NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.782

National Policy

Effective Date:
7/24/26

Cancellation Date:
7/24/27

SUBJ: OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions

1. Purpose of This Notice. This notice announces a mandatory revision of operations specification (OpSpec) C077 for Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 135, 121/135 combined certificate holders (CH), and part 129 foreign air carriers. The notice provides revised guidance for Federal Aviation Administration (FAA) Flight Standards offices and Safety Assurance principal inspectors (PI) assigned to the CHs or foreign air carriers noted above.

2. Audience. The primary audience for this notice is Flight Standards Safety Assurance PIs and designees with oversight responsibilities for 14 CFR parts 121, 135, and 121/135 combined CHs and part 129 foreign air carriers. 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 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 and DRS.

4. Background. OpSpec C077 authorizes and lists the requirements, limitations, and provisions for terminal visual flight operations. The following changes have been made:

- Subparagraph d (Terminal Departures VFR) language has been updated and expanded to differentiate between visual flight rules (VFR) departures at airports in controlled airspace and VFR departures in uncontrolled airspace.
- The content in the previous subparagraph e (Terminal Departures IFR) was deleted from the OpSpec to remove any confusion on the purpose of this authorization. The information in the previous subparagraph f (Special Limitations and Provisions for VFR) is now located in subparagraph e (Special Limitations and Provisions for VFR). The content specifies 14 CFR part 121 subpart I and part 135 subpart I compliance or State of the Operator (14 CFR part 129) compliance and weather conditions for which operators using OpSpec C077 are held accountable.
- Additional punctuation and minor verbiage changes were made for clarity.

5. Guidance. The Flight Technologies and Procedures Division (AFS-400), in cooperation with the Air Transportation Division (AFS-200), the General Aviation and Commercial Division (AFS-800), the International Program Division (AFS-50), and industry members of the Operations Specifications Working Group (OSWG) developed this notice. Appendices to this notice show the revised templates. This notice contains the following:

Appendix	Authorizing Document	Paragraph	Applicable to 14 CFR Part
A	OpSpec	C077	121
B	OpSpec	C077	135
C	OpSpec	C077	121/135
D	OpSpec	C077	129

6. Action. Responsible Flight Standards offices and PIs should review the revised guidance for issuance of OpSpec C077. They should provide this notice to the operators for whom they are responsible, alerting them to updated information and guidance contained herein. This is a mandatory revision and PIs must reissue OpSpec C077 within 120 days from the effective date of this notice. This action must be accomplished following the procedures in 14 CFR § 119.51 for Administrator-initiated amendments to a CH's or foreign air carrier's OpSpecs. When issuing the revised C077 to operators, Principal Operations Inspectors (POI) and responsible Flight Standards offices must also review OpSpec A009, Airport Aeronautical Data, and revise this OpSpec if applicable.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to the Flight Operations Group (AFS-410), Section C, at 202-267-8790.

Timothy R. Adams for
Hugh Thomas
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 121

a. Except as provided in this operations specification, Title 14 of the Code of Federal Regulations (14 CFR) Part 93, Special Federal Aviation Regulation (SFAR) 50-2 to 14 CFR Part 91, and Operations Specification B051, Part 121 En Route Visual Flight Rules, Limitations, and Provisions, the certificate holder must operate all flights conducted under the provisions of 14 CFR Part 121 turbojet operations, within the areas listed in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions, in accordance with instrument flight rules (IFR). The certificate holder is authorized to conduct terminal area operations in accordance with the following provisions and limitations of this operations specification.

b. Terminal Arrival IFR – Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may only accept a visual approach or a CVFP provided all the conditions in subparagraphs b(1)–(5) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D airspace, within 35 nautical miles (NM) of the destination airport in Class E airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an air traffic control (ATC) facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in Part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 statute miles (sm), and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 sm and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the visual flight rules (VFR) landing weather minima stated in Part 121, § 121.649 in uncontrolled airspace.

c. Terminal Arrival VFR. The flightcrew may only operate under VFR in the terminal area provided all the conditions in subparagraphs c(1)–(3) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flight is operated within Class B, C, or D airspace, or within 10 NM of the destination airport in Class E airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available and maintains direct communication with the appropriate ATC facility.

