

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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National Policy

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**SUBJ:** Parts A, B, C, and D OpSpecs and TSpecs for Powered-Lift

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**1. Purpose of This Notice.** This notice announces new and revised operations specifications (OpSpecs) and training specifications (TSpecs) applicable to powered-lift operations conducted in accordance with Title 14 of the Code of Federal Regulations (14 CFR) parts 135, 142, and 194. These authorizing documents will enable certificate holders (CH) utilizing powered-lift to conduct pilot training and operations.

**2. Audience.** The primary audience for this notice is Flight Standards (FS) Safety Assurance principal inspectors (PI) with oversight responsibilities for CHs using powered-lift under parts 135, 142, and 194. The secondary audience includes FS personnel in the Office of Safety Standards (OSS).

**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 Federal Aviation Administration's (FAA) website at [https://www.faa.gov/regulations\\_policies/orders\\_notices](https://www.faa.gov/regulations_policies/orders_notices) and DRS.

**4. Background.** The FAA published a final rule enabling a new category of aircraft, powered-lift, to be safely incorporated into the National Airspace System (NAS). This final rule enabled pathways for pilot certification, as well as made conforming edits to part 135, to facilitate operations conducted with a powered-lift. Additionally, part 142 was supplemented by multiple sections in part 194 to ensure that a training center operating under part 142 has clear and adequate requirements when providing pilot training in a powered-lift.

**5. Discussion.** For this notice, revised templates will not be shown in the appendices and instead will be listed in Appendix A. For the new templates, a single example of each new template will be provided in Appendices B through F.

**a. Templates.** The revised and newly created templates mentioned in this notice are nonmandatory for those CHs who do not operate powered-lift. These templates are necessary to enable the FAA to authorize CHs to use powered-lift to conduct pilot training and operations under parts 135, 142, and 194. As in the past with nonmandatory revisions, even for those CHs who do not operate powered-lift, the PI must issue the most recent version of the templates whenever an amendment to that OpSpec or TSpec is accomplished.

**b. Guidance.** Guidance for the templates listed in Appendix A can be found in FAA Order 8900.1, Volume 3, Chapter 18:

- Section 3, Part A Operations Specifications—General.
- Section 4, Part B Operations Specifications—En Route Authorization and Limitations.
- Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.
- Section 6, Parts D and E Maintenance Operations Specifications/Management Specifications/Letters of Authorization.

**c. Appendices.** The appendices contain a list of new and revised templates and single samples of new templates.

(1) Appendix A contains lists of the new and revised OpSpec and TSpec templates in Tables A-1 through A-4.

(2) Appendices B through F contain single examples of the newly created OpSpec templates.

**6. Action.** PIs will issue the revised or new templates (as applicable) to operators who are adding a powered-lift to their operation. PIs will also issue the most recent version of an OpSpec or TSpec when authorizing an amendment. PIs issuing new or revised templates must ensure that the Authorization Statement in OpSpec/TSpec A004, Summary of Special Authorizations and Limitations, is correct. If not, then A004 must also be reissued.

**7. Disposition.** We have incorporated the information in this notice into Order 8900.1. Direct questions or comments concerning the information in this notice to the Air Transportation Division (AFS-200) at 9-AFS-200-Correspondence@faa.gov, or the Aircraft Maintenance Division (AFS-300) at 9-AWA-AFS-300-Correspondence@faa.gov.



Hugh Thomas for  
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**Appendix A. List of New and Revised OpSpecs and TSpecs****Table A-1. New Parts A and B OpSpecs**

<b>Paragraph</b>	<b>14 CFR Part</b>	<b>Title</b>
A307	135, 121/135	Alternate Requirements for Powered-Lift Without Fully Functional Dual Controls Used in Flight Training
A505	135, 121/135	Initial Approval of a Part 135 Training Program Leading to an Initial Powered-Lift Category/Instrument/Type Rating
A506	135, 121/135	Final Approval of a Part 135 Training Program Leading to an Initial Powered-Lift Category/Instrument/Type Rating
B053	135, 121/135	VFR Minimum Altitudes for Powered-Lift
B345	135, 121/135	Performance Based VFR Fuel/Energy Requirements for Powered-Lift

