NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.470

National Policy

Effective Date:
5/17/18

Cancellation Date:
5/17/19

SUBJ: OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) principal operations inspectors (POI) and responsible Flight Standards offices with oversight responsibilities for certificate holders and/or foreign operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 129, and 135. This notice amends and clarifies operations specification (OpSpec) C077 for terminal flight operations. This is a nonmandatory revision, and this notice amends C077 templates for conducting airplane operations under parts 121, 129, and 135.

2. Audience. The primary audience for this notice is the responsible Flight Standards offices (including Flight Standards District Offices (FSDO), certificate management offices (CMO), and International Field Offices (IFO)), aviation safety inspectors (ASI), and POIs with oversight responsibilities for certificate holders and/or foreign operators conducting airplane operations under parts 121, 129, and 135. The secondary audience includes all Safety Standards and Safety Assurance offices.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website 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 website at http://fsims.faa.gov. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. OpSpec C077 authorizes and lists the requirements, limitations, and provisions for terminal visual flight operations. The following changes have been made:

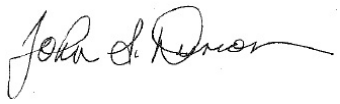
- Verbiage has been expanded in subparagraph d, Terminal Departures VFR. The subparagraph now includes airports which have charted visual departures established by the FAA.
- Subparagraph f, Special Limitations and Provisions for VFR, further specifies the performance requirements with which part 135 certificate holders and/or foreign operators are responsible for complying to enable authorization for C077.
- Only minor changes to the authorizations for terminal visual flight operations have been made, and the responsible Flight Standards offices, ASIs, and POIs should make note of these changes when granting authorization.

5. Guidance. The Flight Technologies and Procedures Division, in cooperation with the Air Transportation Division, the General Aviation and Commercial Division, the International Program Division, and industry members of the Operations Specifications Working Group (OSWG), developed this notice. This notice contains the following:

- The sample OpSpec C077 template in Appendix A applies to part 121.
- The sample OpSpec C077 template in Appendix B applies to part 135.
- The sample OpSpec C077 template in Appendix C applies to part 121/135.
- The sample OpSpec C077 template in Appendix D applies to part 129.

6. Action. The responsible Flight Standards offices and POIs should review the revised guidance for issuance of OpSpec C077. They should provide this notice to the certificate holders and/or foreign operators for whom they are responsible, alerting them to updated operating procedures, limitations, and provisions contained herein. This revision is nonmandatory. When issuing the revised C077, POIs and the responsible Flight Standards offices must also review OpSpec A009, Airport Aeronautical Data, and revise if applicable.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Flight Operations Branch at 202-267-8790.



John S. Duncan
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 121

a. Except as provided in this operations specification, 14 CFR part 93, Special Federal Aviation Regulation (SFAR) 50-2, and operations specification B051, the certificate holder must operate all flights conducted under the provisions of 14 CFR part 121 turbojet operations, within the areas listed in operations specification B050, in accordance with IFR. The certificate holder is authorized to conduct terminal area operations according to the following provisions and limitations.

b. Terminal Arrival IFR—Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may accept a visual approach or a CVFP provided all of the following conditions exist. The flightcrew may not accept a visual approach or a CVFP unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D Airspace, within 35 miles of the destination airport in Class E Airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an ATC facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in 14 CFR part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions and weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 miles, and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 miles and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in part 121, § 121.649 in uncontrolled airspace.

c. Terminal Arrival VFR. If operating under the VFR en route provisions of operations specification B051 or if canceling an IFR flight plan, the flightcrew may operate under VFR in the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) All of the following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met:

(a) Controlled Airports. The flight is operated within Class B, C, or D Airspace, or within 10 nautical miles (NM) of the destination airport in Class E Airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.

(b) Uncontrolled Airports. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the charted visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. At airports which do not have operating ATC facilities and where it also is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, or at an airport utilizing a charted visual departure procedure established by the FAA, the flight may take off and depart under VFR provided all of the following conditions exist. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155, and have visual reference with the ground or visual contact with a landmark when referenced in a published procedure to be followed for the airport.