(b) Airports in Uncontrolled Airspace. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during terminal operations. The flight must be operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure that ensures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. The preferred method of departure in either controlled or uncontrolled airspace is IFR; however, the flightcrew may depart under VFR provided the conditions in subparagraphs d(1)–(5) exist. The flightcrew assumes all responsibility to avoid traffic, terrain, and obstacles. Additionally, the flightcrew may not request or accept a VFR departure unless the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155 and have visual reference with the ground or visual contact with a landmark when referenced in a visual or VFR departure in the Chart Supplement to be followed for the airport.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(e) The flightcrew must have performed or obtained an airport obstacle analysis in accordance with their Operations Specification A009, Airport Aeronautical Data, for the intended VFR takeoff operation routing to comply with subparagraph e.

(2) The flight must remain in visual meteorological conditions (VMC) while operating under VFR.

(3) Unless conducting operations near the Grand Canyon under certain en route provisions of Part 93, SFAR 50-2 to Part 91, and operations specification B051, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual or VFR departure established for that airport, but under no circumstances farther than 50 NM from the departure airport.

(4) The minimum altitudes under § 121.657, § 91.119, or those prescribed in the authorized visual or VFR procedure (whichever are higher) apply.

(5) The conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flightcrew may request and accept a departure clearance to takeoff and climb under VFR to join the IFR clearance. Though not required, the use of a visual or VFR departure meets the intent of this requirement if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required. In all cases, the limitations and provisions of this subparagraph and subparagraph e of this operations specification must be met.

(b) Airports in Uncontrolled Airspace. In some cases, a flightcrew taking off from an airport in uncontrolled airspace may be able to obtain an IFR clearance or release on the ground. In an instance where this is not desired or highly impractical, the flightcrew may takeoff and climb under VFR and request/receive their IFR clearance airborne in accordance with subparagraph d(3). In this situation, the responsibility to identify and mitigate risk lies on the

certificate holder and flightcrew. In rare instances where an airport does not have an operating ATC facility and the pilot is unable to obtain a clearance to depart on an IFR flight plan (e.g., remote location), the flightcrew may takeoff and depart under VFR and request ATC to activate their IFR clearance en route, provided all the preceding conditions in subparagraphs d(1)–(4) exist. Though not required, the use of a visual or VFR departure meets the intent of this subparagraph if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required.

e. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The certificate holder must identify obstacles and use airport obstacle data, which ensures the performance requirements of Part 121 Subpart I are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.

[Select subparagraph f if the certificate holder is authorized "Guantanamo Bay Naval Station (NS) Turbojet Operations."]

☐ f. Guantanamo Bay Naval Station (NS) Turbojet Operations. Notwithstanding the requirements of operations specification B051 and subparagraphs c, d, and e above, the certificate holder is authorized to operate its turbojet aircraft VFR en route inbound to or outbound from the Guantanamo Bay NS while in the Havana Flight Information Region (FIR) in accordance with current ATC routings.

Appendix B. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 135

a. Except as provided in this operations specification, Title 14 of the Code of Federal Regulations (14 CFR) Part 93, and Special Federal Aviation Regulation (SFAR) 50-2 to 14 CFR Part 91, the certificate holder must operate all flights conducted under the provisions of 14 CFR Part 135 turbojet operations within the areas listed in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions, in accordance with instrument flight rules (IFR). The certificate holder is authorized to conduct terminal area operations in accordance with the following provisions and limitations of this operations specification.

b. Terminal Arrival IFR – Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may only accept a visual approach or a CVFP provided all the conditions in subparagraphs b(1)–(5) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D airspace, within 35 nautical miles (NM) of the destination airport in Class E airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an air traffic control (ATC) facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in Part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 statute miles (sm), and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 sm and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the visual flight rules (VFR) landing weather minima stated in Part 135, § 135.205 in uncontrolled airspace.

c. Terminal Arrival VFR. The flightcrew may only operate under VFR in the terminal area provided all the conditions in subparagraphs c(1)–(3) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility (or as determined under § 135.213(a)) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(b) Reported ceiling (or as determined under § 135.213(a)) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flight is operated within Class B, C, or D airspace, or within 10 NM of the destination airport in Class E airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available and maintains direct communication with the appropriate ATC facility.

