

C058 **Special Restrictions for Foreign Terminal Instrument Procedures** **HQ Control: 4/18/201**
3
HQ Revision 000
:

The special restrictions listed in the following table are necessary for the foreign terminal instrument procedures specified in this management specification to be equivalent to ICAO (PANS-OPS) or U.S. (TERPS) criteria. The program manager shall conduct all operations at these airports, using these instrument procedures, in accordance with the restrictions specified for that airport.

Airport	Procedure Identification	Restrictions

C059 Category II Instrument Approach and Landing Operations

HQ Control: 8/30/2013

HQ Revision 030
:

- a. The program manager is authorized to conduct Category II (CAT II) instrument approach and landing operations using the limitations, provisions, procedures, and minimums specified in this paragraph.
- b. Authorized CAT II Approach and Landing Minimums. The program manager is authorized to conduct CAT II approaches using minimums which is the highest of:
 - (1) The lowest authorized for the published CAT II instrument approach procedure (IAP),
 - (2) Those prescribed for the specific make, model and series (M/M/S) of airplane as listed in Table 1 below, or
 - (3) Those prescribed for the type of approach conducted, as listed below in subparagraph f, considering all operational limitations in this paragraph.

Table 1

CAT II Approach and Landing Minimums				
Airplane M/M/S	Approach/Landing System	DH	TDZ RVR	Special Operational Equipment and Limitations

c. Required CAT II Airborne Equipment. The flight instruments, radio navigation equipment, and other airborne systems required by the applicable Section of 14 CFR and the FAA-approved Airplane Flight Manual (AFM) for the conduct of CAT II operations must be installed and operational. For approach minimums requiring autoland (A/L) or manual (HUD) to touchdown, the airplane and its automatic flight control guidance system (A/L) or manually flown (HUD) guidance system must be approved for approach and landing operations. When utilizing a HUD to touchdown, it must be flown in the AIII Approach mode of operation. Any additional airborne equipment that is required must be operational and listed in Table 1.

d. Required RVR Reports. The program manager is authorized to conduct CAT II operations to minimums as low as those shown in Table 2 below with the type of approach or landing systems and minimums authorized in Table 1 above. Only RVR reports for the runway of intended landing may be used.

Table 2

Type of Operation	CAT II RVR Minimums		
	TDZ RVR	Mid RVR	Rollout RVR

- Standard CAT II 1600 (500 m) NR NR
- Standard CAT II 1200 (350 m) 600 (175 m) # 300 (75 m)
- CAT II to 1000 RVR 1000 (300 m) 600 (175 m) # 300 (75 m)
- Special Authorization CAT II 1200 (350 m) 600 (175 m) # 300 (75 m)

Note: NR = Not Required; # = If available

- (1) The TDZ RVR report is required and controlling for all CAT II operations.
- (2) Mid RVR reports, if available, are controlling.
- (3) The rollout RVR report is required and controlling for all CAT II operations below 1600 RVR, except as specified in subparagraph d(3) below.
- (4) A mid or far end RVR sensor report, if available, may be substituted for a rollout RVR report if the rollout sensor RVR report is not available. Far end RVR reports are advisory unless substituted for the rollout RVR report. Mid field reports substituted for unavailable rollout reports must report 600 RVR or greater; far end reports substituted for unavailable rollout reports must report 300 RVR or greater.

e. Flightcrew Qualifications. The flightcrew shall not conduct any operations authorized by this paragraph unless they are trained and qualified in the equipment and special procedures to be used. The following shall apply:

- (1) A pilot-in-command (PIC) shall not conduct CAT II operations in any airplane until that pilot has successfully completed the program manager's approved CAT II training program, and has been certified as being qualified for CAT II operations by one of the program manager's check pilots properly qualified for CAT II operations, or an FAA inspector.
- (2) Before conducting CAT II operations the PIC must meet the requirements of 14 CFR Part 91, § 91.1039(c).

f. Authorized CAT II Approaches, Airports and Runways. The program manager is authorized to conduct the following types of CAT II approaches:

- (1) Standard CAT II Approach. The program manager is authorized to conduct CAT II approaches to airports and runways approved for 14 CFR Part 97 CAT II operations, subject to the following restrictions. The approaches will be identified as "ILS RWY XX (CAT II)".
 - (a) Required runway lights: HIRL, TDZ lighting, and CL lighting (or foreign equivalent lighting at airports in Table 4).
 - (b) Required approach lights: Approach Lighting System with Sequenced Flashing Lights (ALSF) 1 or 2. Sequenced flashing lights may be inoperative.

