

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.333

National Policy

Effective Date:  
10/26/15

Cancellation Date:  
10/26/16

**SUBJ:** OpSpec/MSpec/LOA C081, Special Instrument and RNAV Visual Flight Procedures, and OpSpec/MSpec/LOA H122, Special Terminal Instrument Approach or Departure Procedures

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**1. Purpose of This Notice.** This notice provides changes to Operations Specification (OpSpec)/Management Specification (MSpec)/Letters of Authorization (LOA) C081, Special Instrument and Area Navigation (RNAV) Visual Flight Procedures (RVFP), LOA C381, Special Instrument Procedures, Regional Authorization, and OpSpec/MSpec/LOA H122, Special Terminal Instrument Approach or Departure Procedures. It also provides implementation guidance for operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91K, 121, 121/135, 125 (including part 125 Letter of Deviation Authority (LODA) holders), and 135.

**2. Audience.** The primary audience for this notice is certificate-holding district offices (CHDO), Flight Standards District Offices (FSDO), certificate management offices (CMO), aviation safety inspectors (ASI), and principal inspectors (PI). The secondary audience includes Flight Standards Service (AFS) divisions and branches 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>. Operators can find this notice on the Federal Aviation Administration's (FAA) 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. Background.** OpSpec/MSpec/LOA C081, H122, and LOA C381 authorize special non-14 CFR instrument approach and departure procedures (DP). The revision to OpSpec/MSpec/LOA C081, H122, and LOA C381 includes:

- Title change,
- Added "Special" departure and Standard Terminal Arrivals (STAR) and RVFP operations to C081 and C381 authorization,
- Added "Special" departure and STARS to H122 authorization,
- Added information on other OpSpecs that may be required in conjunction with C081 and H122,
- Updated table with aircraft make/model/series (M/M/S),

- Included additional table in 8900.1 guidance that lists other OpSpecs that may be required, and
- Added information on LOA C381.

**5. Guidance.** The Flight Technologies and Procedures Division (AFS-400), in conjunction with the Air Transportation Division (AFS-200) and the General Aviation and Commercial Division (AFS-800), developed this notice. This notice contains the following:

- Sample OpSpec C081 template in Appendix A applies to part 121.
- Sample OpSpec C081 template in Appendix B applies to part 125.
- Sample OpSpec C081 template in Appendix C applies to part 135.
- Sample OpSpec C081 template in Appendix D applies to part 121/135.
- Sample LOA C081 template in Appendix E applies to part 125 LODA holders.
- Sample LOA C081 template in Appendix F applies to part 91.
- Sample MSpec MC081 template in Appendix G applies to part 91K.
- Sample OpSpec H122 template in Appendix H applies to part 121/135 helicopter operators.
- Sample OpSpec H122 template in Appendix I applies to part 135 helicopter operators.
- Sample MSpec MH122 template in Appendix J applies to part 91K helicopter operators.
- Sample LOA H122 template in Appendix K applies to part 91 helicopter operators.
- Sample LOA C381 template in Appendix L, for the authorization of multiple part 91 operators to use procedures that do not require special certification, equipment, aircraft performance, or training.

**6. Action.** PIs should review their certificate holder/operator/program manager's OpSpecs/MSpecs/LOAs and reissue C081 or H122, if appropriate. Appendix M contains a job aid for use in determining if the certificate holder/operator/program manager has met all requirements prior to issuance of OpSpec/MSpec/LOA C081 or H122. This is a mandatory template change with a compliance date of 180 days from the date of this notice.

**7. 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 Performance Based Flight Systems Branch (AFS-470) at 202-267-8806.



John S. Duncan

Director, Flight Standards Service

**Appendix A. Sample OpSpec C081, Special Instrument and RNAV Visual Flight Procedures: 14 CFR Part 121**

a. The certificate holder is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Airplane**

<b>Airport Identifier ICAO</b>	<b>Procedure Name, ORIG or AMDT NO.</b>	<b>Airport State</b>	<b>Airplane M/M/S</b>	<b>Limitations and Provisions</b>

b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in C081.

