

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.257

National Policy

Effective Date:
2/24/14

Cancellation Date:
2/24/15

SUBJ: OpSpec C091 for Parts 121 and 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) parts 121 and 129. This notice introduces a new operations specification (OpSpec) for part 121: OpSpec C091, Operational Requirements Airplanes Design Group VI (ICAO Group F). This notice also amends OpSpec C091, Operational Requirements Airplane Design Group VI (ICAO Group F) Airplanes, for part 129.

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 operator issued OpSpecs under parts 121 and 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>. 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 Air Transportation Division (AFS-200), have rolled out for part 121 a new OpSpec C091, and for part 129, an amended OpSpec C091.

a. Part 121. For part 121, OpSpec C091 authorizes operators of Airplane Design Group VI (ADG-VI) Airplane(s) to operate on 150 foot (45 meter) wide runways.

b. Part 129. For part 129, OpSpec C091 has been amended as follows:

(1) Added B-747-8 limitations.

(2) Rewrote the existing text into plain language and clarified the A-380 limitations.

- (3) Replaced ADG-VI with ICAO group F (the ICAO equivalent to ADG-VI).
- (4) Renamed the OpSpec title to Operational Requirements ADG-VI (ICAO group F).

(5) Matched the hold line limitation in the OpSpec to what is prescribed in the current edition of Advisory Circular (AC) 150/5300-13, Airport Design. Specifically, hold short lines or hold position must expand outward from the 280 feet point by 1 foot for every 100 feet the runway threshold elevation is above sea level.

5. Action. This is a mandatory change affecting principal inspectors (PI) with responsibility for the issuance, amendment, and oversight of OpSpecs for parts 121 and 129. PIs must accomplish this action within 120 days of the effective date of this notice.

a. Part 121. PIs will need to issue OpSpec C091 to any part 121 operator who wishes to operate the A-380 or B-747-8 (ADG-VI aircraft) on runways as narrow as 150 feet (45 meters) wide.

b. Part 129. PIs will need to reissue OpSpec C091 to those foreign air carriers who were previously issued C091. If the PI authorized the foreign air carrier to operate the B-747-8 aircraft in the United States via the nonstandard text in OpSpec A003, then he or she needs to delete the nonstandard text in OpSpec A003 referencing B-747-8 and issue OpSpec C091.

6. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. PIs/FAA offices may direct questions concerning the information in this notice to the International Operations Branch (AFS-52) at 202-385-8070.



Michael Zenkovich
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Appendix A. Sample OpSpec Paragraph C091, Operational Requirements Airplane Design Group VI (ICAO group F): 14 CFR Part 129

a. The foreign air carrier is authorized to conduct operations using a design group VI airplane in accordance with the authorizations and limitations of this paragraph:

(The following language is selectable text that must be selected for air carriers based on whether or not they are authorized to operate the A-380, the B-747-8, or both the A-380 and the B-747-8.)

b. Operations of the A-380 on runways as narrow as 150 feet (45 meters) wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet wide with stabilized runway shoulders on both sides of the runway extending an additional 50 feet (15 meters) outward from the runway edge, for a total width of at least 250 feet (75 meters).

(2) Runways as narrow as 150 feet wide, without the 50 feet stabilized shoulder on either side of runways as described in subparagraph b(1) above, may be used for takeoff and landings, provided:

(a) The applicable flight manual procedures for takeoffs on a 150 foot wide runway without stabilized runway shoulders are followed; and

(b) The air carrier coordinates with the airport management for the full length of the runway to be inspected for foreign object damage after the takeoff prior to successive aircraft operations.

(3) Runway hold short line spacing from runway centerline and Obstacle Free Zone shall meet the following requirements:

(a) All hold short lines must be at least 280 feet (84 meters) from the runway centerline or have coordination and procedures in place with the appropriate air traffic control facility for all aircraft and vehicles to be held by at least this distance for A-380 landing operations.

(b) The area within 225 feet (68 meters) both sides of the runway centerline must be devoid of all obstructions, and obstructions identified within this area required for navigation must not exceed a height of 15 feet (5 meters) and must be frangible.

(c) The hold short lines or hold position must be expanded outward from the 280 feet point by 1 foot (.3 meters) for every 100 feet (30 meters) the runway threshold elevation is above sea level.

b. Operations of the B-747-8 on runways as narrow as 150 feet (45 meters) wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet (45 meters) wide.

(2) All limitations and procedures specified in the applicable B-747-8 Airplane Flight Manual for light weight and aft center of gravity (CG) takeoffs must be complied with.

b. Operations of the A-380 on runways as narrow as 150 feet (45 meters) wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet wide with stabilized runway shoulders on both sides of the runway extending an additional 50 feet (15 meters) outward from the runway edge, for a total width of at least 250 feet (75 meters).

