

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.550

National Policy

Effective Date:
6/3/20

Cancellation Date:
6/3/21

SUBJ: OpSpec C091, Operational Requirements Airplane Design Group VI
(ICAO Code F)

1. Purpose of This Notice. This notice announces a mandatory revision to Operations Specification (OpSpec) C091, Operational Requirements Airplane Design Group VI (ICAO Code F), for Title 14 of the Code of Federal Regulations (14 CFR) part 129 operations only. This notice announces revised guidance for Federal Aviation Administration (FAA) offices and inspectors with oversight responsibility for operators conducting airplane operations under part 129.

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 all Flight Standards 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 <https://fsims.avs.faa.gov>. Operators can find this notice on the FAA's website at <https://fsims.faa.gov>. This notice is available to the public at https://www.faa.gov/regulations_policies/orders_notices.

4. Explanation of Policy Changes.

a. OpSpec C091. The International Program Division has revised part 129 OpSpec C091 as follows (see Appendix A for a sample OpSpec C091 template):

(1) For clarity and to accommodate additional airplane make, model, and series (M/M/S), the OpSpec has been changed to a table format that includes:

(a) An Airplane M/M/S column. This column is populated from the certificate holder's aircraft listing via the "Maintain Operator Data – Aircraft" area of the Web-based Operations Safety System (WebOPSS), with airplanes that have been assigned the airplane authorization name of "ADG VI/Code F". The column will return "N/A" if you have not yet assigned each M/M/S the authorization of "ADG VI/Code F".

(b) A Limitations column. The corresponding limitations for each airplane M/M/S listed in the Airplane M/M/S column must be included in the Limitations column. The limitation text for each airplane M/M/S is provided in a dropdown list.

(2) Limitations for AN-124, AN-225, B777-8, and B777-9 have been added to the dropdown list in the Limitations column.

b. Guidance. The table below shows the corresponding limitations that the principal inspectors (PI) must ensure are selected for the M/M/S authorized.

Airplane M/M/S	Limitations
A380	<p>A380. Operations of the A380 on runways as narrow as 150 feet (45 meters) wide are subject to the following:</p> <p>(1) Runways for takeoffs and landings shall be at least 150 feet wide with stabilized runway shoulders on both sides of the runway extending an additional 50 feet (15 meters) outward from the runway edge, for a total width of at least 250 feet (75 meters).</p> <p>(2) Runways as narrow as 150 feet wide, without the 50 feet stabilized shoulder on either side of runways as described in subparagraph (1) above, may be used for takeoff and landings, provided:</p> <p>(a) The applicable flight manual procedures for takeoffs on a 150 foot wide runway without stabilized runway shoulders are followed; and</p> <p>(b) The air carrier coordinates with the airport management for the full length of the runway to be inspected for foreign object damage after the takeoff prior to successive aircraft operations.</p> <p>(3) Runway hold short line spacing from runway centerline and Obstacle Free Zone shall meet the following requirements:</p> <p>(a) All hold short lines must be at least 280 feet (84 meters) from the runway centerline or have coordination and procedures in place with the appropriate air traffic control facility for all aircraft and vehicles to be held by at least this distance for A-380 landing operations.</p> <p>(b) The area within 225 feet (68 meters) both sides of the runway centerline must be devoid of all obstructions, and obstructions identified within this area required for navigation must not exceed a height of 15 feet (5 meters) and must be frangible.</p> <p>(c) The hold short lines or hold position must be expanded outward from the 280 feet point by 1 foot (.3 meters) for every 100 feet (30 meters) the runway threshold elevation is above sea level.</p>
AN-124	AN-124. Limited to runways that are at least 150 feet (45 meters) wide.
AN-225	AN-225. Limited to runways that are at least 150 feet (45 meters) wide.

Airplane M/M/S	Limitations
B747-8	B747-8. Runways for takeoffs and landings shall be at least 150 feet wide. All limitations and procedures specified in the applicable B747-8 Airplane Flight Manual for lightweight and aft CG takeoffs must be complied with.
B777-8	B777-8. Limited to runways that are at least 150 feet (45 meters) wide.
B777-9	B777-9. Limited to runways that are at least 150 feet (45 meters) wide.

5. Action. This is a mandatory revision to OpSpec C091 affecting PIs with oversight of part 129 foreign air carriers and responsibility for the issuance and amendment of part 129 OpSpecs. PIs must reissue OpSpec C091 within 3 years of the effective date of this notice or when operations using B777-8 or B777-9 are authorized, whichever occurs first. When reissuing OpSpec C091, PIs should also reissue the foreign air carrier's OpSpec A004 to reflect the revised terminology from "ICAO Group F" to "ICAO Code F".

6. Disposition. We will incorporate the information in this notice into FAA Order 8900.1, Volume 12, Chapter 4, Section 4 before this notice expires. Direct any questions concerning the information in this notice to the International Program Division, International Operations Branch at 202-267-0962.



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Appendix A. Sample OpSpec C091, Operational Requirements Airplane Design Group VI (ICAO Code F): 14 CFR Part 129

a. The foreign air carrier is authorized to conduct operations in the United States using the identified Airplane Design Group VI (ADG-VI) (ICAO Code F) airplanes in accordance with the operational requirements and limitations authorized in Table 1. Additionally, the foreign air carrier must comply with the following specific U.S. airport requirements to include:

(1) If it is for an alternate airport, an operational plan in the event the aircraft is diverted.

(2) If it is for a destination airport, operational limitations to the ADG-VI airplane or the airport operation contained in a Modification of Standard (MoS) if the Airports District Office determines an MoS is necessary.

Table 1 – Operational Requirements

Airplane M/M/S	Limitations
[LOAD]	[Dropdown List]