(1) The certificate holder must be authorized C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The “type” of approach authorized in C081, other than RVFP and RNP AR-like, must be authorized in C052.

(2) The certificate holder should be issued C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in C081. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.

(3) Operations Specifications C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations; C064, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower—Nonscheduled Passenger and All Cargo Operations; C077, Terminal Flight Rules Limitations and Provisions; and/or C080, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower for Scheduled Passenger Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the certificate holder’s approved training program before conducting any operations authorized by this operations specification.

**Appendix B. Sample OpSpec C081, Special Instrument and RNAV Visual Flight Procedures: 14 CFR Part 125**

a. The certificate holder is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Airplane**

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions

b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in C081.

(1) The certificate holder must be authorized C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The “type” of approach authorized in C081, other than RVFP and RNP AR-like, must be authorized in C052.

(2) The certificate holder should be issued C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in C081. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.

(3) Control Tower—Nonscheduled Passenger and All Cargo Operations may be required. Operations Specification(s) C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations and/or C064, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower—Nonscheduled Passenger and All Cargo Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the certificate holder’s training program before conducting any operations authorized by this operations specification.

**Appendix C. Sample OpSpec C081, Special Instrument and RNAV Visual Flight Procedures: 14 CFR Part 135**

a. The certificate holder is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Airplane**

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions

b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in C081.

(1) The certificate holder must be authorized C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The “type” of approach authorized in C081, other than RVFP and RNP AR-like, must be authorized in C052.

(2) The certificate holder should be issued C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in C081. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.

(3) Operations Specifications C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations; C064, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower—Nonscheduled Passenger and All Cargo Operations; C077, Terminal Flight Rules Limitations and Provisions; and/or C080, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower for Scheduled Passenger Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the certificate holder’s training program before conducting any operations authorized by this operations specification.

**Appendix D. Sample OpSpec C081, Special Instrument and RNAV Visual Flight Procedures: 14 CFR Part 121/135**

a. The certificate holder is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Airplane**

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions

b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in C081.

(1) The certificate holder must be authorized C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The “type” of approach authorized in C081, other than RVFP and RNP AR-like, must be authorized in C052.

(2) The certificate holder should be issued C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in C081. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.

(3) Operations Specifications C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations; C064, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower—Nonscheduled Passenger and All Cargo Operations; C077, Terminal Flight Rules Limitations and Provisions; and/or C080, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower for Scheduled Passenger Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the certificate holder’s training program being used before conducting any operations authorized by this operations specification.

**Appendix E. Sample LOA C081, Special Instrument and RNAV Visual Flight  
Procedures: 14 CFR Part 125 (LODA)**

**Letter of Authorization**

1. The operator/company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA), is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Airplane**

<b>Airport Identifier (ICAO)</b>	<b>Procedure Name, ORIG or AMDT NO.</b>	<b>Airport State</b>	<b>Airplane M/M/S</b>	<b>Limitations and Provisions</b>

2. Additional Requirements. The following letters of authorization may be required for the authorization of specific procedures in C081.

a. The operator/company must be authorized C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The “type” of approach authorized in C081, other than RVFP and RNP AR-like, must be authorized in C052.

b. The operator/company should be issued C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in C081. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.

c. Letter(s) of Authorization C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations and/or C064, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower—Nonscheduled Passenger and All Cargo Operations may be required.

3. Required Training. The Operator/company must be proficient on the procedure and the required equipment before conducting any operations authorized by this letter of authorization.

**Appendix F. Sample LOA C081, Special Instrument and RNAV Visual Flight Procedures: 14 CFR Part 91**

**Letter of Authorization**

1. The operator is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Airplane**

<b>Airport Identifier (ICAO)</b>	<b>Procedure Name, ORIG or AMDT NO.</b>	<b>Airport State</b>	<b>Airplane M/M/S</b>	<b>Limitations and Provisions</b>

2. Additional Authorizations. The operator should be authorized C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in C081. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure. Letter of Authorization C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations is an optional authorization for the operator.