(b) Airports in Uncontrolled Airspace. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during terminal operations. The flight must be operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure that ensures obstacle clearance or avoidance. The minimum altitudes under § 91.119 or those prescribed in the visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. The preferred method of departure in either controlled or uncontrolled airspace is IFR; however, the flightcrew may depart under VFR provided the conditions in subparagraphs d(1)–(5) exist. The flightcrew assumes all responsibility to avoid traffic, terrain, and obstacles. Additionally, the flightcrew may not request or accept a VFR departure unless the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility (or as determined under § 135.213(a)) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(b) Reported ceiling (or as determined under § 135.213(a)) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155 and have visual reference with the ground or visual contact with a landmark when referenced in a visual or VFR departure in the Chart Supplement to be followed for the airport.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(e) The flightcrew must have performed or obtained an airport obstacle analysis in accordance with their Operations Specification A009, Airport Aeronautical Data, for the intended VFR takeoff operation routing to comply with subparagraph e.

(2) The flight must remain in visual meteorological conditions (VMC) while operating under VFR.

(3) Unless conducting operations near the Grand Canyon under certain en route provisions of Part 93 and SFAR 50-2 to Part 91, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual or VFR departure established for that airport, but under no circumstances farther than 50 NM from the departure airport.

(4) The minimum altitudes under § 91.119 or those prescribed in the authorized visual or VFR departure (whichever are higher) apply.

(5) The conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flightcrew may request and accept a departure clearance to takeoff and climb under VFR to join the IFR clearance. Though not required, the use of a visual or VFR departure meets the intent of this requirement if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required. In all cases, the limitations and provisions of this subparagraph and subparagraph e of this operations specification must be met.

(b) Airports in Uncontrolled Airspace. In some cases, a flightcrew taking off from an airport in uncontrolled airspace may be able to obtain an IFR clearance or release on the ground. In an instance where this is not desired or highly impractical, the flightcrew may takeoff and climb under VFR and request/receive their IFR clearance airborne in accordance with subparagraph d(3). In this situation, the responsibility to identify and mitigate risk lies on the certificate holder and flightcrew. In rare instances where an airport does not have an operating ATC facility and the pilot is unable to obtain a clearance to depart on an IFR flight plan (e.g., remote location), the flightcrew may takeoff and depart under VFR and request ATC to activate their IFR clearance en route, provided all the preceding conditions in

subparagraphs d(1)–(4) exist. Though not required, the use of a visual or VFR departure meets the intent of this subparagraph if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required.

e. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The certificate holder must identify obstacles and use airport obstacle data, which ensures that the performance requirements of Part 135 Subpart I are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.

[Select either "Guantanamo Bay Naval Station (NS) Turbojet Operations" OR "Alaskan Operations" depending on the authorized operations.]

☐ f. Guantanamo Bay Naval Station (NS) Turbojet Operations. Notwithstanding the requirements of subparagraphs c, d, and e above, the certificate holder is authorized to operate its turbojet aircraft VFR en route inbound to or outbound from the Guantanamo Bay NS while in the Havana Flight Information Region (FIR) in accordance with current ATC routings.

☐ f. Alaskan Operations. Notwithstanding the above subparagraph c(2)(b) "Airports in Uncontrolled Airspace" and subparagraph d(4) "Terminal Departures VFR," for those operations that are conducted solely within the State of Alaska, the highest of the following minimum altitudes apply:

(1) The minimum altitudes under § 91.119,

(2) The authorized visual departure, or

(3) A minimum altitude during the day of 500 feet above the surface and 500 feet horizontally from any obstacle; at night, 1,000 feet above the highest obstacle within a horizontal distance of 5 NM from the course intended to be flown; or in designated mountainous terrain as defined in 14 CFR Part 95, § 95.17 at an altitude of 2,000 feet above the highest obstacle within a horizontal distance of 5 NM from the course intended to be flown.

Appendix C. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 121/135

a. Except as provided in this operations specification, Title 14 of the Code of Federal Regulations (14 CFR) Part 93, Special Federal Aviation Regulation (SFAR) 50-2 to 14 CFR Part 91, and Operations Specification B051, Part 121 En Route Visual Flight Rules, Limitations, and Provisions, the certificate holder must operate all flights conducted under the provisions of 14 CFR Part 121 or 135 turbojet operations, within the areas listed in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions, in accordance with instrument flight rules (IFR). The certificate holder is authorized to conduct terminal area operations in accordance with the following provisions and limitations of this operations specification.

b. Terminal Arrival IFR – Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may only accept a visual approach or a CVFP provided all the conditions in subparagraphs b(1)–(5) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D airspace, within 35 nautical miles (NM) of the destination airport in Class E airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an air traffic control (ATC) facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in Part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 statute miles (sm), and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 sm and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the visual flight

rules (VFR) landing weather minima stated in Part 121, § 121.649 or Part 135, § 135.205, as applicable, in uncontrolled airspace.

c. Terminal Arrival VFR. The flightcrew may only operate under VFR in the terminal area provided all the conditions in subparagraphs c(1)–(3) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility (or as determined under § 135.213(a) for operations conducted under Part 135) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649 or § 135.205, as applicable.

