

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.626

### National Policy

Effective Date:  
5/11/22

Cancellation Date:  
5/11/23

**SUBJ:** Revision to OpSpec A027, Land-and-Hold-Short Operations (LAHSO), and Decommissioning of OpSpec A026, Restricted Operation of Certain Stage II Airplanes

---

**1. Purpose of This Notice.** This notice announces a mandatory revision to operations specification (OpSpec) A027, and the decommissioning of OpSpec A026, for Title 14 of the Code of Federal Regulations (14 CFR) part 129 foreign air carriers. The revision to OpSpec A027 includes the removal of references that are not applicable to part 129 operations and other editorial changes. This notice also advises the reissuance of OpSpec A004, Summary of Special Authorizations, Limitations and Restrictions, for all part 129 foreign air carriers.

**2. Audience.** The primary audience for this notice is the Flight Standards Service (FS) International Field Offices' (IFO) aviation safety inspectors (ASI) and managers. 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](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 Federal Aviation Administration's (FAA) website at [https://www.faa.gov/regulations\\_policies/orders\\_notices](https://www.faa.gov/regulations_policies/orders_notices), FSIMS at <https://fsims.faa.gov>, and the DRS.

#### **4. Explanation of Changes.**

##### **a. Revision to Part 129 OpSpec A027.**

(1) Removed the reference to FAA Order 7110.118, Appendix 1. This appendix no longer exists in the current version of FAA Order JO 7110.118, Land and Hold Short Operations (LAHSO), as the information has been moved to FAA Order JO 7360.1, Aircraft Type Designators. This information is related to land-and-hold-short operations (LAHSO) aircraft grouping tables used by air traffic control (ATC) to determine when to issue a LAHSO clearance and is not intended for use by flightcrews; therefore, it is not necessary to reference this information in the OpSpec.

(2) Removed the references to 14 CFR parts 23, 25, 121, and 135. These 14 CFR references are not applicable to part 129 operations.

(3) Changed language in subparagraph b(2) to match Order JO 7110.118.

(4) Other editorial changes.

**b. Decommissioning of Part 129 OpSpec A026.** OpSpec A026 for part 129 has been decommissioned due to non-use.

## **5. Guidance.**

**a. OpSpec A027.** This notice contains a sample OpSpec A027 template in Appendix A, which applies to part 129.

**b. FAA Order 8900.1.** Order 8900.1, Volume 12, Chapter 4, Section 2, Part 129 Part A Operations Specifications—General, has been updated to remove the guidance for decommissioned OpSpec A026 for part 129, and to clarify the requirements for issuing OpSpec A027 to part 129 foreign air carriers.

**6. Action.** This is a mandatory revision to part 129 OpSpec A027 and decommissioning of part 129 OpSpec A026 affecting principal inspectors (PI) with oversight of part 129 foreign air carriers and responsibility for the issuance and amendment of part 129 OpSpecs.

**a. Revision to Part 129 OpSpec A027.** Within 90 days of the effective date of this notice, Principal Operations Inspectors (POI) must review this notice and the amended guidance in Order 8900.1, Volume 12, Chapter 4, Section 2 and reissue OpSpec A027 to all part 129 foreign air carriers for whom they have oversight responsibility. When reissuing OpSpec A027, the foreign air carrier's OpSpec A004 must also be reissued to reflect the updated authorization statement, which removes the reference to Order 7110.118, Appendix 1.

**b. Decommissioning of Part 129 OpSpec A026.** OpSpec A004 must be reissued to remove the authorization statement for decommissioned OpSpec A026 for all foreign air carriers. PIs need only reissue OpSpec A004 once for both the A026 and A027 updates.

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



Robert M. Ruiz  
Acting Executive Director, Flight Standards Service

**Appendix A. Sample OpSpec A027, Land-and-Hold-Short Operations (LAHSO):  
14 CFR Part 129**

a. The foreign air carrier may conduct land-and-hold-short operations (LAHSO) only when authorized by the State of the Operator and at designated airports and specified runway configurations as identified by Air Traffic Services (ATS). LAHSO must be conducted in accordance with the provisions and limitations of this operations specification.

b. Limitations and Provisions.

(1) Landing Distance. The minimum landing distance must be the Civil Aviation Authority (CAA)-approved Aircraft Flight Manual (AFM) unfactored landing distance for the configuration, environment, and the weight (mass) actually used for landing multiplied by 1.67, plus 1,000 feet.

(2) LAHSO runway available landing distance (ALD) must be dry.

(3) LAHSO must not be conducted to a runway that does not have visual or electronic vertical guidance.

(a) LAHSO weather minima require a prevailing weather condition consisting of:

(i) A ceiling of no less than 1,500 feet, and

(ii) A visibility of no less than 5 statute miles (sm).

(b) LAHSO weather minima may be lowered to a ceiling of no less than 1,000 feet and a visibility of no less than 3 sm where a precision approach path indicator (PAPI) or Visual Approach Slope Indicator (VASI) is installed and operational.

(c) At locations where a rejected landing procedure is published, the ceiling and visibility minima will be established in local flying directives and published.

(4) LAHSO must not be conducted if wind shear has been reported within the previous 20 minutes prior to the LAHSO clearance being issued.

(5) The tailwind on the hold-short runway must be calm (less than 3 knots (kts)).

(6) Night LAHSO may be conducted only where an approved FAA lighting configuration for LAHSO is installed.

c. Special Procedures.