**Table A-2. Revised Parts A and B OpSpecs**

<b>Paragraph</b>	<b>14 CFR Part</b>	<b>Title</b>
A002	135, 121/135	Definitions and Abbreviations
A018	135, 121/135	Scheduled Passenger Helicopter and/or Powered-Lift Operations
A021	135, 121/135	Helicopter and/or Powered-Lift Air Ambulance Operations
A031	135, 121/135	Contract Training
A041	135, 121/135	Authorization for 14 CFR Part 135 Airplane and/or Powered-Lift Operators to Conduct a Pretakeoff Contamination Check or Use of an Approved Alternative Procedure
A050	135, 121/135	Helicopter and/or Powered-Lift Night Vision Goggle Operations
A057	135, 121/135	Eligible On-Demand Operations
A160	135, 121/135	LODA for Part 135 Rotorcraft and/or Powered-Lift Operations Without a Radio Altimeter
B035	135, 121/135	Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems
B036	135, 121/135	Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS)
B054	135, 121/135	Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System

**Table A-3. Revised Parts A, B, and C TSpecs**

<b>Paragraph</b>	<b>14 CFR Part</b>	<b>Title</b>
A002	142	Definitions and Abbreviations
A003	142	Aircraft Authorization
A012	142	Evaluators
B001	142	Core Curricula
B002	142	Specialty Curricula
B111	142	Core Curricula (continued from B001)
B112	142	Core Curricula (continued from B111)
B113	142	Core Curricula (continued from B112)
B121	142	Specialty Curricula (continued from B002)
B122	142	Specialty Curricula (continued from B121)
B123	142	Specialty Curricula (continued from B122)
B124	142	Specialty Curricula (continued from B123)
B125	142	Specialty Curricula (continued from B124)
B126	142	Specialty Curricula (continued from B125)
B127	142	Specialty Curricula (continued from B126)
B128	142	Specialty Curricula (continued from B127)
C075	142	Circling Approach Procedures
C175	142	Circling Approach Procedures (continued from C075)
C176	142	Circling Approach Procedures (continued from C175)
C177	142	Circling Approach Procedures (continued from C176)

**Table A-4. Revised Part D OpSpecs**

<b>Paragraph</b>	<b>14 CFR Part</b>	<b>Title</b>
D086	135, 121/135	Maintenance Program Authorization for Two-Engine Airplanes and/or Large Powered-Lift Aircraft Used in Extended Operations (ETOPS)
D093	135, 121/135	Helicopter and/or Powered-Lift Night Vision Goggle Operations Maintenance Program
D102	135, 121/135	Additional Maintenance Requirements – Aircraft

**Appendix B. Sample OpSpec A307, Alternate Requirements for Powered-Lift Without Fully Functional Dual Controls Used in Flight Training: 14 CFR Part 135**

a. In accordance with 14 CFR Part 194, § 194.253, the certificate holder is authorized to utilize the provision of a single set of flight controls in a training curriculum leading to the addition of a powered-lift category rating, a powered-lift instrument rating, and a powered-lift type rating to an existing commercial pilot certificate or higher subject to the conditions and limitations listed below.

b. Conditions and Limitations.

(1) This alternate requirement would be extended only to those pilots seeking a powered-lift category rating, powered-lift type rating, and instrument-powered-lift rating under Part 194 (i.e., those qualified in accordance with § 194.215(a) who are instructor pilots, test pilots, FAA test pilots, aviation safety inspectors, the initial cadre of instructors, and pilots receiving training under an FAA approved training program).

(2) Instruction must be conducted by an instructor pilot for the manufacturer of the powered-lift under the manufacturer's proposed training curriculum or by flight instructors under an FAA approved training curriculum under Part 135, 141, or 142, as applicable.

(3) In accordance with § 194.253(a), a person may operate a powered-lift for flight training without fully functioning dual controls provided it is equipped with a single, functioning control that is instantly accessible by both the applicant and the instructor, and in addition, the instructor must be able to take immediate corrective action and full control of the aircraft from their occupied seat. The following conditions must also be met:

(a) The single functioning flight control must meet the certification standards for both pilot stations.

(b) The instructor must determine that the flight can be conducted safely.

(c) The aircraft must be type certificated with a standard airworthiness certificate.

(4) Allowance for full flight simulator training for powered-lift with single functioning controls and a single pilot station is found in § 194.253(b) and Appendix A to Part 194 – A person may apply for a powered-lift category rating, an instrument-powered-lift rating, and a powered-lift type rating concurrently for a powered-lift with single controls and a single pilot station under an approved Part 135, 141, or 142 training program by meeting the requirements set forth in Part 194.