(b) Reported ceiling (or as determined under § 135.213(a) for operations conducted under Part 135) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flight is operated within Class B, C, or D airspace, or within 10 NM of the destination airport in Class E airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available and maintains direct communication with the appropriate ATC facility.

(b) Airports in Uncontrolled Airspace. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during terminal operations. The flight must be operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure that ensures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. The preferred method of departure in either controlled or uncontrolled airspace is IFR; however, the flightcrew may depart under VFR provided the conditions in subparagraphs d(1)–(5) exist. The flightcrew assumes all responsibility to avoid

traffic, terrain, and obstacles. Additionally, the flightcrew may not request or accept a VFR departure unless the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility (or as determined under § 135.213(a) for operations conducted under Part 135) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(b) Reported ceiling (or as determined under § 135.213(a) for operations conducted under Part 135) must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155 and have visual reference with the ground or visual contact with a landmark when referenced in a visual or VFR procedure in the Chart Supplement to be followed for the airport.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(e) The flightcrew must have performed or obtained an airport obstacle analysis in accordance with their Operations Specification A009, Airport Aeronautical Data, for the intended VFR takeoff operation routing to comply with subparagraph e.

(2) The flight must remain in visual meteorological conditions (VMC) while operating under VFR.

(3) Unless conducting operations near the Grand Canyon under certain en route provisions of Part 93, SFAR 50-2 to Part 91, and operations specification B051, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual or VFR departure established for that airport, but under no circumstances farther than 50 NM from the departure airport.

(4) The minimum altitudes under § 121.657, § 91.119, or those prescribed in the authorized visual or VFR procedure (whichever are higher) apply.

(5) The conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flightcrew may request and accept a departure clearance to takeoff and climb under VFR to join the IFR clearance. Though not required, the use of a visual or VFR departure meets the intent of this requirement if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required. In all cases, the limitations and provisions of this subparagraph and subparagraph e of this operations specification must be met.

(b) Airports in Uncontrolled Airspace. In some cases, a flightcrew taking off from an airport in uncontrolled airspace may be able to obtain an IFR clearance or release on the ground. In an instance where this is not desired or highly impractical, the flightcrew may takeoff and climb under VFR and request/receive their IFR clearance airborne in accordance with subparagraph d(3). In this situation, the responsibility to identify and mitigate risk lies on the certificate holder and flightcrew. In rare instances where an airport does not have an operating ATC facility and the pilot is unable to obtain a clearance to depart on an IFR flight plan (e.g., remote location), the flightcrew may takeoff and depart under VFR and request ATC to activate their IFR clearance en route, provided all the preceding conditions in subparagraphs d(1)–(4) exist. Though not required, the use of a visual or VFR departure meets the intent of this subparagraph if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required.

e. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The certificate holder must identify obstacles and use airport obstacle data, which ensures the performance requirements of Part 121 Subpart I or Part 135 Subpart I, as applicable, are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.

[Select either "Guantanamo Bay Naval Station (NS) Turbojet Operations" OR "Alaskan Operations," depending on the authorized operations.]

☐ f. Guantanamo Bay Naval Station (NS) Turbojet Operations. Notwithstanding the requirements of operations specification B051 and subparagraphs c, d, and e above, the certificate holder is authorized to operate its turbojet aircraft VFR en route inbound to or outbound from the Guantanamo Bay NS while in the Havana Flight Information Region (FIR) in accordance with current ATC routings.

☐ f. Alaskan Operations. Notwithstanding the above subparagraph c(2)(b), "Airports in Uncontrolled Airspace," and subparagraph d(4), "Terminal Departures VFR," for those operations that are conducted solely within the State of Alaska, the highest of the following minimum altitudes apply:

(1) The minimum altitudes under § 91.119,

(2) The authorized visual procedure, or

(3) A minimum altitude during the day of 500 feet above the surface and 500 feet horizontally from any obstacle; at night, 1,000 feet above the highest obstacle within a horizontal distance of 5 NM from the course intended to be flown; or in designated mountainous terrain as defined in 14 CFR Part 95, § 95.17 at an altitude of 2,000 feet above the highest obstacle within

a horizontal distance of 5 NM from the course intended to be flown. This provision does not apply to Part 121 operations.

