

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.622

National Policy

Effective Date:
4/22/22

Cancellation Date:
4/22/23

SUBJ: OpSpec A001, Issuance and Applicability, and Reports

1. Purpose of This Notice. This notice announces a nonmandatory revision to operations specification (OpSpec) A001 for Title 14 of the Code of Federal Regulations (14 CFR) part 129 to update the terminology used for the operations authorized. This notice also announces revised Federal Aviation Administration (FAA) Order 8900.1 guidance for OpSpec A001.

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 foreign air carriers issued OpSpecs under part 129. The secondary audience includes the 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, the Flight Standards Information Management System (FSIMS) at <https://fsims.avs.faa.gov>, and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>. Operators and the public can find this notice on the FAA's website at https://www.faa.gov/regulations_policies/orders_notices, FSIMS at <https://fsims.faa.gov>, and the DRS.

4. Explanation of Policy Changes.

a. OpSpec A001. See Appendix A for the sample OpSpec. The International Program Division (AFS-50) has amended the part 129 OpSpec A001 as follows:

(1) Replaced the dropdown list choices in subparagraph b(3) (of “both scheduled and nonscheduled,” “only nonscheduled,” and “only scheduled”) to:

- Both scheduled and charter.
- Only charter.
- Only scheduled.

(2) Added “passenger” after “scheduled” to read, “scheduled passenger,” in subparagraph g(1) and the “Airports To Be Used” table.

(3) Added “or scheduled transportation of property and mail (all-cargo) operations” to subparagraph g(1) and the “Airports To Be Used” table.

(4) Replaced “nonscheduled” with “charter” in subparagraph g(2).

(5) Removed the box below the “Airports To Be Used” table.

Note: The intent of the box when it was created was to enable principal inspectors (PI) to enter additional alternate airports for a specific destination airport. However, upon further review, it was determined that it was not necessary, and it produced less accuracy (e.g., non-U.S. airports being listed) and other nonstandard results.

b. Inspector Guidance. AFS-50 has amended the part 129 OpSpec A001 guidance in Order 8900.1, Volume 12, Chapter 4, Section 2, Part 129 Part A Operations Specifications—General, to add clarity on Department of Transportation (DOT) and FAA requirements associated with authorized operations.

(1) DOT. Per request from the DOT, the FAA has replaced “nonscheduled” with “charter” to reflect current DOT terminology. The DOT is no longer using the term “nonscheduled” in its authorizations.

(2) FAA.

(a) Regulatory references were added to the guidance (part 129, §§ 129.7 and 129.9 and 14 CFR part 110, § 110.2) and updates were made to be consistent with DOT authorizations for scheduled foreign air transportation of property and mail (all-cargo) to the entire United States and the FAA’s definition in § 110.2, which associate scheduled operations as passenger operations. This will not place a flight notification burden on foreign air carriers conducting scheduled transportation of property and mail to certain U.S. airports. The FAA has:

1. Globally replaced the term “nonscheduled” with “charter.”
2. Added clarity to the FAA’s policy on what to do when:
 - The DOT authorizes the foreign air carrier for scheduled transportation of property and mail to the entire United States;
 - The OpSpecs issued by the responsible Civil Aviation Authority (CAA) do not list specific U.S. airports; and
 - The all-cargo foreign air carrier is conducting service to U.S. airports on a schedule.

(b) Directions were added on how to add additional alternate airports to be used to the OpSpec A001 table listing the scheduled destination, alternate, and technical refueling stops.

5. Guidance.

a. Order 8900.1. Order 8900.1, Volume 12, Chapter 4, Section 2 has been revised to update OpSpec A001 guidance.

b. Notice. This notice contains the sample OpSpec A001 template in Appendix A for part 129.

6. Action. This change in guidance for OpSpec A001 affects PIs with responsibility for the issuance, amendment, and oversight of OpSpecs for part 129 air carriers conducting operations in the United States. All PIs will review the updated Order 8900.1 guidance and changes to OpSpec A001 described in this notice and reissue OpSpec A001 in accordance with the nonmandatory template revision, as appropriate. When reissuing OpSpec A001, PIs must ensure that any additional (i.e., alternate) U.S. airports previously listed under the table for scheduled destination airports are added to the table, as appropriate.