(d) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) The flight remains in Visual Meteorological Conditions (VMC) at all times while operating under VFR.

(3) Unless operating under certain en route provisions of part 93, SFAR 50-2, and operations specification B051, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual departure procedure established for that airport by the FAA, but under no circumstances farther than 50 NM from the departure airport.

(4) If there is a question that the weather conditions at the time of takeoff may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the authorized visual procedure (whichever are higher) apply.

e. Terminal Departures IFR. The flightcrew must comply with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport. The flightcrew may accept an IFR clearance containing a takeoff and climb in VFR conditions out to a specified point in the clearance, if the limitations and provisions of this subparagraph and subparagraph f of this operations specification are met.

(1) Reported weather visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(2) Reported ceiling must be 1,000 feet or greater.

(3) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(4) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

f. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The certificate holder must identify obstacles and use airport obstacle data which ensures that the performance requirements of part 121 subpart I are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.

[Select subparagraph g if the certificate holder is authorized "Guantanamo Bay Naval Station (NS) turbojet operations."]

☐ g. Guantanamo Bay NS Turbojet Operations. Notwithstanding the requirements of operations specification B051 and subparagraphs c, d, and f above, the certificate holder is authorized to operate its turbojet aircraft VFR en route inbound to or outbound from Guantanamo Bay NS while in the Havana flight information region (FIR) in accordance with current ATC routings.

Appendix B. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 135

a. Except as provided in this operations specification, 14 CFR part 93, and Special Federal Aviation Regulation (SFAR) 50-2, the certificate holder must operate all flights conducted under the provisions of 14 CFR part 135 turbojet operations, within the areas listed in operations specification B050, in accordance with IFR. The certificate holder is authorized to conduct terminal area operations according to the following provisions and limitations.

b. Terminal Arrival IFR—Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may accept a visual approach or a CVFP provided all of the following conditions exist. The flightcrew may not accept a visual approach or a CVFP unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D Airspace, within 35 miles of the destination airport in Class E Airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an ATC facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in 14 CFR part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions and weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 miles, and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 miles and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in part 135, § 135.205 in uncontrolled airspace.

c. Terminal Arrival VFR. If canceling an IFR flight plan, the flightcrew may operate under VFR in the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) All of the following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility (or as determined under § 135.213(a), as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(b) Reported ceiling (or as determined under § 135.213(a), as applicable) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met:

(a) Controlled Airports. The flight is operated within Class B, C, or D Airspace, or within 10 nautical miles (NM) of the destination airport in Class E Airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.

(b) Uncontrolled Airports. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 91.119 or those prescribed in the charted visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. At airports which do not have operating ATC facilities and where it also is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, or at an airport utilizing a charted visual departure procedure established by the FAA, the flight may take off and depart under VFR provided all of the following conditions exist. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility (or as determined under § 135.213(a), as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(b) Reported ceiling (or as determined under § 135.213(a), as applicable) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155, and have visual reference with the ground or visual contact with a landmark when referenced in a published procedure to be followed for the airport.

(d) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) The flight remains in Visual Meteorological Conditions (VMC) at all times while operating under VFR.

(3) Unless operating under certain en route provisions of part 93 and SFAR 50-2, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual departure procedure established for that airport by the FAA, but under no circumstances farther than 50 NM from the departure airport.

(4) If there is a question that the weather conditions at the time of takeoff may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 91.119 or those prescribed in the authorized visual procedure (whichever are higher) apply.

e. Terminal Departures IFR. The flightcrew must comply with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport. The flightcrew may accept an IFR clearance containing a takeoff and climb in VFR conditions out to a specified point in the clearance, if the limitations and provisions of this subparagraph and subparagraph f of this operations specification are met.

