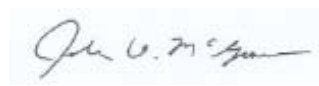
**a. Regulation.** According to 14 CFR part 121, §§ 121.97 and 121.117, each certificate holder that conducts domestic, flag, and supplemental operations must show that each route it submits for approval has enough airports that are properly equipped and adequate for the

proposed operation, considering such items as size, surface, obstructions, facilities, public protection, lighting, navigational and communication aids, and air traffic control. Parts 135 and 125 have similar requirements. Refer to part 125, § 125.49 and part 135, § 135.385 (requiring destination airport analysis). In light of these requirements, and the requirements in 14 CFR part 119, § 119.49 for certificate holders to obtain OpSpecs containing authorizations and limitations for routes and areas of operation, as well as airports limitations, the FAA is requiring OpSpec C567 for commercial operations in Port Au Prince, Haiti.

**b. OpSpec/LOA C567.** The FAA has provided available data reported by the FAA and U.S. military regarding the conditions of the Port Au Prince Airport. This information is available for review in the guidance documents located in WebOPSS. These guidance documents do not relieve the certificate holder from completing a full assessment to obtain all the pertinent information it would for any new airport operation. After obtaining all the necessary information, the operator must determine any deficiencies, assess risk, and establish procedures to mitigate those deficiencies to an equivalent level of safety. The certificate holder's assessment, identification of deficiencies, and procedures for mitigating deficiencies must be submitted to the CHDO for approval. The CHDO will then obtain approval for issuance of OpSpec/LOA C567 from the Air Transportation Division, AFS-200, via memo. AFS-200 must approve all amendments to this OpSpec/LOA. OpSpec/LOA C567 will expire 120 days from the effective date of this notice. The FAA will review the situation and conditions in Haiti 90 days from the effective date of this notice to determine if the certificate holder's current assessment and mitigations are still appropriate. Upon this review, the FAA will determine whether to renew the OpSpec, if requested, beyond 120 days from the effective date of this notice.

**6. Action.** Authorization to conduct non-relief operations to Haiti requires AFS-200 approval before issuance of OpSpec/LOA C567. Refer to Order 8900.1 Volume 3, Chapter 18, Section 2, Automated Operations Safety System, for the nonstandard OpSpec/LOA paragraph/template request process. POIs will notify their assigned operators of the contents of this notice.

**7. Disposition.** We will not incorporate this notice into Order 8900.1, FSIMS. Direct questions regarding this notice to the Air Carrier Operations Branch, AFS-220, at 202-267-8166.

 for

John M. Allen  
Director, Flight Standards Service

**Appendix A. Part 121 Operations Specification C567**C567. Interim Authorizations, Provisions, and Limitations  
For Port Au Prince Airport (MTPP)HQ Control: 2/5/10  
HQ Revision: 000

- a. The certificate holder is authorized to conduct operations at Port Au Prince Airport upon compliance with the provisions of this operations specification. This special authorization is time-limited and requires AFS-200 approval.
- b. The certificate holder must assess the Port Au Prince Airport to determine compliance with the applicable requirements in 14 CFR parts 121 and 135. The certificate holder must identify all deficiencies in the availability or adequacy of airport facilities or equipment, provide procedures to mitigate the deficiencies, and submit them to the CHDO for approval before conducting operations.
- c. Upon approval by the CHDO, list all deficiencies in the Airport Limitations section of Table 1 of this operations specification.
- d. List all procedures to mitigate the deficiencies noted in the Airport Limitations section of Table 1 in the Mitigation Procedures section of Table 1.
- e. Carry on the airplane(s) operating into MTPP a copy of the mitigation procedures listed in Table 1 of this operations specification.
- f. The certificate holder must ensure that flight crewmembers are aware of the location of the mitigating procedures onboard, and understand how to implement them.
- g. Do not amend mitigation procedures without conducting an additional airport assessment and obtaining CHDO approval.
- h. Obtain permission to enter the applicable flight information region (FIR) and land at the airport from the appropriate agencies in charge.

**Table 1—Port Au Prince Airport (MTPP) Special Provisions**

| <b>Date of Airport Assessment</b> | <b>Airport Limitations</b> | <b>Mitigation Procedures</b> |
|-----------------------------------|----------------------------|------------------------------|
| TABL03                            | TABL05                     | TABL04                       |