Appendix D. Sample OpSpec C077, Terminal Visual Flight Rules, Limitations, and Provisions: 14 CFR Part 129

a. Except as provided in this operations specification, Title 14 of the Code of Federal Regulations (14 CFR) Part 93, Special Federal Aviation Regulation (SFAR) 50-2 to 14 CFR Part 91, and Operations Specification B051, Visual Flight Rules (VFR) Limitations and Provisions – Large Airplanes, or Operations Specification B056, Visual Flight Rules (VFR) Limitations and Provisions – Small Airplanes and Helicopters, when issued, the foreign air carrier must operate all flights conducted under the provisions of 14 CFR Part 129 turbine-engine-powered airplane operations within the areas listed in Operations Specification A001, Issuance and Applicability, and Reports, in accordance with instrument flight rules (IFR). The foreign air carrier is authorized to conduct terminal area operations according to the following provisions and limitations of this operations specification.

b. Terminal Arrival IFR – Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may only accept a visual approach or a CVFP provided all the conditions in subparagraphs b(1)–(5) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D airspace, within 35 nautical miles (NM) of the destination airport in Class E airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an air traffic control (ATC) facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in Part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 statute miles (sm), and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 sm and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be

at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in Part 91 in uncontrolled airspace.

c. Terminal Arrival VFR. If operating under VFR en route provisions of operations specification B051 or B056 or if canceling an IFR flight plan, the flightcrew may only operate under VFR in the terminal area provided all the conditions in subparagraphs c(1)–(3) exist and the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility must be as specified in § 91.155.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flight is operated within Class B, C, or D airspace, or within 10 NM of the destination airport in Class E airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available and maintains direct communication with the appropriate ATC facility.

(b) Airports in Uncontrolled Airspace. The flightcrew is in direct communication with an air/ground communication facility or agent of the foreign air carrier that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during terminal operations. The flight must be operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure that ensures obstacle clearance or avoidance. The minimum altitudes under § 91.119 or those prescribed in the visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. The preferred method of departure in either controlled or uncontrolled airspace is IFR; however, the flightcrew may depart under VFR provided the conditions in subparagraphs d(1)–(5) exist. The flightcrew assumes all responsibility to avoid traffic, terrain, and obstacles. Additionally, the flightcrew may not request or accept a VFR departure unless the limitations and provisions of subparagraph e of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility must be as specified in § 91.155.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155 and have visual reference with the ground or visual contact with a landmark when referenced in a visual or VFR departure in the Chart Supplement to be followed for the airport.

(d) Ceiling and cloud clearance must allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(e) The flightcrew must have performed or obtained an airport obstacle analysis for the intended VFR takeoff operation routing to comply with subparagraph e.

(2) The flight must remain in visual meteorological conditions (VMC) while operating under VFR.

(3) Unless conducting operations near the Grand Canyon under certain en route provisions of Part 93, SFAR 50-2 to Part 91, and operations specification B051 or B056, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual or VFR departure established for that airport, but under no circumstances farther than 50 NM from the departure airport.

(4) The minimum altitudes under § 91.119 or those prescribed in the authorized visual or VFR procedure (whichever are higher) apply.

(5) The conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flightcrew may request and accept a departure clearance to takeoff and climb under VFR to join the IFR clearance. Though not required, the use of a visual or VFR departure meets the intent of this requirement if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required. In all cases, the limitations and provisions of this subparagraph and subparagraph e of this operations specification must be met.

(b) Airports in Uncontrolled Airspace. In some cases, a flightcrew taking off from an airport in uncontrolled airspace may be able to obtain an IFR clearance or release on the ground. In an instance where this is not desired or highly impractical, the flightcrew may takeoff and climb under VFR and request/receive their IFR clearance airborne in accordance with subparagraph d(3). In this situation, the responsibility to identify and mitigate risk lies on the foreign air carrier and flightcrew. In rare instances where an airport does not have an operating ATC facility and the pilot is unable to obtain a clearance to depart on an IFR flight plan

(e.g., remote location), the flightcrew may takeoff and depart under VFR and request ATC to activate their IFR clearance en route, provided all the preceding conditions in subparagraphs d(1)–(4) exist. Though not required, the use of a visual or VFR departure meets the intent of this subparagraph if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required.

e. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The foreign air carrier must identify obstacles and use airport obstacle data, which ensures the performance requirements of the State of the Operator are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.