

# NOTICE

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

N 8900.693

### National Policy

Effective Date:  
4/15/24

Cancellation Date:  
4/15/25

### **SUBJ:** OpSpec A003, Aircraft Authorized for Operations to the United States

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**1. Purpose of This Notice.** This notice announces a nonmandatory revision to operations specification (OpSpec) A003 for Title 14 of the Code of Federal Regulations (14 CFR) part 129. This notice also announces revised Federal Aviation Administration (FAA) Order 8900.1, Flight Standards Information Management System, guidance for OpSpec A003.

**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](https://employees.faa.gov/tools_resources/orders_notices) 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](https://www.faa.gov/regulations_policies/orders_notices) and DRS.

**4. Explanation of Changes.** The International Program Division (AFS-50) has revised part 129 OpSpec A003 due to a lack of specific regulatory basis in part 129 and International Civil Aviation Organization (ICAO) Annexes. Foreign air carriers have been conducting the above-mentioned operations to the United States without any specific safety concerns to date. The text of this OpSpec requires compliance with the provisions of ICAO Annex 6, Operation of Aircraft, which is already required by OpSpec A001, Issuance and Applicability, and Reports, subparagraph b(1). Therefore, the FAA has determined the information is not required. The revision of part 129 OpSpec A003 does not preclude a foreign air carrier from conducting these operations into the United States. A foreign air carrier may still conduct these operations in the United States in compliance with their Air Operator Certificate (AOC), foreign OpSpecs, applicable ICAO Annexes, and the remainder of their FAA-issued part 129 OpSpecs. Changes to part 129 OpSpec A003 are as follows:

- Removed all columns after aircraft registration number in Table 1. Only "M/M/S," "Serial Number," and "Registration Number" remain. See Appendix A, Sample OpSpec A003, Aircraft Authorized for Operations to the United States: 14 CFR Part 129, for the sample OpSpec template.
- Amended the title of Table 1 to "Authorized Aircraft" to reflect the table content.

- Deleted selectable subparagraph b(4) regarding aircraft that do not have a minimum equipment list (MEL).
- Deleted selectable subparagraph b(3) regarding Data Communications (Data Comm).

## 5. Guidance.

**a. Order 8900.1.** AFS-50 has amended the part 129 OpSpec A003 guidance in Order 8900.1, Volume 12, Chapter 4, Section 2, Part 129 Part A Operations Specifications—General. The following has been deleted:

- Guidance associated with the Table 1 columns being deleted (i.e., Ground deicing, Reduced Vertical Separation Minimum (RVSM), etc.).
- Information not relevant to part 129 operations (i.e., Civil Reserve Air Fleet).
- Duplication within section (i.e., information in paragraph for adding and deleting aircraft).
- Information captured in other OpSpecs or sections of Order 8900.1 (i.e., Airworthiness Directives (AD) covered in D-series OpSpecs, etc.).
- Information captured in AC 90-117, Data Link Communications, or 14 CFR (i.e., Traffic Alert and Collision Avoidance System (TCAS), etc.).

**b. OpSpec A003 Template.** This notice contains the sample OpSpec A003 template in Appendix A, which applies to part 129.

**6. Action.** This is a nonmandatory revision to OpSpec A003 affecting principal inspectors (PI) 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 A003 described in this notice and reissue OpSpec A003 in accordance with the nonmandatory template revision, as appropriate. PIs should remind part 129 air carriers seeking to conduct U.S. domestic en route Controller-Pilot Data Link Communications (CPDLC) that prior to filing in their flight plans (for U.S. domestic en route CPDLC), they must meet the required avionics requirements of the program and fill out an equipage form to show avionics acceptability with L3Harris (refer to recommended action in Information for Operators (InFO) 23008, The Federal Aviation Administration (FAA) Policy Change for United States (U.S.) Domestic Data Link Operations).

**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.



Hugh Thomas for  
Lawrence Fields  
Executive Director, Flight Standards Service

## Appendix A. Sample OpSpec A003, Aircraft Authorized for Operations to the United States: 14 CFR Part 129

- a. The foreign air carrier is authorized to conduct its operations in the United States using only the following:

**Table 1 – Authorized Aircraft**

| M/M/S | Serial Number | Registration Number |
|-------|---------------|---------------------|
|       |               |                     |

- b. Limitations. The following limitations apply:

- (1) All State of the Operator more restrictive limitations apply.

*[SELECT the first option if the foreign air carrier is authorized visual flight rules (VFR) en route operations ONLY. SELECT the second option if the foreign air carrier is authorized for instrument flight rules (IFR) en route operations.]*

- (2) The foreign air carrier is authorized VFR en route operations only.

(2) IFR En Route Operations. IFR en route provisions must be met. (a) When conducting IFR Class I navigation: (i) An aircraft's position must be "reliably fixed" as necessary to navigate to the degree of accuracy required for air traffic control (ATC). (ii) The airways used must lie within the Operational Service Volume of the facilities defining the airways or off airway routing with the following exception: operations over routes with a minimum en route altitude (MEA) gap (or International Civil Aviation Organization (ICAO) equivalent). (iii) The facilities which define an airway must be used as the primary navigation reference except as follows: An Area Navigation (RNAV) system may be used if the aircraft's position can be "reliably fixed" at least once each hour using airway navigation facilities to the degree of accuracy required for ATC. This system must be certificated for use in IFR flight for the conduct of Class I navigation over the routes being flown and authorized in accordance with paragraph B035. (b) Except in Class G airspace, operate IFR flights: (i) Over routing predicated on ATC radar vectoring services. (ii) Over off-airway routings, which are predicated on airways navigation facilities (including flights to alternate or diversionary airports), provided the following conditions are met: (A) Airways navigation facilities must be the primary navigation reference for these off-airway routings, and the off-airway routings must lie within the Operational Service Volume of the facilities used. Such off-airway operation must be authorized by the appropriate ATC facility. (B) The operation must be conducted in accordance with the route width and MEA criteria prescribed for or applied to the foreign air carrier by the appropriate ICAO contracting State.

*[IF the foreign air carrier is authorized for IFR en route operations in subparagraph b(2), SELECT one of the following options for subparagraph b(2)(c)—Class G airspace authorization: IF Class G airspace is NOT authorized, SELECT the FIRST option; IF Class G airspace is authorized, SELECT the second option.]*

(c) The foreign air carrier is not authorized to conduct IFR en route operations in Class G airspace.

(c) For IFR en route in Class G airspace, the facilities and services necessary to safely conduct operations in Class G airspace must be available and operational during the period of operation in Class G airspace.

*[IF the foreign air carrier is authorized for IFR en route operations in Class G airspace in subparagraph b(2)(c), SELECT one of the following options for subparagraph b(2)(c)(i) for whether operations must be conducted under IFR, VFR, or either. SELECT the first option for IFR ONLY. SELECT the second option for VFR. SELECT the third option for either instrument or visual.]*

- (i) IFR en route operations in Class G airspace must be conducted under IFR.
- (i) IFR en route operations in Class G airspace may be conducted under VFR.
- (i) IFR en route operations in Class G airspace may be conducted under IFR or VFR.