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Federal Aviation
Administration**

InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Subject: Operator Use of Airport Runway Obstacle Analysis Products.

Purpose: This InFO serves to remind Title 14 of the Code of Federal Regulations (14 CFR) part 135 operators of the requirements and authorizations necessary to use airport aeronautical data, including airport runway obstacle analysis products.

Background: Routine surveillance has revealed some part 135 operators are lacking proper authorization and/or sufficient knowledge, training, and checking on the use of airport runway obstacle analysis products and one-engine-inoperative (OEI) departure routing/procedures developed via methods such as described in Advisory Circular (AC) 120-91, Airport Obstacle Analysis and as authorized by Operation Specification (OpSpec) A009 – Airport Aeronautical Data.

Discussion: Subpart I of part 135 requires operators of large transport and commuter category airplanes to ensure net takeoff flight path obstacle clearance following an engine failure on takeoff. An acceptable means to meet these 14 CFR requirements is described in AC 120-91 (as amended). OpSpec A009 authorizes the use of aeronautical data, including airport runway obstacle analysis products described in this AC. Operators using such products must have OpSpec A009 issued and should provide sufficient training and checking on the application of airport runway obstacle analysis products furnished to flight crews, including the use of special OEI procedures.

It is important to note these airport runway obstacle analysis products are used to comply with the regulatory requirements stated in Subpart I, part 135. They are not an alternate means of compliance with climb gradients and altitude requirements published on instrument flight procedures. These requirements are based on all-engines-operating (AEO) Terminal Instrument Procedures (TERPS) criteria. For expanded reference pertaining to these differences, see [InFO 18014 - Compliance with 14 CFR Part 97 IFR DPs and Missed App Climb Gradients](#).

Additionally, §135.83 states operators must establish checklists and procedures for addressing an engine failure in multiengine aircraft, including a failure during takeoff. These procedures should include any avionics setup required prior to takeoff that is necessary to comply with the OEI routing specified by the airport runway obstacle analysis. In addition, any OEI procedure should include an item in the takeoff briefing assigning the responsibility for avionics reconfiguring and how these procedures will be executed

(e.g., see FAA-produced video [Planning for Takeoff Obstacle Clearance](#)). Finally, these procedures should be incorporated into the operator's training requirements in accordance with §135.329 and checking requirements in accordance with §§135.293 and 135.297.

Recommended Action: Prior to requesting issuance of OpSpec A009 for acceptance of operator or contractor provided airport runway obstacle analysis products, directors of operations or flight operations managers should review expanded guidance in FAA Order 8900.1, Volume 3, Chapter 18, Section 3 for OpSpec authorization guidance and the Volume 4, Chapter 3, Section detailing Approval of Performance Data Sections of CFMs and/or Data Provided via Other Means for additional airplane performance and airport data guidance. Training managers and operators should ensure operator training manuals, curricula, Standard Operating Procedures (SOP), and/or General Operations Manuals address the safe implementation, distribution, and use of operator or contractor-provided aeronautical data and airport runway obstacle analysis products. Lastly, training managers and operators should ensure that flight crews understand the intended use of these products, any limitations, and how the pilot's pre-takeoff briefing and flight deck set-up could be affected by prescribed use of such products.

Contact: Questions or comments on policies and procedures related to training and qualification under parts 121, 135, 142, or OpSpec A009 should be directed to the Air Transportation Division at 202-267-8166. Questions or comments related to the application of performance data and procedures related to airport runway obstacle analysis should be directed to the Flight Technologies and Procedures Division at (202) 267-8790.