

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.330

National Policy

Effective Date:
10/9/15

Cancellation Date:
10/9/16

SUBJ: Decommission OpSpec C054 and Amend C051 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. This notice amends Operations Specification (OpSpec) C051, Terminal Instrument Procedures, and decommissions all C054, Special Limitations and Provisions for Instrument Approach Procedures and IFR Landing Minimums, templates.

2. Audience. The primary audience for this notice is International Field Offices (IFO), 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 decommissioned OpSpec C054, and amended C051 for part 129.

a. C054. OpSpec C054 decommissioned as follows:

- Subparagraph A - deleted as it is the State of the Operator responsibility, refer to International Civil Aviation Organization (ICAO) Annex 6.
- Subparagraph B - moved the reference to the U.S. National Weather Service (NWS) to OpSpec C051.

Note: The FAA did an initial release of OpSpec C054 in 1997. In 2000, and subsequently in 2013, ICAO adopted and made applicable a standard on continuing an instrument approach (Annex 6 Part I, Chapter 4, 4.4.1.2 and

4.4.1.3). This new standard together with part 129, § 129.5, which states in part that each foreign air carrier conducting operations within the U.S. must conduct its operations in accordance with the standards contained in Annex 6, makes the OpSpec no longer necessary.

b. C051. OpSpec C051 amended as follows:

- Added weather conditions reported by the U.S. NWS, a source approved by that service, or a source approved by the Administrator.
- Deleted that lower than standard takeoff minimums exercised by the foreign air carrier as described in these OpSpecs shall not be less than those lower than standard takeoff minimums that are authorized by the foreign air carrier's regulatory authority. (Covered by OpSpecs C056.)

5. Action. This is a mandatory change affecting principal inspectors (PI) with responsibility for the issuance, amendment, and oversight of OpSpecs for part 129. OpSpec C054 will need to be manually archived. OpSpec A004 and C051 will also need to be reissued when OpSpec C054 is 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, FSIMS, before this notice expires. Direct questions concerning the information in this notice to the International Operations Branch (AFS-52) at 202-267-0962.



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**Appendix A. Sample OpSpec C051, Terminal Instrument Procedures:
14 CFR Part 129**

a. The foreign air carrier shall conduct terminal instrument operations using the procedures and minimums specified in these operations specifications, provided one of the following conditions is met:

(1) The terminal instrument procedure used is prescribed by these operations specifications;

(2) The terminal instrument procedure used is prescribed by 14 CFR part 97, Standard Instrument Procedures; or

(3) At authorized U.S. military airports, the terminal instrument procedure used is prescribed by the U.S. military agency operating the airport.

b. The foreign air carrier shall use the:

(1) Following conversion tables to convert any takeoff and landing minimum expressed in the metric linear measurement system to the U.S. standard linear measurement system.

(2) Weather conditions reported by the U.S. National Weather Service, a source approved by that service, or a source approved by the Administrator.

Table 1	
RVR Conversion	
Feet	Meters
300 ft	75 m
400 ft	125 m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 m
1400 ft	450 m
1600 ft	500 m
1800 ft	550 m
2000 ft	600 m
2100 ft	650 m
2400 ft	750 m

3000 ft	1000 m
4000 ft	1200 m
4500 ft	1400 m
5000 ft	1500 m
6000 ft	1800 m

Table 2	
Meteorological Visibility	
Conversion	
Statute Miles	Meters
¼ sm	400 m
⅜ sm	600 m
½ sm	800 m
⅝ sm	1000 m
¾ sm	1200 m
⅞ sm	1400 m
1 sm	1600 m
1 ⅛ sm	1800 m
1 ¼ sm	2000 m
1 ½ sm	2400 m
1 ¾ sm	2800 m
2 sm	3200 m
2 ¼ sm	3600 m
2 ½ sm	4000 m
2 ¾ sm	4400 m
3 sm	4800 m