NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.393

National Policy

Effective Date:
12/9/16

Cancellation Date:
12/9/17

SUBJ: OpSpec C079, IFR Lower-Than-Standard Takeoff Minima Airplane Operations—All Airports (for 14 CFR Part 135)

1. Purpose of This Notice. This notice announces a mandatory revision to Operations Specification (OpSpec) C079, IFR Lower-Than-Standard Takeoff Minima, Airplane Operations—All Airports, for persons authorized to conduct operations per Title 14 of the Code of Federal Regulations (14 CFR) part 135. For these certificate holders, OpSpec C079, HQ Rev 070 supersedes HQ Rev 06b. The purpose of the revision is to clarify that single-engine passenger-carrying operations are not authorized to utilize OpSpec C079.

2. Audience. The primary audience for this notice is certificate-holding district offices (CHDO) (including Flight Standards District Offices (FSDO) and certificate management offices (CMO)), principal operations inspectors (POI), and aviation safety inspectors (ASI). The secondary audience includes Flight Standards Service (AFS) divisions and branches in the regions and in headquarters (HQ).

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. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators can find this notice on the Federal Aviation Administration's (FAA) website at http://fsims.faa.gov. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. In 1998, OpSpec C057 was split into two paragraphs, C057 and C079. After this split, OpSpec C057 is used to authorize the standard instrument flight rules (IFR) takeoff minimums for airplane operations, and the ability to authorize lower-than-standard takeoff minimums that are equal to or better than the lowest straight-in landing minimums per part 135, § 135.225(i). OpSpec C057 is to be issued to all part 135 operators that conduct IFR airplane operations. OpSpec C079 is an optional paragraph that is to be issued to authorize a certificate holder to utilize lower-than-standard takeoff minimums at visibility values less than the lowest straight-in landing minimums. OpSpec C079 is not authorized for single-engine passenger-carrying operations, but this was not clearly defined in the FAA Order 8900.1 guidance or the OpSpec paragraph. OpSpec C079 and Order 8900.1, Volume 3, Chapter 18, Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations, has been revised to include the single-engine passenger-carrying limitation. Also, OpSpec C079 has been revised to allow all turbine-powered

single-engine airplanes certificated for single pilot operation and utilized in all-cargo operations to be authorized lower-than-standard takeoff minimums without a second in command (SIC), as long as the limitations and provisions of OpSpec C079 can be met.

5. Guidance. Appendix A contains a sample of the OpSpec C079 template for part 135, HQ Revision 070.

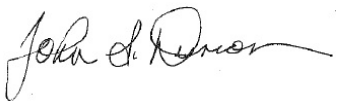
6. Action. This action applies only to those POIs and ASIs who are responsible for persons authorized to conduct operations per part 135.

a. POIs of Certificate Holders Who Are Not Authorized to Conduct Single-Engine Passenger-Carrying Operations and Are Currently Issued OpSpec C079, HQ Rev 060, 06a, or 06b. Within 45 days from the date of this notice, POIs of part 135 certificate holders who are not authorized to conduct single-engine passenger-carrying operations and are currently issued OpSpec C079, HQ Rev 060, 06a, or 06b must archive the old OpSpec and issue OpSpec C079, HQ Rev 070.

b. POIs of Certificate Holders Who Are Authorized to Conduct Single-Engine Passenger-Carrying Operations and Are Currently Issued OpSpec C079, HQ Rev 060, 06a, or 06b. Within 45 days from the date of this notice, POIs of part 135 certificate holders who are authorized to conduct single-engine passenger-carrying operations and are currently issued OpSpec C079, HQ Rev 060, 06a, or 06b must archive the old OpSpec and issue OpSpec C079, HQ Rev 070. This action must be accomplished following the procedures in 14 CFR part 119, § 119.51 for Administrator initiated amendments to a certificate holder's OpSpecs.

c. POIs of Certificate Holders Seeking the OpSpec C079 Authorization. Effective on the date this notice is issued, POIs of certificate holders who are not yet issued OpSpec C079, but are seeking its authorization, must issue OpSpec C079, HQ Rev 070 if the certificate holder meets all of the requirements for its issuance.

7. Disposition. The information contained in this notice has been incorporated into Order 8900.1. Direct your questions or comments concerning this notice to the Part 135 Air Carrier Operations Branch (AFS-250) at (202) 267-8166.



John S. Duncan
Director, Flight Standards Service

Appendix A. Sample OpSpec C079, IFR Lower-Than-Standard Takeoff Minima Airplane Operations—All Airports: 14 CFR Part 135

a. Standard Takeoff Minima. Standard takeoff minima are authorized in paragraph C057. The certificate holder is authorized to use lower-than-standard takeoff minima in accordance with the limitations and provisions of this operations specification as follows.

b. RVR Requirements. RVR reports, when available for a particular runway, must be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway as follows:

(1) For operations at or above RVR 1600 (500m):

(a) The TDZ RVR report, if available, is controlling.

(b) The mid RVR report may be substituted for an unavailable TDZ report.

(2) For operations below RVR 1600 (500m):

(a) A minimum of two operative RVR reporting systems are required.

(b) All available RVR reports are controlling.

Note: Extremely long runways (e.g., DEN 16R) utilize four RVR sensors: TDZ, mid, rollout, and far-end. When a fourth far-end RVR value is reported, it is not controlling and is not to be used as one of the two required operative RVR systems.

c. Lower-Than-Standard Takeoff Minima. When takeoff minima are equal to or less than the applicable standard takeoff minima, and the operation is conducted in compliance with the provisions and limitations of this operations specification, the certificate holder is authorized to use the lower-than-standard minima described herein.

d. TDZ RVR 1600 (beginning of takeoff roll) or visibility or Runway Visibility Value (RVV) ¼ statute mile (sm), provided one of the following visual aids listed in d(1)–(4) is available:

(1) High Intensity Runway Lights (HIRL).