(5) This operations specification for training with a single set of flight controls is approved based on information submitted by the certificate holder, which is reviewed, verified, and approved by the Principal Operations Inspector (POI), in coordination with Air Transportation Division, AFS-200, and the General Aviation and Commercial Division, AFS-800. The approval issued under this authorization provides for training in accordance with Appendix A of Part 194 and will be approved concurrently with the operator's submitted training program.

c. Training Aircraft and Simulators are listed in Table 1 and 2 below:

**Table 1 – Operator Training Aircraft Information**

	<b>Number of Powered-Lift Aircraft</b>	<b>Powered-Lift M/M/S</b>
<b>Total number of powered-lift aircraft with two pilot stations and dual flight controls:</b>		
	<b>Number of Powered-Lift Aircraft</b>	<b>Powered-Lift M/M/S</b>
<b>Total number of powered-lift aircraft without fully functional dual flight controls:</b>		

**Table 2 – Full Flight Simulator (FFS)**

<b>FFS Type and Level</b>	<b>Simulator ID Number</b>	<b>Powered-Lift M/M/S</b>

**Appendix C. Sample OpSpec A505, Initial Approval of a Part 135 Training Program Leading to an Initial Powered-Lift Category/Instrument/Type Rating: 14 CFR Part 135**

a. In accordance with 14 CFR Part 194, § 194.243 and this authorization, the certificate holder is authorized to establish an initial training curriculum leading to the addition of a powered-lift category rating, a powered-lift instrument rating, and a powered-lift type rating to a commercial pilot certificate or higher subject to the conditions and limitations listed below.

b. Conditions and Limitations.

(1) The training program must incorporate all applicable requirements for the issuance of powered-lift ratings under 14 CFR Parts 61 & 194, as well as the qualification requirements for Part 135.

(2) Instructor Eligibility: In addition to the instructor requirements of §§ 135.338 and 135.340, the person providing flight instruction under this authorization must hold the appropriate powered-lift ratings as required by 194.203(b) and 194.205 as well as a powered-lift instrument rating.

(3) Pilot Eligibility: A Part 119 certificate holder authorized to conduct Part 135 operations may train a pilot for powered-lift ratings only if the pilot is employed by the Part 119 certificate holder, and the pilot holds at least a commercial pilot certificate with either (1) an airplane category rating with a single-engine or multi-engine class rating and an instrument-airplane rating, or (2) a rotorcraft category rating with a helicopter class rating and an instrument-helicopter rating.

(4) An initial powered-lift category rating, a powered-lift instrument rating, and a powered-lift type rating training program curriculum approval under Part 135 utilizing the provisions of part 194 is documented in Tables 1, 2, and 3, in subparagraph c. below and is subject to the following:

(a) Training program initial approval is based on information submitted by the certificate holder, which is reviewed and verified by the Principal Operations Inspector (POI), in coordination with the Air Transportation Division, AFS-200, and the General Aviation and Commercial Division, AFS-800.

(b) Initial approval of the program is given by the POI with concurrence from the Air Transportation Division, AFS-200 and the General Aviation Commercial Division, AFS-800. The initial approval is valid for one year from date of approval unless extended, modified, removed, or cancelled by the POI in coordination with Air Transportation Division, AFS-200, and the General Aviation and Commercial Division, AFS-800.

(c) Within one year of initial training approval, a site visit/audit will be conducted by the POI, in coordination with AFS-200, and AFS-800 of each approved Part 135 initial training program that can enable pilots to receive their initial powered-lift category rating, powered-lift instrument rating, or powered-lift type rating, as detailed in Part 194. The program may receive final approval if the ground and flight portions of the flight training program meet all of the

requirements of 14 CFR Part 194, Part 135, and Part 61. AC 194-2 Pilot Training and Certification for Powered-Lift Operations (as revised) is available for operator reference in developing their program.

(5) The certificate holder may not issue endorsements to a pilot unless that pilot has completed all applicable curriculum requirements of the training program.

(6) Qualification and checking as detailed in § 194.243 that results in an initial powered-lift category rating, powered-lift instrument rating, and powered-lift type rating must be conducted by an Aviation Safety Inspector (ASI), an authorized Aircrew Program Designee (APD), or an authorized Training Center Evaluator (TCE).

(7) Revisions to this initial approved program must be submitted through the certificate holder’s Principal Operations Inspector (POI). This program will then be reviewed and verified by the POI, the Air Transportation Division, AFS-200, and the General Aviation & Commercial Division, AFS-800.

c. Training Program Approval. Tables 1, 2, and 3 below contain the training program approval dates, training program curriculums, and flight simulation training devices (FSTD).

