NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.117

National Policy

Effective Date:
5/5/10

Cancellation Date:
5/5/11

SUBJ: OpSpec/MSpec/LOA C055—Alternate Airport IFR Weather Minimums

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) assigned to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, 125 (including the Letter of Deviation Authority (LODA) 125M operators), 129, and 135. This notice amends and clarifies the authorization (C055) for alternate airport instrument flight rules (IFR) weather minimums. This notice amends all C055 templates (i.e., operations specification (OpSpec) C055, management specification (MSpec) C055, and letter of authorization (LOA) C055) for operators conducting airplane operations under parts 91K, 121, 125 (including LODA 125M operators), 129, and 135. This is a mandatory change to C055.

2. Audience. The primary audience for this notice is FAA CHDOs and POIs assigned to operators conducting airplane operations under parts 91K, 121, 125 (including LODA 125M operators), 129, and 135. The secondary audience includes Flight Standards divisions and branches in the regions and in headquarters.

3. Where You Can Find This Notice. You can find this order on the MyFAA employee Web site at https://employees.faa.gov/tool_resources/orders_notices. Inspectors can access this notice and related templates in the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at: http://fsims.faa.gov.

4. Background. We have revised C055 to reflect the change in the alternate minima table, removing the requirement for two "separate, suitable runways." Further, this revision adds metric equivalent values to the table, and alternate language for use of global positioning system (GPS) wide area augmentation system (WAAS) language which C052 previously contained.

5. Guidance. The Flight Technologies and Procedures Division, AFS-400, in cooperation with the Air Transportation Division, AFS-200, the General Aviation and Commercial Aviation Division, AFS-800, and industry members of the Operations Specifications Working Group (OSWG) developed this notice. This notice contains the following:

- The sample OpSpec C055 template in Appendix A that applies to part 121.
- The sample OpSpec C055 template in Appendix B that applies to part 125.

- The sample OpSpec C055 template in Appendix C that applies to part 135.
- The sample OpSpec C055 template in Appendix D that applies to part 121/135.
- The sample MSpec MC055 template in Appendix E that applies to part 91K.
- The sample LOA C055 template in Appendix F that applies to part 125 (LODA 125M).
- The sample OpSpec C055 template in Appendix G that applies to part 129.

6. Action. POIs should review the revised guidance for issuance of the paragraph contained in this notice. POIs should provide this notice to the operators for whom they are responsible, alerting them to updated operating procedures as well as required pilot knowledge and training. This authorization is mandatory, with a compliance date of 90 days from the date of this notice.

7. Disposition. We will incorporate the information in this notice in FSIMS before it expires. Direct questions or comments concerning this notice to the Flight Operations Branch, AFS-410, at 202-385-4625.

John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec Paragraph C055, Alternate Airport IFR Weather Minimums: 14 CFR Part 121

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below.

b. Special limitations and provisions.

(1) In no case shall the certificate holder use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the certificate holder shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

Note: Paragraphs (3) and (4) are selectables.

(3) Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the certificate holder, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

(4) Alternate Airport GPS wide area augmentation system (WAAS) Usage. The certificate holder may plan to use any instrument approach authorized for use with GPS WAAS avionics at a required alternate if the aircraft is equipped with such equipment certified in accordance with Technical Standard Order (TSO) C145a/C146a (or later revision that meets or exceeds the accuracy of this TSO revision as approved by the Administrator). This flight planning, however, must be based on flying the RNAV (GPS) (or RNAV (GNSS) for foreign approaches) LNAV minima line, or the minima on a GPS approach procedure or conventional approach procedure with "… or GPS" in the title. Additionally, RNAV (GPS) (or RNAV (GNSS)) are based on a single navigational facility when determining the approach facility configuration in Table 1 below. Upon arrival at an alternate, if the GPS WAAS navigation system indicates that LNAV/VNAV or LPV service is available, vertical guidance may be used to complete the approach using the displayed level of service.

Note: The final two rows of Table 1 are selectables.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration[1]	Ceiling[2]	Visibility[3]
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m[1] to the higher authorized landing minimum of the two approaches used.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized Category III ILS IAP.	200 feet	½ statute mile (800 m)[4] or RVR 1800 feet (550 m).

[1] When determining the suitability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

[2] All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

[3] When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

[4] For operations outside United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

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Appendix B. Sample OpSpec Paragraph C055, Alternate Airport IFR Weather Minimums: 14 CFR Part 125

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below.

b. Special limitations and provisions.

(1) In no case shall the certificate holder use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the certificate holder shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

Note: Paragraphs (3) and (4) are selectables.

