

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.564

National Policy

Effective Date:
10/12/20

Cancellation Date:
10/12/21

SUBJ: OpSpec C080, Terminal Area IFR Operations in Class G Airspace and/or at Airports Without an Operating Control Tower for Scheduled Passenger Operations

1. Purpose of This Notice. This notice announces a non-mandatory revision to operations specification (OpSpec) C080 for certificate holders conducting scheduled passenger operations under Title 14 of the Code of Federal Regulations (14 CFR) part 121 or 135.

2. Audience. The primary audience for this notice is the Flight Standards (FS) Safety Assurance offices' Principal Operations Inspectors (POI) responsible for approving an air carrier to conduct scheduled passenger operations. The secondary audience includes air carriers and operators, as well as the FS Safety Standards and Foundational Business 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 Federal Aviation Administration's (FAA) website at <https://fsims.faa.gov>. This notice is available to the public at https://www.faa.gov/regulations_policies/orders_notices.

4. Background. Due to the impact of the COVID-19 public health emergency, a number of air traffic control (ATC) facilities have been unexpectedly closed. During these occasional and temporary closure events, the control of instrument flight rules (IFR) traffic has either been transferred to other operational facilities or terminated. In addition to the conditions of the OpSpec, FS has published a Safety Alert for Operators (SAFO) outlining additional critical safety information that should be made available to the flightcrew and, if applicable, aircraft dispatchers and flight followers.

5. Discussion. The purpose of this revision is to add language allowing certificate holders to continue flights to a destination airport that is experiencing a temporary closure of the airport traffic control tower (ATCT) provided the information required by this OpSpec is made available to the pilot in command (PIC). This notice contains the following:

- The sample OpSpec C080 template in Appendix A applies to part 121.
- The sample OpSpec C080 template in Appendix B applies to part 121/135.
- The sample OpSpec C080 template in Appendix C applies to part 135.

6. Action. Upon publication of this notice, and if requested by the certificate holder, POIs may issue the revised OpSpec C080 to conduct scheduled passenger operations to account for unexpected ATCT closures. For airports with planned tower closures, POIs should continue to follow existing guidance for OpSpecs C070, Airports Authorized for Scheduled Operations, and C080 in FAA Order 8900.1, Volume 3, Chapter 18, Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.

7. Disposition. Direct questions concerning the information in this notice to the Air Transportation Division, Air Carrier Operations Branch (AFS-220) at 202-267-8166.



Robert C. Carty
Deputy Executive Director, Flight Standards Service

**Appendix A. Sample OpSpec C080, Terminal Area IFR Operations in Class G
Airspace and/or at Airports Without an Operating Control Tower for Scheduled
Passenger Operations: 14 CFR Part 121**

- a. The certificate holder is authorized to conduct the following terminal area instrument flight rules (IFR) operations specified in accordance with the limitations and provisions of this paragraph and shall not conduct any other terminal area IFR operations under this operations specification.
- b. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace and/or at airports without an operating control tower, provided that the certificate holder determines that:
- (1) The airport is served by an authorized instrument approach procedure (IAP).
 - (2) The airport has an approved source of weather.
 - (3) The airport has a suitable means for the pilot in command (PIC) to acquire air traffic advisories and the status of airport services and facilities.
 - (4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.
- c. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower in Class E airspace, provided that at the time of any operation to that alternate or diversionary airport the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.
- d. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower when, at the scheduled time of operation, the airspace would have been Class B, C, or D airspace but, because of temporary or emergency changes to terminal air traffic control (ATC) operations, weather, or mechanical delays, the flight arrives at a time when the controlled airspace is not operational, provided that the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.
- e. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower, provided that an authorized IAP and the facilities and services listed below are available and operational at the time of the particular operation.

Table 1 – Airports Authorized for Scheduled Passenger Terminal IFR Operations

Airport	Weather Source	Traffic & Airport Advisory Service
KJAU: JACKSBORO	[Weather Source]	[Traffic and Airport Advisory]

f. Except as provided in operations specification C077, all 14 CFR Part 135 turbojet and all 14 CFR Part 121 operations in the terminal area are conducted under IFR.

g. For any operation where the airport traffic control tower (ATCT) has been unexpectedly closed due to emergency conditions, the certificate holder is authorized to continue a flight to a destination airport as long as the information required by this operations specification is available to the PIC. The certificate holder must not initiate a flight to a destination airport if the airport has been closed before takeoff.