(1) Reported weather visibility (or as determined under § 135.213(a), as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(2) Reported ceiling (or as determined under § 135.213(a), as applicable) must be 1,000 feet or greater.

(3) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(4) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

f. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The certificate holder must identify obstacles and use airport obstacle data which ensures that the performance requirements of part 135 subpart I are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.

[Select Option 1 text if the certificate holder is authorized "Guantanamo Bay Naval Station (NS) turbojet operations" OR select Option 2 text for "Alaskan operations."]

☐ g. Guantanamo Bay NS Turbojet Operations. Notwithstanding the requirements of subparagraphs c, d, and f above, the certificate holder is authorized to operate its turbojet aircraft VFR en route inbound to or outbound from Guantanamo Bay NS while in the Havana flight information region (FIR) in accordance with current ATC routings.

☐ g. Alaskan Operations. Notwithstanding the above subparagraphs c(2)(b) and d(4), for those operations that are conducted solely within the State of Alaska, the highest of the following minimum altitudes applies:

(1) The minimum altitudes under § 91.119;

(2) The authorized CVFP; or

(3) A minimum altitude during the day of 500 feet above the surface and 500 feet horizontally from any obstacle; at night, 1,000 feet above the highest obstacle within a horizontal distance of 5 miles from the course intended to be flown; or in designated mountainous terrain, as defined in § 95.17, at an altitude of 2,000 feet above the highest obstacle within a horizontal distance of 5 miles from the course intended to be flown.

Appendix C. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 121/135

a. Except as provided in this operations specification, 14 CFR part 93, Special Federal Aviation Regulation (SFAR) 50-2, and operations specification B051, the certificate holder must operate all flights conducted under the provisions of 14 CFR part 121 or 135 turbojet operations, as applicable, within the areas listed in Operations Specification B050, in accordance with IFR. The certificate holder is authorized to conduct terminal area operations according to the following provisions and limitations.

b. Terminal Arrival IFR—Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may accept a visual approach or a CVFP provided all of the following conditions exist. The flightcrew may not accept a visual approach or a CVFP unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D Airspace, within 35 miles of the destination airport in Class E Airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an ATC facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in 14 CFR part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions and weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 miles, and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 miles and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must be as such allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in part 121, § 121.649 or part 135, § 135.205, as applicable, in uncontrolled airspace.

c. Terminal Arrival VFR. If operating under the VFR en route provisions of operations specification B051 or if canceling an IFR flight plan, the flightcrew may operate under VFR in the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) All of the following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility (or as determined under § 135.213(a), as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649 or § 135.205, as applicable.

(b) Reported ceiling (or as determined under § 135.213(a), as applicable) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met:

(a) Controlled Airports. The flight is operated within Class B, C, or D Airspace, or within 10 nautical miles (NM) of the destination airport in Class E Airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.

(b) Uncontrolled Airports. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the charted visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. At airports which do not have operating ATC facilities and where it also is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, or at an airport utilizing a charted visual departure procedure established by the FAA, the flight may take off and depart under VFR provided all of the following conditions exist.

In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility (or as determined under § 135.213(a), as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649 or § 135.205, as applicable.

(b) Reported ceiling (or as determined under § 135.213(a), as applicable) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155, and have visual reference with the ground or visual contact with a landmark when referenced in a published procedure to be followed for the airport.

(d) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) The flight remains in Visual Meteorological Conditions (VMC) at all times while operating under VFR.

(3) Unless operating under certain en route provisions of part 93, SFAR 50-2, and operations specification B051, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual departure procedure established for that airport by the FAA, but under no circumstances farther than 50 NM from the departure airport.

(4) If there is a question that the weather conditions at the time of takeoff may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the authorized visual procedure (whichever are higher) apply.

e. Terminal Departures IFR. The flightcrew must comply with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport. The flightcrew may accept an IFR clearance containing a takeoff and climb in VFR conditions out to a specified point in the clearance, if the limitations and provisions of this subparagraph and subparagraph f of this operations specification are met.

