

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.491

National Policy

Effective Date:  
11/9/18

Cancellation Date:  
11/9/19

**SUBJ:** Decommissioning OpSpec/MSpec/LOA A153, ADS-B Out Operations Outside of U.S.-Designated Airspace, and OpSpec/MSpec/LOA A353

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**1. Purpose of This Notice.** This notice announces the decommissioning of the templates for operations specifications (OpSpecs)/management specifications (MSpecs)/Letters of Authorization (LOA) A153 and A353. It directs inspectors to archive OpSpecs/MSpecs/LOAs A153 and A353 from the operators' issued authorizations and to reissue OpSpec/MSpec/LOA A004, Summary of Special Authorizations and Limitations, in the Web-based Operations Safety System (WebOPSS).

**2. Audience.** The primary audience for this notice is the aviation safety inspectors (ASI) within the Flight Standards Service, Flight Standards District Offices (FSDO), certificate management offices (CMO), and International Field Offices (IFO). The secondary audience includes the Office of Safety Standards divisions and branches.

**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](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) website 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.**

**a.** In 2010, the International Civil Aviation Organization (ICAO) Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) concluded that aircraft operators intending to receive Automatic Dependent Surveillance-Broadcast (ADS-B) air traffic services must have the relevant operational approval from the operator's State of Registry. Since then, a number of ICAO Member States, primarily in the Asia/Pacific region, have required that operators obtain operational approval from their own Civil Aviation Authority (CAA) to receive ADS-B-based surveillance service. To meet that requirement, the FAA has been maintaining and issuing OpSpec/MSpec/LOA A153 or A353 to requesting U.S. operators.

**b.** In September 2015, Member States adopted APANPIRG Conclusions 26/41, Approval and Monitoring Requirements for Operation using ADS-B, and 26/42, Template for

Promulgation of ADS-B Avionics Equipage Requirements, which remove requirements for operational approval.

**5. Discussion.** The United States supported APANPIRG Conclusions 26/41 and 26/42 since, over time, the FAA has determined there is no safety or operational benefit derived when measured against the administrative burden to apply for, issue, and maintain the OpSpec/MSpec/LOA. There exist other means to prevent negative operational or safety impact.

**a. Specific Justifications for Discontinuing Issuance of Operational Approval for ADS-B Out.**

- (1) Airworthiness approval and certification of the installed equipment are still required.
- (2) Continuous monitoring of equipment performance has proven to be the most effective means of oversight. The best source of performance information comes from monitoring the dynamic output of ADS-B Out avionics as received by air traffic control (ATC) systems.
- (3) When ADS-B performance does not meet the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.227, and poses a negative safety impact on ATC, identified aircraft can be added to an automated no-services or exclusion list to prevent processing of erroneous data by the ATC system. Many air navigation service providers (ANSP), including the FAA, have implemented this exclusion capability to mitigate safety hazards posed to ATC by ADS-B Out-equipped aircraft transmitting hazardous or misleading information.
- (4) ADS-B In applications which incorporate position validation techniques will mitigate incorrect position reporting error.
- (5) Once installed and properly operating, ADS-B Out requires no additional operational training and no operational procedures beyond those of a mode select secondary radar with data link (Mode S) transponder and Global Navigation Satellite System (GNSS) receiver.
- (6) States, including the United States, should still require operational approval to conduct ADS-B In operations such as Cockpit Display of Traffic Information (CDTI) Assisted Visual Separation (CAVS), In-Trail Procedure (ITP), and Interval Management (IM), as such applications require specific operational training and procedures.
- (7) The FAA currently maintains over 1,500 OpSpecs/MSpecs/LOAs and the number continues to rise. Requiring operational approval for ADS-B Out places an undue burden on the regulator and operator.
- (8) The requirement for operational approval causes confusion among U.S. operators, since the United States does not require operational approval for ADS-B Out operations in the U.S. National Airspace System (NAS), including for operations after January 1, 2020.
- (9) The FAA's research of States' air traffic publications and circulars, as well as direct inquiries, could find no State that continues to require an operator to carry State of Registry operational approval.

**b. Decommissioning OpSpecs/MSpecs/LOAs A153 and A353.** Therefore, the Flight Technologies and Procedures Division (AFS-400) has decommissioned the templates for OpSpecs/MSpecs/LOAs A153 and A353 in WebOPSS and removed the associated guidance from FAA Order 8900.1, Volume 3, Chapter 18, Section 3, Part A Operations Specifications—General.

**6. Actions.** Effective with this notice, but no later than June 30, 2019, inspectors are directed to:

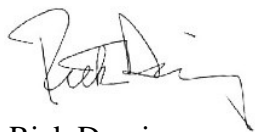
**a. Notify Operator.** Notify your operator that OpSpecs/MSpecs/LOAs A153 and A353 are no longer necessary and, therefore, we have discontinued their use. The operator may wish to carry a copy of this notice as verification to interested parties.

**Note:** Many countries are publishing mandates for carriage of ADS-B Out in their airspace, though the airspace and equipment requirements vary. Operators should pay particular attention to changes in those requirements during their preflight planning.

**b. Archive OpSpecs/MSpecs/LOAs A153 and A353.** Archive your operator's issued OpSpec/MSpec/LOA A153 or A353, as appropriate, and reissue OpSpec/MSpec/LOA A004 in WebOPSS.

**Note:** After January 1, 2020, only aircraft with installed ADS-B Out systems shown to meet the equipment requirements of § 91.227 are authorized to operate in the airspace specified in § 91.225. No operational approval is required.

**7. Disposition.** We will incorporate relevant material from this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Flight Technologies and Procedures Division (AFS-400) at 202-267-8790.



Rick Domingo  
Executive Director, Flight Standards Service