**Table 1 – Training Program Approval Dates**

Date of Approval	Approval Expiration Date

**Table 2 – Training Program Curriculums**

Curriculum	Powered-Lift Type M/M/S

**Table 3 – Flight Simulation Training Devices (FSTD)**

FSTD Type and Level	Powered-Lift Type M/M/S

**Appendix D. Sample OpSpec A506, Final Approval of a Part 135 Training Program  
Leading to an Initial Powered-Lift Category/Instrument/Type Rating:  
14 CFR Part 135**

a. In accordance with 14 CFR Part 194, § 194.243, and this authorization the certificate holder is authorized to establish a final powered-lift training curriculum for the addition of a powered-lift category rating, a powered-lift instrument rating, and a powered-lift type rating to a commercial pilot certificate or higher subject to the conditions and limitations listed below.

b. Conditions and Limitations.

(1) The training program must incorporate all applicable requirements for the issuance of powered-lift ratings under 14 CFR Parts 61 & 194, as well as the qualification requirements for Part 135.

(2) Instructor Eligibility: In addition to the instructor requirements of §§ 135.338 and 135.340, the person providing flight instruction under this authorization must hold the appropriate powered-lift ratings as required by 194.203(b) and 194.205 as well as a powered-lift instrument rating.

(3) Pilot Eligibility: A Part 119 certificate holder authorized to conduct Part 135 operations may train a pilot for powered-lift ratings only if the pilot is employed by the Part 119 certificate holder and the pilot holds at least a commercial pilot certificate with either (1) an airplane category rating with a single-engine or multi-engine class rating and an instrument-airplane rating, or (2) a rotorcraft category rating with a helicopter class rating and an instrument-helicopter rating.

(4) An initial powered-lift category rating, a powered-lift instrument rating, and a powered-lift type rating final training program curriculum approval under Part 135 utilizing the provisions of part 194 is documented in Tables 1, 2, and 3, in subparagraph c. below and is subject to the following:

(a) Training program final approval is based on information submitted by the certificate holder, which is reviewed and verified by the Principal Operations Inspector (POI), in coordination with the Air Transportation Division, AFS-200, and the General Aviation and Commercial Division, AFS-800.

(b) The POI must evaluate the successful completion of the certificate holder's training program in which initial powered-lift ratings have been issued. The effectiveness of the ground and flight portions of the flight training program must be evaluated along with providing pass/fail rate of pilots for their powered-lift ratings and included in required records under §135.63.

(c) Final approval cannot be granted until after the POI, in coordination with AFS-200 and AFS-800, has conducted a satisfactory audit (which may require a site visit), for each approved initial powered-lift category rating, powered-lift instrument rating, or powered-lift type rating programs. The program may receive final approval if the ground and flight portions of the flight training program meet all of the requirements of 14 CFR Part 194, Part 135, and Part 61.

AC 194-2 Pilot Training and Certification for Powered-Lift Operations (as revised) is available for operator reference in developing their program.

(d) Final approval of the training program curriculum for initial powered-lift category training is valid for two years from the date of approval unless extended, modified, removed, or cancelled by the POI in coordination with Air Transportation Division, AFS-200, and the General Aviation and Commercial Division, AFS-800.

(e) After two years, final approval of this training curriculum can be reissued under the conditions listed in this operation specification, including an audit (which may require a site visit) by the POI in coordination with AFS-200 and AFS-800.

(5) The certificate holder may not issue endorsements to a pilot unless that pilot has completed all the curriculum requirements of the training program.

(6) Qualification and checking as detailed in Part 194.243 that results in an initial powered-lift category rating, powered-lift instrument rating, and powered-lift type rating must be conducted by an Aviation Safety Inspector (ASI), an authorized Aircrew Program Designee (APD), or an authorized Training Center Evaluator (TCE).

(7) Changes to approved programs must be submitted through the certificate holder’s Principal Operations Inspector (POI). Review and validation will be conducted by the POI, which will then be reviewed by the Air Transportation Division, AFS-200, and the General Aviation & Commercial Division, AFS-800 for concurrence. The POI with AFS-200 and AFS-800 concurrence would then grant approval if the training program has met all of the requirements.

c. Training Program Approval. Tables 1, 2, and 3 below contain the training program final approval dates, training program curriculums, and flight simulation training devices (FSTD).

**Table 1 – Training Program Final Approval Dates**

Date of Final Approval	Date of Audit	Final Approval Expiration Date

**Table 2 – Training Program Curriculums**

Curriculum	Powered-Lift Type M/M/S

**Table 3 – Flight Simulation Training Devices (FSTD)**

FSTD Type and Level	Powered-Lift Type M/M/S

**Appendix E. Sample OpSpec B053, VFR Minimum Altitudes for Powered-Lift:  
14 CFR Part 135**

a. The certificate holder, when operating in the wing-borne flight mode, is authorized to use the VFR Minimum Altitudes lower than those specified in 14 CFR Part 135, § 135.203(a) as listed in Table 1.

