

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.280

National Policy

Effective Date:  
12/17/14

Cancellation Date:  
12/17/15

**SUBJ:** OpSpecs C050 and C067 for Part 129

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- 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 within the United States. This notice decommissions all C050, Special Pilot-in-Command Qualification Airports, templates. This notice also amends all C067, Special Airplane Authorizations, Provisions, and Limitations for Certain Airports, 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 operations specifications (OpSpecs) under part 129. The secondary audience includes Flight Standards (AFS) 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](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](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), has decommissioned OpSpec C050 and amended OpSpec C067 for part 129.

  - a. OpSpec C050.** A link to U.S. special airports has been added to the Aeronautical Information Publication (AIP), page GEN 1.7-54. The link and additional inspector guidance was also added to FAA Order 8900.1, Volume 12, Chapter 2, Section 3, OpSpec A001. International Civil Aviation Organization (ICAO) Annex 6 is regulatory on foreign air carriers operating to the United States. Part 129, § 129.5 states in part: "Each foreign air carrier conducting operations within the United States must conduct its operations in accordance with the standards contained in Annex 6 (Operation of Aircraft)." OpSpec A001 provides an additional reminder of the requirement to comply with ICAO Annex 6. The relevant ICAO Annex 6, Part I references include: 9.4.3.3, 9.4.3.5, 9.4.3.1, 9.4.3.2, and 9.2.3.2.

**b. OpSpec C067.** The new C067 has been amended as follows:

- Added a list of drop-downs to the table for special provisions/limitations.
- Deleted text already covered by regulations and other OpSpecs.
- Written into plain language.

**Note:** The OpSpec will be mandatory for all foreign air carriers operating to the United States. An OpSpec job aid has been added to the guidance tab in the Web-based Operations Safety System (WebOPSS). Inspector guidance has been updated (refer to Order 8900.1, Volume 12, Chapter 2, Section 5).

**5. Action.** This is a mandatory change affecting principal inspectors (PI) with responsibility for the issuance, amendment, and oversight of OpSpecs for part 129. If previously issued, PIs must manually archive OpSpec C050 and reissue OpSpecs A004 and C067. This action must be accomplished within 120 calendar-days of the effective date of this notice or at such a time that A004 is being reissued (for example, when authorizing a new optional OpSpec), whichever occurs first.

**6. Disposition.** We will incorporate the information in this notice into Order 8900.1 before this notice expires. Please direct any questions or comments concerning the information in this notice to the International Operations and Standardization Branch (AFS-52), at 202-267-0962.



John S. Duncan  
Director, Flight Standards Service

**Appendix A. Sample OpSpec C067, Special Airplane Authorizations, Provisions, and Limitations for Certain Airports: 14 CFR Part 129**

a. Authorization. Foreign air carriers prior to operation into any U.S. airport must ensure that the airport is appropriate for the type of operation and aircraft. The foreign air carrier is authorized as follows:

Airport	Airplane	Special Provisions/Limitations

*(The following language is selectable text that must be selected for air carriers based on whether or not they are authorized to operate: more than 9 in scheduled passenger, or 31 or more passenger seats in non-scheduled, or both.)*

b. Destination Airport. Except for a required alternate, no foreign air carrier and no pilot being used by a foreign air carrier conducting any operation with the airplanes described below, may operate at a U.S. land airport unless that airport is certificated under 14 CFR part 139. Further, for Class I, II, III, and IV airports as defined in part 139, when a foreign air carrier and the pilot being used by a foreign air carrier operate at an airport certificated under part 139, the air carrier and the pilot may only operate at that airport if the airport is classified under part 139 to serve the type airplane to be operated and the type of operation to be conducted.

(1) An airplane designed for more than 9 passenger seats in the conduct of scheduled passenger-carrying operations.

(2) An airplane designed for at least 31 passenger seats in non-scheduled passenger-carrying operations.

c. Alternate Airports Operated by the U.S. Government. A foreign air carrier and a pilot being used by an foreign air carrier conducting any operation with the airplanes described in paragraph b above may be authorized to conduct passenger-carrying airplane operations into an airport (military and non-military) operated by the U.S. Government that is not certificated under part 139, provided that for each airport to be used:

(1) Meets the equivalent of:

(a) Safety standards for airports certificated under part 139.

(b) Airport classification requirements under part 139 to serve the type airplanes to be operated and the type of operations to be conducted.

(2) To operate at these airports prior to the commencement of operations permission must be obtained as follows:

(a) Airport manager for non-military airports.

(b) Base operations for military airports.

(c) Designated airport manager for joint-use civil and military airport.