(2) Operative runway centerline (CL) lights.

(3) Serviceable runway centerline marking (RCLM).

(4) In circumstances when none of the above visual aids are available, visibility or RVV ¼ sm may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff roll.

e. The certificate holder is authorized to conduct operations using the lowest RVR authorized in Table 1 below based on the applicable criteria in this operations specification.

Table 1 – Lowest Authorized Takeoff RVR

Lowest Authorized RVR	Minimum Runway Requirement	Other Limitations and Provisions

Note: For operations below RVR 1600 (500m), a minimum of two operative RVR reporting systems are required. All available RVR reports are controlling, except a far-end RVR report, which is advisory only.

f. The certificate holder authorizations listed in Table 1 above are dependent upon the following criteria:

(1) TDZ RVR 1200 (350m) (beginning of takeoff roll), mid-RVR 1200 (350m) (if installed), and rollout RVR 1000 (300m), if authorized, may be used, provided RVR equipment and one of the following visual aids combinations are available:

(a) Daylight Hours. HIRL or operative runway CL lights or serviceable RCLM.

(b) Night Time Hours. HIRL or operative runway CL lights.

(2) TDZ RVR 1000 (300m) (beginning of takeoff roll), mid-RVR 1000 (300m) (if installed), and rollout RVR 1000 (300m), if authorized, may be used, provided RVR equipment and one of the following visual aids combinations are available:

(a) Operative runway CL lights, OR

(b) HIRL and serviceable RCLM.

(3) TDZ RVR 600 (175m) (beginning of takeoff roll), mid-RVR 600 (175m) (if installed), and rollout RVR 600 (175m), or TDZ RVR 500 (150m) (beginning of takeoff roll), mid-RVR 500 (150m) (if installed), and rollout RVR 500 (150m), if authorized, may be used, provided RVR equipment and ALL of the following visual aids are available:

(a) HIRL.

(b) Operative runway CL lights.

g. Other Requirements. The certificate holder must conduct all operations using the lower-than-standard takeoff minima described in this operations specification in compliance with the following limitations:

(1) Each aircraft must be operated with a flightcrew consisting of at least two pilots. Use of an autopilot in lieu of a required SIC is not authorized.

(2) Each pilot station must have operational equipment which displays a reliable indication of the following:

(a) Aircraft pitch and bank information, from a gyroscopic source.

(b) Aircraft heading, from a gyroscopic source.

(c) Vertical speed.

(d) Airspeed.

(e) Altitude.

(3) Each pilot station must have an independent source of power for the equipment required by subparagraphs g(2)(a) and g(2)(b) above.

(4) Each PIC must have at least 100 hours flight time as PIC in the specific make and model airplane used under this authorization and must have satisfactorily completed the certificate holder's approved training program for the minima authorized by this operations specification, which includes the methods to be used to ensure compliance with the performance limitations in subparagraph g(6), when applicable.

(5) Any SIC authorized by the certificate holder to manipulate the flight controls during takeoff (using the minima authorized by this operations specification) must have at least 100 hours flight time as a pilot in the specific make and model airplane and must have satisfactorily completed the certificate holder's approved training program for those minima.

(6) For all takeoffs, each airplane must be operated at a takeoff weight which permits the airplane to achieve the performance equivalent to the takeoff performance specified in 14 CFR part 135, § 135.367 for reciprocating powered airplanes, § 135.379 for turbine-powered airplanes, § 135.389 for large nontransport category aircraft, § 135.397 for small transport category aircraft, or § 135.398 for commuter category airplanes.

(7) Single-engine passenger-carrying operations are not authorized.

(8) The certificate holder is authorized lower-than-standard takeoff minima for its part 135 single-engine all-cargo operations in turbine-powered airplanes. The requirements of subparagraphs g(1) and g(6) above are not applicable to single-engine, all-cargo operations in turbine-powered airplanes that are certificated for single pilot operation. However, the certificate holder must meet the takeoff performance requirements specified in part 135 subpart I for the category of airplane utilized.

h. Approved HUD Takeoff Guidance Systems Minima. The certificate holder is authorized to use the takeoff minima listed in Table 2 based upon the use of the HUD system installed in airplanes as listed in Table 2 below (RVR 300 (75m) is the lowest RVR minima that can be authorized using a HUD) provided ALL of the following requirements are met:

(1) The certificate holder must not conduct takeoffs using these takeoff minima apart from using the HUD system.

(2) Special provisions and limitations for the authorization to use the HUD for takeoff:

(a) Operative HIRL.

(b) Operative runway CL lights.

(c) Front course guidance must be displayed from a localizer that provides CAT III rollout guidance as indicated by a III/E/4 facility classification and landing minima of RVR 300. If the CAT III landing minima is greater than RVR 300 due to a localizer downgrade, these takeoffs are not authorized.

(d) The crosswind component on the takeoff runway is less than the AFM's crosswind limitation, or 15 knots, whichever is more restrictive.

(e) Operations using the minima in Table 2 below must be conducted to runways that are accessible by taxi routings which have operative taxiway CL lights that meet U.S. or ICAO criteria for CAT III operations; or other taxiway guidance systems approved for these operations. This taxiway guidance requirement is not applicable when operating in conditions that are at or above the certificate holder's approved takeoff minima as depicted in Table 1 above.

Table 2 – Approved HUD Systems, Airplanes, and RVR

Airplane M/M/S	HUD System	Lowest RVR Authorized	Additional Limitations and Provisions

i. Training Program Requirement. The PIC and the SIC must have completed the certificate holder's approved training program for the operations authorized in this operations specification.