3. Flightcrew Training is Conducted by \_\_\_\_\_. In accordance with 14 CFR part 91, §§ 91.3 and 91.703 (a) (1) and (2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight actions), crews are responsible for the equipment and special procedures to be used. The operator must be proficient on the procedure and the required equipment before conducting any operations authorized by this letter of authorization (LOA).

4. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA:

**Table 2 – Responsible Person**

<b>Name</b>	<b>Email Address</b>	<b>Telephone Number</b>

**Appendix G. Sample MSpec MC081, Special Instrument and RNAV Visual Flight Procedures: 14 CFR Part 91K**

a. The program manager is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Airplane**

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions

b. Additional Requirements. The following management specifications may be required for the authorization of specific procedures in C081.

(1) The program manager must be authorized C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The “type” of approach authorized in C081, other than RVFP and RNP AR-like, must be authorized in C052.

(2) The program manager should be issued C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in C081. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.

(3) Management Specification C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the program manager’s approved training program before conducting any operations authorized by this management specification.

**Appendix H. Sample OpSpec H122, Special Instrument Procedures for Rotorcraft Operations: 14 CFR Part 121/135**

- a. The certificate holder is authorized to conduct special IAP, departure procedure and Standard Terminal Arrival (STAR) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Rotorcraft**

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Rotorcraft M/M/S	Limitations and Provisions

- b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in H122.

(1) The certificate holder must be authorized H102, Basic Instrument Approach Procedure Authorizations—All Airports. The “type” of approach authorized in H122 must be authorized in H102.

(2) Operation Specifications H112, Instrument Approach Operations Using an Area Navigation System; H113, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace—Nonscheduled Passenger and All-Cargo Operations; and/or H121, Special Terminal IFR Rotorcraft Operations in Class G Airspace—Scheduled Passenger Operations may be required.

- c. Required Training. Flightcrews must be trained in accordance with the certificate holder’s training program before conducting any operations authorized by this operations specification.

**Appendix I. Sample OpSpec H122, Special Instrument Procedures for Rotorcraft Operations: 14 CFR Part 135**

a. The certificate holder is authorized to conduct special IAP, departure procedure and Standard Terminal Arrival (STAR) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Rotorcraft**

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Rotorcraft M/M/S	Limitations and Provisions

b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in H122.

(1) The certificate holder must be authorized H102, Basic Instrument Approach Procedure Authorizations—All Airports. The “type” of approach authorized in H122 must be authorized in H102.

(2) Operations Specifications H112, Instrument Approach Operations Using an Area Navigation System and/or H113, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace—Nonscheduled Passenger and All-Cargo Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the certificate holder’s training program before conducting any operations authorized by this operations specification.

**Appendix J. Sample MSpec MH122, Special Instrument Procedures for Rotorcraft Operations: 14 CFR Part 91K**

a. The program manager is authorized to conduct special IAP, departure procedure and Standard Terminal Arrival (STAR) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Rotorcraft**

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Rotorcraft M/M/S	Limitations and Provisions

b. Additional Requirements. The following management specifications may be required for the authorization of specific procedures in H122.

(1) The “type” of approach authorized in this management specification must be authorized in MH102, Basic Instrument Approach Procedure Authorizations—All Airports.

(2) Management Specifications MH112, Instrument Approach Operations Using an Area Navigation System and/or MH113, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace—Nonscheduled Passenger and All-Cargo Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the program manager’s approved training program before conducting any operations authorized by this management specification.

**Appendix K. Sample LOA H122, Special Instrument Procedures for Rotorcraft Operations: 14 CFR Part 91**

**Letter of Authorization**

1. The operator is authorized to conduct special IAP, departure procedure and Standard Terminal Arrival (STAR) operations specified, by airport and procedure name as listed in Table 1.