- (c) If only TDZ RVR is available: 1600 RVR minimum.
- (d) If TDZ and Rollout RVR available: TDZ 1200 RVR minimum.

(2) CAT II to TDZ 1000 RVR. The program manager is authorized to conduct CAT II operations to TDZ 1000 RVR, subject to the following restrictions. The approaches will be identified as standard CAT II approaches with an additional chart note saying "RVR 1000 authorized with specific OpSpec, MSpec, or LOA approval and use of A/L or HUD to touchdown". The required runway and approach lights are the same as for standard CAT II approaches.

(2) Special Authorization (SA) CAT II. The program manager is authorized to conduct CAT II IAP on certain ILS facilities that do not meet the equipment requirements of a U.S. Standard or ICAO Standard, for example, TDZ lighting, runway CL lighting, or an ALSF -1 or ALSF-2 approach lighting system. These procedures have been specifically approved in accordance with Order 8400.13, and CAT II operations are authorized to be conducted as listed below: (a) These Part 97 CAT II approaches will be identified as "ILS RWY XX (SA CAT II)" and by an additional chart note saying "Reduced Lighting: Requires specific OpSpec, MSpec, or LOA approval and use of autoland or HUD to touchdown." (b) Required runway lights: HIRL. (c) Required approach lights: SSALR, MALSR, or ALSF-1 or ALSF-2. Sequenced flashing lights may be inoperative. (d) If only TDZ RVR is available: 1600 RVR minimum. (e) If TDZ and rollout RVR available: TDZ 1200 RVR minimum. (f) When TDZ and/or CL lights become inoperative on a standard CAT II instrument approach, the program manager is authorized to conduct operations under this SA CAT II subparagraph. All requirements listed in this subparagraph (other than procedure identification) must be met.

(2) CAT II to TDZ 1000 RVR. The program manager is authorized to conduct CAT II operations to TDZ 1000 RVR, subject to the following restrictions. The approaches will be identified as standard CAT II approaches with an additional chart note saying "RVR 1000 authorized with specific OpSpec, MSpec, or LOA approval and use of autoland or HUD to touchdown". The required runway and approach lights are the same as for Standard CAT II approaches. (3) Special Authorization (SA) CAT II. The program manager is authorized to conduct CAT II IAP on certain ILS facilities that do not meet the equipment requirements of a U.S. Standard or ICAO Standard, for example, TDZ lighting, runway CL lighting, or an ALSF -1 or ALSF-2 approach lighting system. These procedures have been specifically approved in accordance with Order 8400.13, and CAT II operations are authorized to be conducted as listed below: (a) These Part 97 CAT II approaches will be identified as "ILS RWY XX (SA CAT II)" and by an additional chart note saying "Reduced Lighting: Requires specific OpSpec, MSpec, or LOA approval and use of Autoland or HUD to touchdown." (b) Required runway lights: HIRL. (c) Required approach lights: SSALR, or MALSR, or ALSF-1 or ALSF-2. Sequenced flashing lights may be inoperative. (d) If only TDZ RVR is available: 1600 RVR minimum. (e) If TDZ and rollout RVR available: TDZ 1200 RVR minimum. (f) When TDZ and/or CL lights become inoperative on a standard CAT II instrument approach, the program manager is authorized to conduct operations under this SA CAT II subparagraph. All requirements listed in this subparagraph (other than procedure identification) must be met.

g. Approach Requirements. The program manager shall not begin the final approach segment of a CAT II IAP unless all of the following conditions are met:

- (1) The approach and landing systems required for specific CAT II operations are shown in Table 3 below.

Table 3

Approach and Landing Requirements for Specific CAT II Operations	
Type of Operation	Equipment Required
Standard CAT II	Autopilot to DH or HUD to DH or Autoland

(2) The required components of the CAT II ground system are installed and in normal operation including:

(a) Aprrecision or airport surveillance radar, or a compass locator transmitter or DME to identify the outer marker position.

