

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.171

National Policy

Effective Date:
10/18/11

Cancellation Date:
10/18/12

SUBJ: OpSpecs A036 and A040 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) A036, Traffic Alert and Collision Avoidance System (TCAS). It also incorporates information from OpSpec A040, Aircraft Radio Equipment. This notice decommissions all A040 templates.

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 A036 for part 129. This amended OpSpec A036 incorporates information from OpSpec A040 and includes:

- The renaming of OpSpec A036 to Aircraft Communication and Navigation Equipment and Collision Avoidance Systems;
- Adds aircraft communication and navigation frequency ranges to the guidance;
- Removes the duplicative text; and
- Rephrases the text into plain language.

5. Action. This is a mandatory change affecting principal inspectors (PI) with responsibility for the issuance, amendment, and oversight of OpSpecs for part 129. OpSpecs A036 and A040 will need to be archived and the updated OpSpec A036 issued. When amending either OpSpec A036 or A040, the new A036 template needs to be used and the old A040 template (if previously

issued) needs to be archived. This action must be accomplished within 90 days of the release of the revised OpSpec A036 in the Web-based Operations Safety System (WebOPSS) or at such time that a new OpSpec A004 is issued (e.g., when authorizing a new optional OpSpec), whichever comes first.

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. Sample OpSpec A036, Aircraft Communication and Navigation Equipment and Collision Avoidance Systems: 14 CFR Part 129

- a. Aircraft Communication and Navigation Equipment. For all operations within U.S. airspace, the foreign air carrier shall comply with the equipment and operating requirements of 14 CFR part 129, § 129.17 and International Civil Aviation Organization Annex 6, Chapter 7.
- b. Collision Avoidance Systems. The foreign air carrier shall comply with the requirement for the installation and operation of collision avoidance systems in § 129.18 during flight in U.S. airspace.
- (1) In addition, if the foreign air carrier is equipped with Traffic Alert and Collision Avoidance System (TCAS) II and operates in Reduced Vertical Separation Minimum airspace, then it must comply with the equipment and operating requirement of 14 CFR part 91 appendix G, including the requirement for equipping the aircraft with a TCAS II that meets FAA Technical Standard Order (TSO) C-119b, Traffic Alert and Collision Avoidance System (TCAS) Airborne Equipment TCAS II (Version 7.0), or a later version.
- (2) A valid, unique aircraft-specific Mode S transponder identification address code must be assigned to each TCAS II-equipped airplane listed in these operations specifications, and that address code must be set and operated for each flight in U.S. airspace.
- (3) No aircraft operations under the authority of these operations specifications may be conducted if the TCAS system, including the integral Mode S transponder when TCAS II-equipped, is inoperative unless:
- (a) For U.S.-registered aircraft, the operator has obtained and uses an FAA-approved minimum equipment list (MEL) containing the authority to dispatch the aircraft with a TCAS system or component temporarily inoperative; or
- (b) For foreign-registered aircraft, the operator has obtained and uses an MEL (approved by the State of Operator) containing the authority to dispatch the aircraft with a TCAS system or component temporarily inoperative.
- (4) Flightcrew members must be properly trained and qualified in the procedures for the operational use of:
- (a) TCAS II, as specified by the current edition of Advisory Circular (AC) 120-55, Air Carrier Operational Approval and Use of TCAS II, or other equivalent criteria that is acceptable to the FAA; or
- (b) For non-TCAS II aircraft, use of TCAS as contained in the foreign air carrier's operations manual.

Note: These procedures must be used when aircraft operations are conducted in U.S. airspace.

- (5) Unsafe conditions or performance related to TCAS operation that potentially could affect continued safe operations in the U.S. National Airspace System must be reported to the foreign air carrier's FAA principal operations inspector within 10 days of the time that such a hazard is identified.