

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.224

National Policy

Effective Date:
7/9/13

Cancellation Date:
7/9/14

SUBJ: OpSpec C056 and C057 for Part 129

1. Purpose of this Notice. This document 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 to the United States. This notice amends operations specification (OpSpec) C056, IFR Takeoff Minimums (Large Airplanes) – All U.S. Airports and Alternate Airports for Departure. It also incorporates information from OpSpec C057, IFR Takeoff Minimums (Small Airplanes)—All U.S. Airports and Alternate Airports for Departure.

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) together with the Flight Technologies and Procedures Division (AFS-400) have amended OpSpec C056 for part 129. This amended OpSpec C056 incorporates information from OpSpec C057, makes correction to existing language, and adds new limitations; it includes:

- Addition of a new table, for clarity of what the operator is authorized—lowest Runway Visual Range (RVR) for airplane type, head-up display (HUD) system (if applicable), and additional limitations and provisions column;
- Addition of 500 ft as the lowest RVR minimum without HUD and the associated limitations;
- Addition of RVR 300/300/300 with HUD and the associated limitations;
- The renaming of OpSpec C056 to IFR Takeoff Minimums—Airplanes;

- A rewrite of existing text into plain language;
- Corrections to the following limitations: centerline (CL) lights, high intensity lights, and CL markings. Specifically:
 - Deletion of “operative” CL lights and “operative” High Intensity Runway Lights (HIRL);
 - Insertion of “serviceable” CL lights and “serviceable” HIRL;
 - Addition of “visible” to runway centerline markings (RCLM);
- Clarification that the minimums authorized are those authorized by the State of the Operator; and
- Deletion of training and pilot experience text. [Reason: Covered by § 129.5 and Annex 6 State of the Operator responsibility].

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 C056 and C057 will need to be archived and the new OpSpec C056 issued. When amending either OpSpec C056 or C057, the new C056 template needs to be used and the old C057 template (if previously issued), needs to be archived. This action must be accomplished within 120 days of the effective date of this notice.

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.



John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec C056, IFR Takeoff Minimums – Airplanes: 14 CFR Part 129

[The text in italics is help text, not template language].

- a. Takeoff minimums are defined in 14 CFR part 91, § 91.175(f) and hereinafter will be referred to as standard takeoff minimums.
- b. When takeoff minima are equal to or less than the applicable standard takeoff minima, the foreign air carrier is authorized to use the following lower than standard State of the Operator authorized takeoff minima:

	Lowest RVR in feet (TDZ/MD/Rollout)	Airplane type	HUD System	Additional Limitations and Provisions
	Drop Down List ▼	Drop Down List ▼	Drop Down List ▼	Drop Down List ▼
+				

- c. If the weather conditions at the airport of takeoff are below the foreign air carrier's landing minimums for that airport, the airplane may not depart from that airport unless an alternate airport for departure is designated and:

Select the selectable text in b(3) only if authorized for airplanes with a seating configuration of 30 seats or less or a maximum payload capacity of 7,500 pounds or less.

(1) The ceiling and visibility at the alternate airport at the time of departure, as well as the estimated time of arrival (ETA) at the alternate airport, is at or above the alternate minimums specified in operations specification C055 of these operations specification.

(2) The International Civil Aviation Organization (ICAO) Annex 6 alternate takeoff distance requirements, (Part I, 4.3.4), are to be calculated using still air conditions.

(3) For airplanes with a seating configuration of 30 seats or less or a maximum payload capacity of 7,500 pounds or less, single-engine IFR passenger-carrying operations are not authorized lower than standard takeoff minimums at any airport.

- d. The following limitations must be met:

Select all of the selectable text up to and including the lowest RVR value based on the lowest RVR value selected in the table in paragraph a(2). For example, if the lowest RVR value in the table in subparagraph a(2) is TDZ 1000 then select c(2), c(3), c(4) and (5).

(1) All takeoff operations based on RVR, must use RVR reports from the locations along the runway. For operations at or above RVR 1600 ft:

(a) The TDZ RVR report, if available, is controlling.

(b) The mid RVR report may be substituted for an unavailable TDZ report.

(2) Visibility or Runway Visibility Value (RVV) 1/4 sm or TDZ RVR, 1600 ft, provided at least one of the following visual aids is available.

(a) Serviceable high intensity runway lights (HIRL);

(b) Serviceable runway centerline (CL) lights;

- (c) Visible runway centerline marking (RCLM); or
 - (d) In circumstances when none of the above visual aids are available, visibility or RVR $\frac{1}{4}$ sm may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff roll.
- (3) For operations below RVR 1600 ft:
- (a) A minimum of two operative RVR reporting systems are required.
 - (b) All available RVR reports are controlling, except a fourth far-end RVR which is advisory only.
- (4) RVR: TDZ 1200 ft/mid, (if installed), 1200 ft/rollout 1000 ft, may be used provided RVR equipment and one of the following visual aids combinations are available:
- (a) Daylight Hours. Visible RCLM or serviceable: HIRL or CL lights.
 - (b) Nighttime Hours. Serviceable: HIRL or runway CL lights.
- (5) RVR: TDZ 1000 ft/mid, (if installed), 1000 ft/rollout 1000 ft, may be used provided RVR equipment and one of the following visual aids combinations are available:
- (a) Serviceable CL lights, OR
 - (b) Serviceable HIRL and visible RCLM.
- (6) For RVR: TDZ less than 1000 ft but not lower than 500 ft/mid (if installed), less than 1000 ft but not lower than 500 ft/rollout less than 1000 ft but not lower than 500 ft, provided RVR equipment and ALL of the following visual aids are available:
- (a) Serviceable HIRL.
 - (b) Serviceable runway CL lights.
- (7) For RVR TDZ less than 500 ft but not lower than TDZ 300 ft/mid less than 500 ft but not lower than TDZ 300 ft/rollout less than 500 ft but not lower than TDZ 300 ft provided:
- (a) RVR equipment is available.
 - (b) Serviceable HIRL.
 - (c) Serviceable runway CL lights.
 - (d) The crosswind component on the takeoff runway is less than the airplane flight manual's crosswind limitation, or 15 knots, whichever is more restrictive.
 - (e) The foreign air carrier shall conduct no takeoffs using these takeoff minima unless using the HUD System.
 - (f) The takeoff is conducted on a runway with a published landing minimum of RVR 300 with localizer front course guidance displayed on the HUD.

Select subparagraph d. for aircraft with a seating configuration of 30 seats or less or a maximum payload capacity of 7,500 pounds or less if the lowest authorized RVR is 1600 RVR or less.

e. The foreign air carrier shall conduct all operations, in small airplanes, at or below 1600 RVR as described in subparagraph c. above in compliance with the following limitations: (1) Minimum flightcrew of two pilots. (2) Each pilot station must have operational equipment that displays a reliable indication of the following: (a) Aircraft pitch and bank, aircraft heading, from a gyroscopic source, with each set of instruments driven by an independent power source; (c) Vertical speed; (d) Airspeed; and (e) Altitude. (3) For takeoffs when the RVR is less than TDZ RVR 1200 and Rollout RVR 1000, each airplane used must be operated at a takeoff weight which permits the airplane to achieve the performance equivalent to the takeoff performance specified for transport category aircraft.