**Appendix B. Sample OpSpec C080, Terminal Area IFR Operations in Class G
Airspace and/or at Airports Without an Operating Control Tower for Scheduled
Passenger Operations: 14 CFR Part 121/135**

- a. The certificate holder is authorized to conduct the following terminal area instrument flight rules (IFR) operations specified in accordance with the limitations and provisions of this paragraph and shall not conduct any other terminal area IFR operations under this operations specification.
- b. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace and/or at airports without an operating control tower, provided that the certificate holder determines that:
- (1) The airport is served by an authorized instrument approach procedure (IAP).
 - (2) The airport has an approved source of weather.
 - (3) The airport has a suitable means for the pilot in command (PIC) to acquire air traffic advisories and the status of airport services and facilities.
 - (4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.
- c. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower in Class E airspace, provided that at the time of any operation to that alternate or diversionary airport the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.
- d. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower when, at the scheduled time of operation, the airspace would have been Class B, C, or D airspace but, because of temporary or emergency changes to terminal air traffic control (ATC) operations, weather, or mechanical delays, the flight arrives at a time when the controlled airspace is not operational, provided that the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.
- e. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower, provided that an authorized IAP and the facilities and services listed below are available and operational at the time of the particular operation.

Table 1 – Airports Authorized for Scheduled Passenger Terminal IFR Operations

Airport	Weather Source	Traffic & Airport Advisory Service
KJAU: JACKSBORO	[Weather Source]	[Traffic and Airport Advisory]

f. Except as provided in operations specification C077, all 14 CFR Part 135 turbojet and all 14 CFR Part 121 operations in the terminal area are conducted under IFR.

g. For any operation where the airport traffic control tower (ATCT) has been unexpectedly closed due to emergency conditions, the certificate holder is authorized to continue a flight to a destination airport as long as the information required by this operations specification is available to the PIC. The certificate holder must not initiate a flight to a destination airport if the airport has been closed before takeoff.

**Appendix C. Sample OpSpec C080, Terminal Area IFR Operations in Class G
Airspace and/or at Airports Without an Operating Control Tower for Scheduled
Passenger Operations: 14 CFR Part 135**

- a. The certificate holder is authorized to conduct the following terminal area instrument flight rules (IFR) operations specified in accordance with the limitations and provisions of this paragraph and shall not conduct any other terminal area IFR operations under this operations specification.
- b. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace and/or at airports without an operating control tower, provided that the certificate holder determines that:
- (1) The airport is served by an authorized instrument approach procedure (IAP).
 - (2) The airport has an approved source of weather.
 - (3) The airport has a suitable means for the pilot in command (PIC) to acquire air traffic advisories and the status of airport services and facilities.
 - (4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.
- c. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower in Class E airspace, provided that at the time of any operation to that alternate or diversionary airport the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.
- d. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower when, at the scheduled time of operation, the airspace would have been Class B, C, or D airspace but, because of temporary or emergency changes to terminal air traffic control (ATC) operations, weather, or mechanical delays, the flight arrives at a time when the controlled airspace is not operational, provided that the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.
- e. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower, provided that an authorized IAP and the facilities and services listed below are available and operational at the time of the particular operation.

Table 1 – Airports Authorized for Scheduled Passenger Terminal IFR Operations

Airport	Weather Source	Traffic & Airport Advisory Service
KJAU: JACKSBORO	[Weather Source]	[Traffic and Airport Advisory]

f. Except as provided in operations specification C077, all 14 CFR Part 135 turbojet and all 14 CFR Part 121 operations in the terminal area are conducted under IFR.

g. For any operation where the airport traffic control tower (ATCT) has been unexpectedly closed due to emergency conditions, the certificate holder is authorized to continue a flight to a destination airport as long as the information required by this operations specification is available to the PIC. The certificate holder must not initiate a flight to a destination airport if the airport has been closed before takeoff.