**Table 1 – Authorized Airports, Procedures and Rotorcraft**

<b>Airport Identifier (ICAO)</b>	<b>Procedure Name, ORIG or AMDT NO.</b>	<b>Airport State</b>	<b>Rotorcraft M/M/S</b>	<b>Limitations and Provisions</b>

2. Flightcrew Training is Conducted by \_\_\_\_\_. In accordance with 14 CFR part 91, §§ 91.3 and 91.703 (a) (1) and (2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight actions), crews are responsible for the equipment and special procedures to be used. The operator must be proficient on the procedure and the required equipment before conducting any operations authorized by this letter of authorization (LOA).

3. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA:

**Table 2 – Responsible Person**

<b>Name</b>	<b>Email Address</b>	<b>Telephone Number</b>

**Appendix L. Sample LOA C381, Special Non-14 CFR Part 97 Terminal Instrument Procedures, Regional Authorization: 14 CFR Part 91**

**Letter of Authorization**

1. The owner/operator accepting this letter of authorization (LOA) is authorized to conduct operations using the special non-14 CFR part 97 terminal instrument procedures described in Table 1 below at the specified airports, as authorized in Table 2, provided the operations are conducted in accordance with the limitations and provisions in this LOA and in accordance with FAA Form 8260-7B.

**Table 1 – Airports and Special Terminal Instrument Procedures**

<b>Ref. No.</b>	<b>Airport Identifier (ICAO)</b>	<b>Special Terminal Instrument Procedures</b>

2. Pilot in Command Authorizations.

a. In accordance with 14 CFR part 91, §§ 91.3 and 91.703(a)(1) and (2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight action), the PIC is responsible for the equipment and special procedures to be used.

b. The PIC must hold a U.S. pilot certificate, including an instrument rating, and accepts responsibility for complying with the applicable regulations and this LOA.

c. The PIC must have the LOA on their personal possession while exercising the privileges of the LOA.

d. If the owner/operator’s responsible person accepting this LOA relinquishes responsibility, the FAA Flight Standards District Office (FSDO) must be notified. This LOA becomes invalid for those PIC(s) and the PIC(s) will no longer be authorized the use of the procedure effective immediately. This LOA will be updated by the Regional All Weather Operations (AWO) office, removing the affected PIC(s) from Table 2. Removal or addition of a PIC from Table 2 does not invalidate the use of the LOA for other authorized PICs.

3. Table 2 below lists the PIC name, owner/operator name, local Flight Standards District Office, and the airports and terminal instrument procedures authorized from Table 1 above.

**Table 2 – Pilot in Command Authorizations**

<b>Pilot in Command</b>	<b>Owner/Operator</b>	<b>Local FSDO</b>	<b>Ref. No.</b>

<b>Regional All Weather Operations (AWOs)</b>			
<p>The Regional AWO's digital signature indicates that the Pilot(s) in Command above have the appropriate written authorization to conduct the designated operations. The Principal Operations Inspector/Manager's signature indicates the FAA approval for the designated Pilot(s) in Command to conduct those operations.</p>			
<b>FAA Approval</b>			
<p>This Authorization is issued by the Federal Aviation Administration Flight Standard District Office (FSDO) and approved by direction of the Administrator.</p>			
<p>_____ Signature</p>			
<p>_____ POI/Manager Name</p>	<p>_____ Title</p>	<p>_____ Office</p>	<p>_____ Date</p>
<b>Owner/Operator Acceptance</b>			
<p>I hereby accept and receive this Authorization on behalf of:</p>			
<p>_____ Owner/Operator Name</p>			
<p>_____ Responsible Person Signature</p>		<p>_____ Date</p>	
<p>_____ Responsible Person Name</p>	<p>_____ Title</p>	<p>_____ Email</p>	<p>_____ Phone No.</p>
<p>_____ Address</p>			

