

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.168

National Policy

Effective Date:
9/9/11

Cancellation Date:
9/9/12

SUBJ: OpSpec C075 and OpSpec C076 for Part 129

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) offices and inspectors with oversight responsibility for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) part 129. This notice amends operations specification (OpSpec) C075, Category I IFR Landing Minimums—Circling Maneuvers. It also incorporates information from OpSpec C076, Category I IFR Landing Minimums—Contact Approaches at U.S. Airports. This notice decommissions the C076 template.

2. Audience. The primary audience for this notice is Flight Standards District Offices (FSDO), International Field Offices (IFO), International Field Units (IFU), principal operations inspectors (POI), principal maintenance inspectors (PMI), and principal avionics inspectors (PAI) with oversight responsibility for operators issued OpSpecs under part 129. The secondary audience includes Flight Standards branches and divisions 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>. Air carriers (operators) can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Explanation of Policy Changes. The International Programs and Policy Division (AFS-50) has amended OpSpec C075 for part 129. This amended OpSpec C075 combines information from OpSpec C075 with that of OpSpec C076. The amended C075:

- Offers two selectable choices for contact approaches and two for circling maneuvers (one for each when authorized and one for each for when not authorized);
- Has been renamed to Circling Maneuvers and/or Contact Approaches at U.S. Airports;
- Removed references to other OpSpecs;
- Text has been rephrased into plain language; and
- Deleted the speed category/height above airport (HAA)/visibility in statute miles table for circling maneuvers.

5. Action. This is a mandatory change affecting principal inspectors (PI) with responsibility for the issuance, amendment, and oversight of OpSpecs for part 129. When amending either OpSpec C075 or OpSpec C076, the new C075 template (HQ revision 020) needs to be used, and the old C076 template (if previously issued) needs to be archived. This action must be accomplished by the template expiration date associated with the previous revision of C075 in the Web-based Operations Safety System (WebOPSS) system.

6. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to the International Operations and Standardization Branch (AFS-52) at 202-385-8070.

for 

John M. Allen
Director, Flight Standards Service

**Appendix A. OpSpec C075, Circling Maneuvers and/or Contact Approaches at
U.S. Airports: 14 CFR Part 129**

The foreign air carrier shall not use any instrument flight rules (IFR) Category 1 landing minimum lower than that prescribed by the applicable published instrument approach procedure. The pilots must have satisfactorily completed a training program and must be authorized by the State of Operator for the maneuver/approach/minimum.

(The following language is selectable text that must be selected for operators based on whether or not they are authorized for circling maneuvers, not template language.)

a. When the ceiling is less than 1,000 feet and visibility is less than 3 statute miles, the foreign air carrier shall not use any circling landing minimum lower than that prescribed for the applicable published instrument approach to be used.

a. The foreign air carrier is not authorized for circling maneuvers.

(The following language is selectable text that must be selected for operators based on whether or not they are authorized for contact approaches, not template language.)

b. When conducting contact approaches, the following conditions must be met:

(1) The airport must have an instrument approach.

(2) The pilot must specifically request and receive air traffic control controller authorization for the approach.

(3) The flight remains under IFR and the reported visibility/Runway Visual Range (RVR) for the runway of intended landing is at or above the Category 1 Nonprecision Approach minimum for the runway or 1 statute mile (RVR 5000), whichever is higher.

(4) Flight visibility is sufficient for the pilot to assume full responsibility for obstacle clearance and safely maneuver the aircraft to the landing runway.

(5) The flight does not descend below the minimum en route altitude/minimum safe altitude, minimum vector altitude, or the final approach fix altitude, as appropriate, until:

(a) The flight can remain below any ceiling and be clear of clouds throughout the approach.

(b) The flight is established on the instrument procedure, operating below any ceiling and clear of clouds, and the pilot has the airport in sight or has identified sufficient landmarks to safely navigate to the airport.

(6) The flight does not descend below the highest circling minimum descent altitude for the runway of intended landing until the aircraft is in a position to safely land in the touchdown zone using a normal rate of descent.

b. The foreign air carrier is not authorized for contact approaches.