safety can be assured. The certificate holder may not use such a route unless it is approved by the Administrator and is listed in the certificate holder’s operations specifications.

§ 121.115 Route width.

(a) Routes and route segments over Federal airways, foreign airways, or advisory routes have a width equal to the designated width of those airways or advisory routes. Whenever the Administrator finds it necessary to determine the width of other routes, he considers the following:

1. Terrain clearance.
2. Minimum en route altitudes.
3. Ground and airborne navigation aids.
4. Air traffic density.
5. ATC procedures.

(b) Any route widths of other routes determined by the Administrator are specified in the certificate holder’s operations specifications.

§ 121.117 Airports: Required data.

(a) No certificate holder conducting supplemental operations may use any airport unless it is properly equipped and adequate for the proposed operation, considering such items as size, surface, obstructions, facilities, public protection, lighting, navigational and communications aids, and ATC.

(b) Each certificate holder conducting supplemental operations must show that it has an approved system for obtaining, maintaining, and distributing to appropriate personnel current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following:

1. Airports.
2. Runways, clearways, and stopways.
3. Dimensions.
4. Surface.
5. Marking and lighting systems.
6. Elevations and gradients.
7. Displaced thresholds.
8. Location.
10. Takeoff or landing or both.
11. Obstacles.

(i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part.
12. Controlling obstacles.
13. Instrument flight procedures.
15. Approach procedure.
17. Special information.
18. Runway visual range measurement equipment.
19. Prevailing winds under low visibility conditions.

(c) If the certificate-holding district office charged with the overall inspection of the certificate holder’s operations finds that revisions are necessary for the continued adequacy of the certificate holder’s system for collection, dissemination, and usage of aeronautical data that has been granted approval, the certificate holder shall, after notification by the certificate-holding district office, make those revisions in the system. Within 30 days after the certificate holder receives such notice, the certificate holder may file a petition to reconsider the notice with the Director, Flight Standards Service. This filing of a petition to reconsider stays the notice pending a decision by the Director, Flight Standards Service. However, if the certificate-holding district office finds that there is an emergency that requires immediate action in the interest of safety in air transportation, the Director, Flight Standards Service may, upon a statement of the reasons, require a change effective without stay.

§ 121.119 Weather reporting facilities.

(a) No certificate holder conducting supplemental operations may use any
weather report to control flight unless it was prepared and released by the U.S. National Weather Service or a source approved by the Weather Bureau. For operations outside the U.S., or at U.S. Military airports, where these reports are not available, the certificate holder must show that its weather reports are prepared by a source found satisfactory by the Administrator.

(b) Each certificate holder conducting supplemental operations that uses forecasts to control flight movements shall use forecasts prepared from weather reports specified in paragraph (a) of this section.

(1) Day VFR operations that the certificate holder shows can be conducted safely by pilotage because of the characteristics of the terrain;

(2) Night VFR operations on routes that the certificate holder shows have reliably lighted landmarks adequate for safe operation; and

(3) Other operations approved by the certificate holder.

§121.122 Communications facilities—supplemental operations.

(a) Each certificate holder conducting supplemental operations other than all-cargo operations in an airplane with more than two engines must provide voice communications for ETOPS where voice communication facilities are available. In determining whether facilities are available, the certificate holder must consider potential routes and altitudes needed for diversion to ETOPS Alternate Airports. Where facilities are not available or are of such poor quality that voice communication is not possible, immediately, satellite-based voice communications of landline telephone-fidelity. The system must provide communication capabilities between the flight crew and air traffic services and the flight crew and the certificate holder. In determining whether such communications are available, the certificate holder must consider potential routes and altitudes needed for diversion to ETOPS Alternate Airports. Where immediate, satellite-based voice communications are not available, or are of such poor quality that voice communication is not possible, another communication system must be substituted.

(b) Operators of turbine engine powered airplanes do not need to meet the