**Appendix M. Job Aid for OpSpec/MSpec/LOA C081/C381/H122**

<p>Operations specification/management specification/letters of authorization (OpSpec/MSpec/LOA) C081 and (LOA) C381 authorizes special instrument approach procedures (IAP), departure procedures (DP), Standard Terminal Arrivals (STAR) and RNAV Visual Flight Procedure (RVFP) operations. C081 applies to all certificate holders/operators/program managers conducting airplane operations under 14 CFR part 91, (including part 91K), 121, 121/135, 125 (including 125 Letter of Deviation Authority (LODA) holders), and 135. H122 authorizes special IAPs, DPs, STARs and applies to all part 91, 91K, 121/135, or 135 helicopter operators. LOA C381 applies to part 91 operators. In order for OpSpec/MSpec/LOA C081, H122, or LOA C381 to be issued, the following questions should be answered “Yes”.</p>	
<p>1. <b>Is the special instrument procedure or RVFP approved by AFS-400?</b> (List of Approved Specials, signed Forms 8260-7 or -7A, approval memo, or geographic Regional NextGen Branch (RNGB) communication are good ways to verify this is an approved procedure).</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>2. <b>Are you working with the RNGB that has responsibility for the geographic area where the procedure is located?</b> The RNGB will distribute Forms 8260-7A which defines the procedure (8260-7 for older procedures) and 8260-7B which may contain specific operator requirements (8260-10 for older procedures). Forms 8260-7B and 82607 contain signature blocks for the operator and principal operations inspector (POI). These signed forms allow the operator to acquire the required charts, navigation database, and/or part 142 training as necessary.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>3. <b>Did the POI and operator both sign the last page of Form 8260-7B (8260-7 for older procedures)?</b> If there are specific Forms 8260-7B/8260-10 and/or RNGB requirements, the operator’s training, procedures, equipment, aircraft performance, and/or extraction plan must satisfactorily address ALL requirements for the procedure prior to OpSpec/MSpec/LOA issuance. If the operator does not currently meet all requirements, they will need an implementation plan to update all relevant documents/procedures to meet these requirements prior to issuance of the OpSpec/MSpec/LOA. If the operator’s initial implementation plan shows a reasonable expectation that they will be able to safely meet all procedural requirements, then the POI and operator should sign the forms so the operator can begin to revise their current documents/profiles/standard operating procedures (SOP), get charts, and start training. Specify only those aircraft make/model/series (M/M/S) in “approved aircraft” when signing the forms. Aircraft which do not meet the procedure requirements cannot be authorized.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

<p>4. <b>If there are specific requirements for the procedure beyond basic instrument flight rule (IFR) requirements, did the RNGB concur that the operator meets all Form 8260 and RNGB requirements?</b> Review the operator’s relevant documents, manuals, equipment, performance, and/or extraction plan upon completion of their implementation plan, as required. This is critical when the procedure is specifically designed to allow access to challenging airports with steep, close terrain.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>Note: For airports affected by close and/or steep terrain, review AC 120-29A paragraphs 4.1, 6.1.8 and 6.5 and AC 120-91 paragraph 16 and 17 for each aircraft M/M/S as applicable. Contact the RNGB with any technical questions about the procedure.</b></p>	
<p>5. <b>Do you have a copy of the procedure chart from the RNGB to provide to the operator?</b> If not, do you have a copy of Form 8260-7A (8260-7 for older procedures) from the RNGB to distribute to the operator? The operator must use that to get a chart made for them.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>6. <b>If the operator had a chart made, has it been submitted to the POI and forwarded to the geographic RNGB?</b> At the request of the RNGB, provide operator contact information and copies of signed 8260 forms.</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>Note: You must answer “Yes” to questions 1–4 and “Yes” to EITHER question 5 or 6. The operator must meet all RNGB and Form 8260-7B (or 8260-10) requirements to authorize the OpSpec/MSpec/LOA.</b></p>	