(3) Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the certificate holder, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

(4) Alternate Airport GPS wide area augmentation (WAAS) Usage. The certificate holder may plan to use any instrument approach authorized for use with GPS WAAS avionics at a required alternate if the aircraft is equipped with such equipment certified in accordance with Technical Standard Order (TSO) C145a/C146a (or later revision that meets or exceeds the accuracy of this TSO revision as approved by the Administrator). This flight planning, however, must be based on flying the RNAV (GPS) (or RNAV (GNSS) for foreign approaches) LNAV minima line, or the minima on a GPS approach procedure or conventional approach procedure with "… or GPS" in the title. Upon arrival at an alternate, if the GPS WAAS navigation system indicates that LNAV/VNAV or LPV service is available, vertical guidance may be used to complete the approach using the displayed level of service.

Note: The final two rows of Table 1 are selectables.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration[1]	Ceiling[2]	Visibility[3]
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m1 to the higher authorized landing minimum of the two approaches used.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized Category III ILS IAP.	200 feet	½ statute mile (800 m)4 or RVR 1800 feet (550 m).

[1] When determining the suitability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

[2] All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

[3] When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

[4] For operations outside United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

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Appendix C. Sample OpSpec Paragraph C055, Alternate Airport IFR Weather Minimums: 14 CFR Part 135

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below.

b. Special limitations and provisions.

(1) In no case shall the certificate holder use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the certificate holder shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

Note: Paragraphs (3) and (4) are selectables.

(3) Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the certificate holder, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

(4) Alternate Airport GPS wide area augmentation system (WAAS) Usage. The certificate holder may plan to use any instrument approach authorized for use with GPS WAAS avionics at a required alternate if the aircraft is equipped with such equipment certified in accordance with Technical Standard Order (TSO) C145a/C146a (or later revision that meets or exceeds the accuracy of this TSO revision as approved by the Administrator). This flight planning, however, must be based on flying the RNAV (GPS) (or RNAV (GNSS) for foreign approaches) LNAV minima line, or the minima on a GPS approach procedure or conventional approach procedure with "… or GPS" in the title. Upon arrival at an alternate, if the GPS WAAS navigation system indicates that LNAV/VNAV or LPV service is available, vertical guidance may be used to complete the approach using the displayed level of service.

Note: The final two rows of Table 1 are selectables.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration[1]	Ceiling[2]	Visibility[3]
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m1 to the higher authorized landing minimum of the two approaches used.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized Category III ILS IAP.	200 feet	1/2 statute mile (800 m)4 or RVR 1800 feet (550 m).

[1] When determining the suitability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

[2] All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

[3] When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

[4] For operations outside United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

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Appendix D. Sample OpSpec Paragraph C055, Alternate Airport IFR Weather Minimums: 14 CFR Part 121/135

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below.

b. Special limitations and provisions.

(1) In no case shall the certificate holder use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the certificate holder shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

Note: Paragraphs (3) and (4) are selectables.

(3) Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the certificate holder, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

(4) Alternate Airport GPS wide area augmentation system (WAAS) Usage. The certificate holder may plan to use any instrument approach authorized for use with GPS WAAS avionics at a required alternate if the aircraft is equipped with such equipment certified in accordance with Technical Standard Order (TSO) C145a/C146a (or later revision that meets or exceeds the accuracy of this TSO revision as approved by the Administrator). This flight planning, however, must be based on flying the RNAV (GPS) (or RNAV (GNSS) for foreign approaches) LNAV minima line, or the minima on a GPS approach procedure or conventional approach procedure with "… or GPS" in the title. Upon arrival at an alternate, if the GPS WAAS navigation system indicates that LNAV/VNAV or LPV service is available, vertical guidance may be used to complete the approach using the displayed level of service.

Note: The final two rows of Table 1 are selectables.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration[1]	Ceiling[2]	Visibility[3]
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m1 to the higher authorized landing minimum of the two approaches used.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized Category III ILS IAP.	200 feet	½ statute mile (800 m)4 or RVR 1800 feet (550 m).

[1] When determining the suitability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

[2] All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

[3] When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

[4] For operations outside United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

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Appendix E. Sample MSpec Paragraph MC055, Alternate Airport IFR Weather Minimums: 14 CFR Part 91 Subpart K

a. The program manager is authorized to derive alternate airport weather minimums from Table 1 below.

b. Special limitations and provisions.

(1) In no case shall the program manager use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the program manager shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

Note: Paragraphs (3) and (4) are selectables.