(1) Reported weather visibility (or as determined under § 135.213(a), as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649 or § 135.205, as applicable.

(2) Reported ceiling (or as determined under § 135.213(a), as applicable) must be 1,000 feet or greater.

(3) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(4) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

f. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The certificate holder must identify obstacles and use airport obstacle data which ensures that the performance requirements of part 121 subpart I or part 135 subpart I, as applicable, are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.

[Select Option 1 text if the certificate holder is authorized "Guantanamo Bay Naval Station (NS) turbojet operations" OR select Option 2 text for "Alaskan operations."]

☐ g. Guantanamo Bay NS Turbojet Operations. Notwithstanding the requirements of subparagraphs c, d, and f above, the certificate holder is authorized to operate its turbojet aircraft VFR en route inbound to or outbound from Guantanamo Bay NS while in the Havana flight information region (FIR) in accordance with current ATC routings.

☐ g. Alaskan Operations. Notwithstanding the above subparagraphs c(2)(b) and d(4), for those operations that are conducted solely within the State of Alaska, the highest of the following minimum altitudes applies:

(1) The minimum altitudes under § 91.119;

(2) The authorized visual procedure; or

(3) A minimum altitude during the day of 500 feet above the surface and 500 feet horizontally from any obstacle; at night, 1,000 feet above the highest obstacle within a horizontal distance of 5 miles from the course intended to be flown; or in designated mountainous terrain as defined in § 95.17 at an altitude of 2,000 feet above the highest obstacle within a horizontal distance of 5 miles from the course intended to be flown.

This provision does not apply to part 121 operations.

Appendix D. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 129

a. Except as provided in this operations specification, 14 CFR part 93, and operations specification B051, when issued, the foreign air carrier must operate all flights conducted under the provisions of 14 CFR part 129 turbojet and large airplane operations, within the areas listed in operations specification A001, in accordance with IFR. The foreign air carrier is authorized to conduct terminal area operations according to the following provisions and limitations.

b. Terminal Arrival IFR—Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may accept a visual approach or a CVFP provided all of the following conditions exist. The flightcrew may not accept a visual approach or a CVFP unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D Airspace, within 35 miles of the destination airport in Class E Airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an ATC facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in 14 CFR part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions and weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 miles, and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 miles and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in part 91 in uncontrolled airspace.

c. Terminal Arrival VFR. If operating under the VFR en route provisions of operations specification B051 or if canceling an IFR flight plan, the flightcrew may operate under VFR in the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) All of the following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility must be as specified in § 91.155.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met:

(a) Controlled Airports. The flight is operated within Class B, C, or D Airspace, or within 10 nautical miles (NM) of the destination airport in Class E Airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.

(b) Uncontrolled Airports. The flightcrew is in direct communication with an air/ground communication facility or agent of the foreign air carrier that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 NMs of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient visibility conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 91.119 or those prescribed in the authorized visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. At airports which do not have operating ATC facilities and where it also is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, or at an airport utilizing a charted visual departure procedure established by the FAA, the flight may take off and depart under VFR provided all of the following conditions exist. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility must be as specified in § 91.155.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155, and have visual reference with the ground or visual contact with a landmark when referenced in a published procedure to be followed for the airport.

(d) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) The flight remains in Visual Meteorological Conditions (VMC) at all times while operating under VFR.

(3) Unless operating under certain en route provisions of part 93 and operations specification B051, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual departure procedure established for that airport by the FAA, but under no circumstances farther than 50 NM from the departure airport.

(4) If there is a question that the weather conditions at the time of takeoff may not allow the flightcrew sufficient visibility conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance.

e. Terminal Departures IFR. The flightcrew must comply with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport. The flightcrew may accept an IFR clearance containing a clearance for a VMC takeoff and climb out to a specified point in the clearance, if the limitations and provisions of subparagraph f of this operations specification are met.

f. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The foreign air carrier must identify obstacles and use airport obstacle data which ensures that the performance requirements of the State of the Operator are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.