**Issuing the OpSpec/MSpec/LOA**

<p>1. Does the operator have a current C081, C381, or H122? If so, add a draft of the available (current) version to your work space in Web-based Operations Safety System (WebOPSS) and load the currently approved procedures from the active authorization using the “From Active” button at the bottom of the edit window.</p>
<p><b>Note: This is a good time to review the current authorizations to verify that there are no additional changes or clarifications required for existing authorizations.</b></p>
<p>2. Select the appropriate landing area from the available list in column 1 of Table 1. If the landing area is not available in the selectable list, enter the airport/heliport ID, name, city, and state as shown in the sample table below.</p>
<p>3. Enter full procedure name and amendment number as shown in the sample table below.</p>
<p>4. If the authorization is limited to specific aircraft M/M/S, enter ONLY the authorized airplane (rotorcraft) M/M/S in column 4 of Table 1. Enter any additional limitations or provisions (such as effective dates or other comments deemed necessary by the POI or the RNGB) in column 5.</p>

5. Have any other required OpSpec/MSpec/LOAs been issued? For example, C384 should be authorized to conduct an RNAV (RNP AR-like), normally titled RNAV (RNP), special procedure. Approval to fly an AR-like special without C384 will be granted by AFS-400 and documented on the Form 8260-7B. Verify that any other required OpSpec/MSpec/LOAs have been authorized properly and add those authorization references to Table 2. The 8900.1 guidance provides a description of additional authorizations that may be required. Additional authorizations may or may not be required depending on CFR part.

**Sample Table 1 – Authorized Airports, Procedures, and Airplane (Rotorcraft)**

<b>Airport Identifier (ICAO)</b>	<b>Procedure Name, ORIG or AMDT NO.</b>	<b>Airport State</b>	<b>Airplane (Rotorcraft) M/M/S</b>	<b>Limitations and Provisions</b>
KJFK; New York/John F. Kennedy Intl, NY	RNAV (RNP) RWY 13R, AMDT 2	NY	B-737-800	
KJFK; New York/John F. Kennedy Intl, NY	RNAV Visual RWY 13R, AMDT 2	NY	All B-767 All B-757	
KRNO; Reno/Reno/Tahoe Intl, NV	ILS/DME RWY 16R, AMDT 3	NV	All A-319 All B-757	
99OI, Fostoria Community Hospital, Fostoria, OH	Copter RNAV (GPS) 10, ORIG-B	OH	EC-130-T2 BHT-412-EP	Authorized on and after April 4, 2013
KEGE, Eagle County Regional Airport, Eagle, CO	ILS or LOC/DME RWY 25, ORIG	CO	G550 G650	

**Sample Table 2 – Additional Authorizations**

	C052	C063	C064	C077	C080	C384
91	NA	Optional	NA	NA	NA	*
91K	R	*	NA	NA	NA	*
121	R	*	*	*	*	*
121/135	R	*	*	*	*	*
125	R	*	*	NA	NA	*
125 LODA	R	*	*	NA	NA	*
135	R	*	*	*	*	*
Rotorcraft						
	H102	H112	H113	H121		
91	NA	NA	NA	NA		
91K	R	*	*	NA		
121/135	R	*	*	*		
135	R	*	*	NA		
R – Required * – May be required NA – Not Applicable						
<p><b>Note: All parts except part 91 must be authorized C052 or H102 for rotorcraft.</b>  <b>Airplane: The “type” of approach, other than RVFP and RNP AR-like, normally titled RNAV (RNP), authorized in C081 must be authorized in C052.</b>  <b>Rotorcraft: The “type” of approach authorized in H122 must be authorized in H102.</b></p>						
<p><b>Note: Airplane: All parts should be authorized C384 when special is an RNP AR-like approach, normally titled RNAV (RNP). Approval to fly an AR-like special without C384 will be granted by AFS-400 and documented on Form 8260-7B. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.</b></p>						