**Table 1 – Authorized Powered-Lift VFR Minimum Altitudes**

Powered-Lift M/M/S	Minimum Altitude (AGL)	Remarks

b. Limitations and Provisions:

(1) The certificate holder must comply with the applicable VFR minimum altitudes as specified in §194.306 (mm) and (nn) unless otherwise authorized a lower altitude by these operations specifications.

(2) When using the provisions of this operations specification in the wing-borne flight mode, except for takeoff or landing, the aircraft must not be operated lower than the authorized minimum altitude listed in Table 1 and must never be lower than 300 ft AGL.

(3) The pilot must be trained and checked in the powered-lift aircraft M/M/S on conducting transitions, initiated at the minimum altitude specified in Table 1, from a wing-borne cruise configuration to the vertical-lift flight mode prior to using the minimum altitude specified in Table 1.

(4) During each required competency check the pilot must be checked on conducting transitions from the wing-borne cruise configuration to vertical-lift flight mode initiated at the minimum altitude specified in Table 1.

(5) If the aircraft has any inoperative equipment that would prevent a wing-borne to vertical-lift transition, or is unable to conduct a safe autorotation, or an approved equivalent maneuver, to a landing, then the minimum altitude authorized in Table 1 must not be used.

**Appendix F. Sample OpSpec B345, Performance Based VFR Fuel/Energy Requirements for Powered-Lift: 14 CFR Part 135**

a. The certificate holder is authorized to carry fuel less than what is required by 14 CFR Part 135, § 135.209 (a) or (b) for powered-lift, under a deviation as provided in 14 CFR Part 194, § 194.306 (rr) and (ss). To use this authorization, VFR conditions must exist, and operations must be conducted over specific routes with predetermined suitable landing areas identified. The fuel/energy reserves must be specified in Table 1 for each specific route and the limitations and provisions of this operations specification must be followed.

b. The Administrator may terminate this grant of deviation authority at any time.

c. Limitations and Provisions:

(1) The certificate holder must have policies and procedures in their manual on the applicability and use of the fuel/energy reserve requirements as provided in this operations specification. Those policies and procedures must be acceptable to the Administrator.

(2) Flightcrew members, persons with operational control, and those personnel who are responsible for the oversight and use of this authorization must be trained in the certificate holder's policies and procedures related to this operations specification.

(3) The certificate holder must develop a fuel/energy reserve audit process that is acceptable to the Administrator to evaluate the actual fuel/energy consumption as compared to the calculated preflight planned fuel/energy consumption for each authorized route contained in Table 1 below. If the audit identifies that an increase in fuel/energy is required for a specific route, the certificate holder must:

(a) Immediately ensure any subsequent flights on the specific route will have the required fuel/energy reserves, or

(b) Use the VFR fuel supply prescribed in § 194.306 (rr) or (ss), as applicable to the mode of flight.

(4) All flight deck fuel quantity/energy indicators must be operational at time of departure to use this authorization.

(5) The pilot in command (PIC) must be able to determine the fuel/energy remaining in minutes via a display or another method that is readily available and does not distract the pilot from performing their duties in-flight.

(6) The PIC must ensure compliance with the Basic VFR Weather Minimums as specified in §91.155(a), and when operating in Class G airspace, the minimums specified for aircraft other than helicopters.

(7) No Special VFR is allowed.

(8) The planned flight time over each specific route must be 20 minutes or less.

(9) The suitable landing area(s) must be pre-determined and available at the estimated time of arrival.

(10) The PIC must ensure there is enough fuel/energy on board the powered-lift for the intended operation. When determining the fuel/energy requirements for the entire flight, the following must be considered:

- (a) The mode of flight that will be used for the entire route, including any flight to the designated suitable landing area;
- (b) Wind and forecast weather conditions;
- (c) Known delays; and
- (d) The powered-lift must:
  - (i) Have enough fuel/energy to fly to the first point of intended landing, conduct a go-around;
  - (ii) Assuming normal cruising fuel/energy consumption, then fly to the designated suitable landing area and conduct a VFR approach and landing; and
  - (iii) Have the fuel/energy reserve listed in Table 1 below.

**Table 1 – Reserve Fuel/Energy Requirements for Specific Routes**

<b>Powered-Lift M/M/S</b>	<b>Flight Mode</b>	<b>Specific Route</b>	<b>Suitable Landing Area</b>	<b>Fuel/Energy Reserve (minutes)</b>