(3) Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the program manager, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

(4) Alternate Airport GPS wide area augmentation system (WAAS) Usage. The program manager may plan to use any instrument approach authorized for use with GPS WAAS avionics at a required alternate if the aircraft is equipped with such equipment certified in accordance with Technical Standard Order (TSO) C145a/C146a (or later revision that meets or exceeds the accuracy of this TSO revision as approved by the Administrator). This flight planning, however, must be based on flying the RNAV (GPS) (or RNAV (GNSS) for foreign approaches) LNAV minima line, or the minima on a GPS approach procedure or conventional approach procedure with "… or GPS" in the title. Upon arrival at an alternate, if the GPS WAAS navigation system indicates that LNAV/VNAV or LPV service is available, vertical guidance may be used to complete the approach using the displayed level of service.

Note: The final two rows of Table 1 are selectables.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration[1]	Ceiling[2]	Visibility[3]
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m1 to the higher authorized landing minimum of the two approaches used.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized category III ILS IAP.	200 feet	½ statute mile (800 m)4 or RVR 1800 feet (550 m).

[1] When determining the suitability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

[2] All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

[3] When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

[4] For operations outside United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

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Appendix F. Sample LOA C055, Alternate Airport IFR Weather Minimums: 14 CFR Part 125 (LODA 125M)

Letter of Authorization
Alternate Airport IFR Weather Minimums

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA 125M), is authorized to derive alternate airport weather minimums from Table 1 below.

2. Special limitations and provisions.

a. In no case shall the Operator/Company use an alternate airport weather minimum other than any applicable minimum derived from this table.

b. In determining alternate airport weather minimums, the Operator/Company shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

Note: Paragraphs (c) and (d) are selectables.

c. Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the Operator/Company, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

d. Alternate Airport GPS wide area augmentation system (WAAS) Usage. The Operator/Company may plan to use any instrument approach authorized for use with GPS WAAS avionics at a required alternate if the aircraft is equipped with such equipment certified in accordance with Technical Standard Order (TSO) C145a/C146a (or later revision that meets or exceeds the accuracy of this TSO revision as approved by the Administrator). This flight planning, however, must be based on flying the RNAV (GPS) (or RNAV (GNSS) for foreign approaches) LNAV minima line, or the minima on a GPS approach procedure or conventional approach procedure with "… or GPS" in the title. Upon arrival at an alternate, if the GPS WAAS navigation system indicates that LNAV/VNAV or LPV service is available, vertical guidance may be used to complete the approach using the displayed level of service.

Note: The final two rows of Table 1 are selectables.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration[1]	Ceiling[2]	Visibility[3]
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m1 to the higher authorized landing minimum of the two approaches used.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized Category III ILS IAP.	200 feet	½ statute mile (800 m)4 or RVR 1800 feet (550 m).

[1] When determining the suitability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

[2] All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

[3] When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

[4] For operations outside United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

TEXT99

Appendix G. Sample OpSpec Paragraph C055, Alternate Airport IFR Weather Minimums: 14 CFR Part 129

a. The foreign air carrier is authorized to derive alternate airport weather minimums from Table 1 below. Alternate airport minimums exercised by the foreign air carrier under these operations specifications shall not be less than those alternate airport minimums that are authorized by the State of the Operator.

b. Special limitations and provisions.

(1) In no case shall the foreign air carrier use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the foreign air carrier shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

Note: Paragraphs (3) and (4) are selectables.

(3) Credit for alternate minima based on CAT II or CAT III capability is predicated on authorization for engine inoperative CAT III operations for the foreign air carrier, aircraft type, and qualification of flightcrew for the respective CAT II or CAT III minima applicable to the alternate airport.

(4) Alternate Airport GPS wide area augmentation system (WAAS) Usage. The foreign air carrier may plan to use any instrument approach authorized for use with GPS WAAS avionics at a required alternate if the aircraft is equipped with such equipment certified in accordance with Technical Standard Order (TSO) C145a/C146a (or later revision that meets or exceeds the accuracy of this TSO revision as approved by the Administrator). This flight planning, however, must be based on flying the RNAV (GPS) LNAV minima line, or the minima on a GPS approach procedure or conventional approach procedure with "… or GPS" in the title. Upon arrival at an alternate, if the GPS WAAS navigation system indicates that LNAV/VNAV or LPV service is available, vertical guidance may be used to complete the approach using the displayed level of service.

Note: The final two rows of Table 1 are selectables.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration[1]	Ceiling[2]	Visibility[3]
For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m1 to the higher authorized landing minimum of the two approaches used.
One useable authorized Category II ILS IAP.	300 feet	¾ statute mile (1200 m) or RVR 4000 feet (1200 m).
One useable authorized category III ILS IAP.	200 feet	½ statute mile (800 m) or RVR 1800 feet (550 m).

[1] When determining the suitability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

[2] All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

[3] When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

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