7. Disposition. We will incorporate the information in this notice into Order 8900.1, Volume 12, Chapter 4, Section 2. Direct questions or comments concerning the information in this notice to the International Operations Branch (AFS-52) at 202-267-0962.

A handwritten signature in black ink, appearing to read 'R. Carty', with a stylized, cursive script.

Robert C. Carty
Deputy Executive Director, Flight Standards Service

**Appendix A. Sample OpSpec A001, Issuance and Applicability, and Reports:
14 CFR Part 129**

- a. These operations specifications are issued to [foreign air carrier name] (hereinafter, the “foreign air carrier”). The foreign air carrier’s addresses:

The foreign air carrier is the holder of the following:

State of the Operator (Country)	State of the Operator Air Operator Certificate (Identification)	DOT Economic Authority (Type)	DOT Economic Authority (Expiration)

- b. The foreign air carrier must conduct each operation within the United States in accordance with its Air Operator Certificate (AOC) and its associated operations specifications, and in accordance with these FAA-issued foreign operations specifications.

(1) The holder of these operations specifications will conduct foreign air carrier operations in common carriage in the United States pursuant to the applicable requirements, including provisions of 14 CFR Parts 91 and 129; 49 CFR Part 175; any other applicable regulations and laws of the United States; and Annex 1, Annex 6, Parts I and III, and Annex 8, Part II, Chapters 3 and 4, to the Convention on International Civil Aviation, as applicable. Additionally, foreign air carriers operating U.S.-registered aircraft must ensure that flightcrew members comply with 14 CFR Part 61, § 61.3.

(2) At all times the foreign air carrier must: have an appropriate security program, as required by the Transportation Security Administration (TSA); be in possession of a valid AOC; and comply with the terms and conditions of its appropriate DOT economic authority; otherwise, these operations specifications shall become void and must be surrendered at the request of the FAA.

(3) The foreign air carrier may conduct [only scheduled/only charter/both scheduled and charter] operations within the United States using regular terminal and alternate airports that the carrier has determined to be operationally suitable.

- c. The foreign air carrier

- must use only the business name, that appears on the operations specifications for those operations described in subparagraph b.
- may conduct the operations described in subparagraph b under the following other business names:

d. The foreign air carrier must use only the official business name or a name authorized by the DOT, as shown in these operations specifications, in the conduct of foreign air transportation within the United States.

e. The foreign air carrier is limited to operating within the United States in the geographical areas of operations shown below.

Authorized Geographic Areas of Operation

f. All radio communications with the air traffic control (ATC) system of the United States must use the appropriate call sign, as indicated in International Civil Aviation Organization (ICAO) Document 8585, or FAA Order JO 7340.2.

Authorized Radio Call Sign	ICAO 3-Letter Identifier

g. If there are changes to any information in these FAA-issued operations specifications or to the basis upon which these operations specifications have been issued (e.g., foreign air carrier (company) ownership information), the foreign air carrier must notify the responsible Flight Standards office in a form and manner acceptable to the FAA.

(1) For scheduled passenger or scheduled transportation of property and mail (all-cargo) operations, the foreign air carrier must use the following airports:

Airports To Be Used for Scheduled Passenger or Scheduled Transportation of Property and Mail (All-Cargo) Operations				
Regular Terminal	Alternate	Alternate	Alternate	Technical /Refueling Stop

(2) Except for overflights, if the foreign air carrier plans on conducting a charter flight that involves a landing in U.S. airspace, the air carrier must provide the responsible Flight Standards office with advance written notice (including by facsimile, email, or paper document) of the operation. For urgent situations, a telephone notification to the responsible Flight Standards office may be used with a written notice sent as soon as possible.

(3) The foreign air carrier must provide prior notification of any wet lease or interchange operations conducted by the foreign air carrier to, from, or within the United States on behalf of other air carriers.

(4) The foreign air carrier must provide additional reports and notifications (e.g., the schedule and frequency of flights) *when requested by the FAA*.

h. Responsible Flight Standards Office:

U.S. Post Office Mailing Address	Overnight Package Delivery Address

FAA Principal Inspector(s) Name/Title	Phone Number	Fax Number	Email Address