

VOLUME 12 INTERNATIONAL AVIATION**CHAPTER 4 TITLE 14 CFR PART 129 OPERATIONS****Section 3 Title 14 CFR Part 129 Part B Operations Specifications—En Route Authorizations and Limitations****Source Basis:**

- **Title 14 CFR § 129.5, Operations Specifications.**
- **Title 14 CFR § 129.7, Application, Issuance, or Denial of Operations Specifications.**
- **Title 14 CFR § 129.9, Contents of Operations Specifications.**
- **Title 14 CFR § 129.11, Amendment, Suspension and Termination of Operations Specifications.**
- **Title 14 CFR § 129.17, Aircraft Communication and Navigation Equipment for Operations Under IFR or Over the Top.**
- **Administrative.**

3.1 GENERAL.

3.1.1 Purpose. This section provides the Federal Aviation Administration (FAA) policy requirements and aviation safety inspector (ASI) guidance associated with the standard Part B (En Route Authorizations and Limitations) operations specifications (OpSpec) paragraphs and their templates available for issuance to each foreign air carrier or foreign person operating under Title 14 of the Code of Federal Regulations (14 CFR) part 129.

3.1.2 Scope. This section is applicable to all FAA Flight Standards Service (FS) personnel and International Field Offices (IFO) having responsibilities associated with part 129 foreign air carrier activities and international aviation operations.

Note: Advisory circulars (AC) referenced throughout this section provide guidance for compliance with specific regulations. They define acceptable means, but not the only means, of accomplishing or showing compliance with regulations.

3.1.3 Safety Assurance System (SAS) Activity Recording (AR) Codes.

- a) Operations: 1326, 1327.
- b) Maintenance: 3315, 3316.
- c) Avionics: 5315, 5316.

3.1.4 Regulatory References. All regulatory references in this section are found in 14 CFR unless otherwise indicated.

3.2 DEFINITIONS. See Volume 12, Chapter 1, Section 1, Definitions, Abbreviations, and Acronyms, for information associated with this section.

3.3 PART B OPSPECS.

Note: FAA policy associated with part 129 Part B OpSpecs may be immediately accessed by clicking on the appropriate following paragraph number: [B035](#), [B051](#), [B056](#).

OPSPEC B035—CLASS I NAVIGATION EN ROUTE IN UNITED STATES (U.S.) AIRSPACE USING AREA OR LONG-RANGE NAVIGATION SYSTEMS (OPTIONAL FOR FOREIGN AIR CARRIERS OPERATING TO THE UNITED STATES). DECOMMISSIONED.

Note: In 2025, Flight Standards (FS) moved authorization of Area Navigation (RNAV) systems to OpSpec A003.

OPSPEC B051—EN ROUTE VISUAL FLIGHT RULES (VFR) LIMITATIONS AND PROVISIONS—LARGE AIRPLANES (OPTIONAL).

a) Applicability. OpSpec B051 is issued to foreign air carriers who are authorized to conduct en route VFR operations using reciprocating- or turbopropeller-powered large airplanes. The purpose of B051 is to provide a higher level of safety in international air service or international air transportation operations by imposing certain restrictions and limitation above those that would normally be imposed by part 91 alone. These restrictions and limits are in accordance with those imposed on similarly situated U.S. operators operating under part 121. B051 imposes the following additional limitations and restrictions on foreign air carriers:

- 1) Limits VFR en route operations to VFR station-referenced Class I navigation (for guidance on VFR station-referenced Class I navigation, see Volume 4, Chapter 1, Section 3).
- 2) Requires that VFR fuel requirements meet those of ICAO Annex 6.
- 3) Imposes minimum VFR flight altitudes, which are greater than those required by part 91.
- 4) Imposes minimum visibilities.
- 5) Requires that the flightcrew have completed training on VFR station-referenced Class I navigation in accordance with their approved training program.

b) Prerequisites. Before issuing B051 to a foreign air carrier, the POI will ensure the following:

- 1) The foreign air carrier has a VFR station-referenced Class I navigation training program for flightcrew members approved by the State of Operator.
- 2) The foreign air carrier has the necessary radio navigation equipment installed to conduct VFR station-referenced Class I navigation in accordance with Volume 4, Chapter 1, Section 3.

c) **Standard Cruising Altitudes.** The standard cruising altitudes prescribed in B051 subparagraph (b)(4) may not always support VFR altitudes on certain routes. An example of this may be when there are recommended lower altitudes (other than listed in B051) on standard routes for part 91 operations as published in local airport or State directories.

d) **Nonstandard Text Requests.** The POI, with International Program Division concurrence, may prescribe other minimums for any route or part of a route where the safe conduct of the flight requires other altitudes. If the foreign air carrier is able to show that it is just as safe to fly at lower altitudes, after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions, they may apply for a nonstandard B051 prescribing VFR routes and procedures for specific operations. The procedures to apply for such a nonstandard B051 are described below. The foreign air carrier shall submit all nonstandard OpSpecs requests to the POI.

1) The request must contain enough supporting information, such as:

- A statement of why the foreign air carrier cannot comply with the specific subparagraph;
- The airports and routes specific to the operation;
- The comparable level of safety;
- Pertinent navigational equipment;
- The type of aircraft;
- Company procedures that ensure the safety of flight; and/or
- Any other supporting documentation.

2) Further, the request must include a copy of B051 with the proposed nonstandard language inserted appropriately at the end of the OpSpec.

OPSPEC B056—VISUAL FLIGHT RULES (VFR) LIMITATIONS AND PROVISIONS— SMALL AIRPLANES AND HELICOPTERS (OPTIONAL).

a) **Applicability.** The FAA issues OpSpec B056 to foreign air carriers who are authorized en route VFR operations using small airplanes and/or helicopters. For additional detail, refer to the available template in the Web-based Operations Safety System (WebOPSS).

b) **Purpose.** The purpose of B056 is to provide a higher level of safety in international air service or international air transportation operations by imposing certain restrictions and limitations above those that would normally be imposed by part 91 alone, and that are in accordance with those imposed on similarly situated U.S. operators operating under part 135. En route operations may be operated under the VFR requirements of part 91, except as described in the boilerplate language of WebOPSS.

1) **Fuel requirements.** No foreign air carrier may begin a flight operation under VFR in:

i. An airplane, unless, taking into account both the meteorological conditions and any delays that are expected in flight, the airplane carries sufficient fuel and oil to ensure that it can safely complete the flight.

ii. A helicopter, unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight.

c) Type of Navigation. The ASI will select several options for the type of VFR navigation for B056 in “Select Data” based on the guidance in Volume 4, Chapter 1, Section 3.

d) Prerequisites. Before issuing B056 to a foreign air carrier, the POI will:

1) Ensure that the State of the Operator authorizes the foreign air carrier for VFR Class I navigation using “Station Referenced” and/or “Pilotage.”

2) Ensure that, if the State of the Operator authorizes station-referenced VFR Class I navigation, the State of the Operator prohibits VFR pilotage operations; or if the requirements in Volume 4, Chapter 1, Section 3 indicate that station-referenced VFR navigation is indicated, then the foreign air carrier must have the necessary radio navigation equipment installed to conduct VFR station-referenced Class I navigation in accordance with above guidance.