(2) Runways as narrow as 150 feet wide without the 50 foot stabilized shoulder on either side of runways as described in subparagraph b(1) above, may be used for takeoffs and landings provided:

(a) Applicable flight manual procedures for takeoffs on a 150 foot wide runway without stabilized runway shoulders are followed; and

(b) The air carrier coordinates with the airport management for the full length of the runway to be inspected for foreign object damage after the takeoff prior to successive aircraft operations.

(3) Runway hold short line spacing from runway centerline lights and obstacle free zone shall meet the following requirements:

(a) All hold short lines must be at least 280 feet (84 meters) from the RCL, or have coordination and procedures in place with the appropriate air traffic control facility for all aircraft and vehicles to be held by at least this distance for A-380 landing operations.

(b) The area within 225 feet (68 meters) both sides of the runway centerline must be devoid of all obstructions and obstructions identified within this area required for navigation must not exceed a height of 15 feet (5 meters) and must be frangible.

(c) The hold short lines or hold position must be expanded outward from the 280 feet point by 1 foot (.3 meters) for every 100 feet (30 meters) the runway threshold elevation is above sea level.

c. Operations of the B-747-8 on runways as narrow as 150 feet (45 meters) wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet wide.

(2) All limitations and procedures specified in the applicable B-747-8 Airplane Flight Manual for light weight and aft CG takeoffs must be complied with.

Appendix B. Sample OpSpec Paragraph C091, Operational Requirements Airplane Design Group VI (ICAO group F): 14 CFR Part 121

a. The certificate holder is authorized to conduct operations using a design group VI airplane in accordance with the authorizations and limitations of this paragraph:

(The following language is selectable text that must be selected for air carriers based on whether or not they are authorized to operate the A-380, the B-747-8, or both the A-380 and the B-747-8.)

b. Operations of the A-380 on runways as narrow as 150 feet (45 meters) wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet wide with stabilized runway shoulders on both sides of the runway extending an additional 50 feet (15 meters) outward from the runway edge, for a total width of at least 250 feet (75 meters).

(2) Runways as narrow as 150 feet wide, without the 50 feet stabilized shoulder on either side of runways as described in subparagraph b(1) above, may be used for takeoffs and landings, provided:

(a) The applicable flight manual procedures for takeoffs on a 150 foot wide runway without stabilized runway shoulders are followed; and

(b) The air carrier coordinates with the airport management for the full length of the runway to be inspected for foreign object damage after the takeoff prior to successive aircraft operations.

(3) Runway hold short line spacing from runway centerline and obstacle free zone shall meet the following requirements:

(a) All hold short lines must be at least 280 feet (84 meters) from the runway centerline, or have coordination and procedures in place with the appropriate air traffic control facility for all aircraft and vehicles to be held by at least this distance for A-380 landing operations.

(b) The area within 225 feet (68 meters) both sides of the runway centerline must be devoid of all obstructions, and obstructions identified within this area required for navigation must not exceed a height of 15 feet (5 meters) and must be frangible.

(c) The hold short lines or hold position must be expanded outward from the 280 foot point by 1 foot (.3 meters) for every 100 feet (30 meters) the runway threshold elevation is above sea level.

b. Operations of the B-747-8 on runways as narrow as 150 feet (45 meters) wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet wide.

(2) All limitations and procedures specified in the applicable B-747-8 Aircraft Flight Manual for light weight and aft center of gravity (CG) takeoffs must be complied with.

b. Operations of the A-380 on runways as narrow as 150 feet (45 meters) wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet wide with stabilized runway shoulders on both sides of the runway extending an additional 50 feet (15 meters) outward from the runway edge, for a total width of at least 250 feet (75 meters).

(2) Runways as narrow as 150 feet wide, without the 50 foot stabilized shoulder on either side of runways as described in subparagraph b(1) above, may be used for takeoffs and landings, provided:

(a) Applicable flight manual procedures for takeoffs on a 150 foot wide runway without stabilized runway shoulders are followed; and

(b) The air carrier coordinates with the airport management for the full length of the runway to be inspected for foreign object damage after the takeoff prior to successive aircraft operations.

(3) Runway hold short line spacing from runway centerline lights and obstacle free zone shall meet the following requirements:

(a) All hold short lines must be at least 280 feet (84 meters) from the runway centerline or have coordination and procedures in place with the appropriate air traffic control facility for all aircraft and vehicles to be held by at least this distance for A-380 landing operations.

(b) The area within 225 feet (68 meters) both sides of the runway centerline must be devoid of all obstructions, and obstructions identified within this area required for navigation must not exceed a height of 15 feet (5 meters) and must be frangible.

(c) The hold short lines or hold position must be expanded outward from the 280 foot point by 1 foot (.3 meters) for every 100 feet (30 meters) the runway threshold elevation is above sea level.

c. Operations of the B-747-8 on runways as narrow as 150 feet wide are subject to the following:

(1) Runways for takeoffs and landings shall be at least 150 feet wide.

(2) All limitations and procedures specified in the applicable B-747-8 Airplane Flight Manual for light weight and aft CG takeoffs must be complied with.