(b) For CAT II RA NA, an inner marker to identify the DH.

(3) The crosswind component on the landing runway is less than the AFM crosswind limitations, or 15 knots or less, whichever is more restrictive.

(4) Fifteen percent additional runway length is available over the landing field length specified for destination airport in § 91.1037(b).

h. Missed Approach Requirements. A missed approach shall be initiated when any of the following conditions exist unless visual reference to the runway has been established:

(1) After passing the FAF, the primary approach guidance system in use (autopilot or manual (HUD)) becomes inoperative or is disengaged.

(2) After passing the FAF, any other airborne equipment required for the particular CAT II operation being conducted becomes inoperative.

(3) Before arriving at DH, any of the required elements of the CAT II ground system becomes inoperative.

i. Foreign Airports. The program manager is authorized to conduct Standard CAT II approaches to only those specifically approved runways at foreign airports listed in Table 4 below.

Table 4

Authorized Foreign Airports and Runways for CAT II Operations	
Airport Name/Identifier, and Runways	Limitations and Provisions

j. CAT II Runway Restrictions. The program manager is authorized to conduct 14 CFR Part 97 CAT II IAP using A/L or manual (HUD) to touchdown into the restricted U.S facilities listed in Table 5 below.

Table 5

Runway and Airplane Restrictions and Limiting Conditions for 14 CFR Part 97 CAT II Operations	
Airport Name/Identifier, and Runways	Restrictions and Limitations

k. Airplane Maintenance. The program manager must maintain the airplanes and equipment listed in Table 1 in accordance with its approved lower landing minimums continuous maintenance program.

C060 Category III Instrument Approach and Landing Operations

HQ Control: 3/21/2012

HQ Revision 030
:

a. The program manager is authorized to conduct Category III (CAT III) instrument approach and landing operations using the limitations, provisions, procedures, and minimums specified in this paragraph.

b. Authorized CAT III Approach and Landing Minimums. The program manager is authorized to conduct CAT III approaches, considering all operational limitations in this paragraph, using minima which is the highest of:

- (1) The minima listed in Table 1, for the specific make, model, and series of aircraft, or
- (2) The lowest minima shown on the instrument approach procedure chart, or
- (3) Minima in accordance with subparagraph d.(5) below.

Table 1

CAT III Approach and Landing Minimums					
Airplane M/M/S	Landing System	Rollout System*	DH/AH	TDZ/Mid/RO RVR	Special Operational Equipment and Limitations

Enter: *N/A = Not Applicable; FP =Fail-passive Landing or Rollout Control System; FO = Fail-operational Landing or Rollout Control System

c. Required Field Length and Special Operational Equipment and Limitations.

(1) The destination runway length shall be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of 14 CFR part 91, § 91.1037(b).

(2) The program manager shall not begin the final approach segment of a CAT III instrument approach unless:

(a) The special equipment listed in Table 1 is installed and operational and limitations listed or referenced in Table 1 are met, and

(b) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures and aircraft equipment status should be considered.

d. Required RVR Reports. The program manager is authorized to conduct CAT III operations to minima as low as those shown in Table 2 with the type of airplane landing and rollout systems and minima authorized in Table 1. Only RVR reports for the runway of intended landing may be used:

Landing System	Rollout System	TDZ RVR	Mid RVR	Rollout RVR
FP or FO	None	600 (175 m)	600 (175 m)	300 (175 m)
FP	FP or FO	600 (175 m)	400 (125 m)	300 (75 m)
FO	FP	400 (125 m)	400 (125 m)	300 (75 m)
FO	FO	300 (75 m)	300 (75 m)	300 (75 m)

(1) All RVR reports are required and controlling, except as specified in subparagraphs d.(2), d.(3) and d.(4) below.

Note: All RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

(2) For operations using a Fail Passive landing system with a Fail Passive or Fail Operational rollout system, if either the mid or rollout RVR reporting system is temporarily inoperative, the operation may be initiated and continued using the TDZ and remaining RVR reporting systems.

(3) For operations using Fail Operational landing systems with a Fail Passive or Fail Operational rollout system, if any one of the RVR reporting systems is temporarily inoperative, the operation may be initiated and continued using the two remaining RVR reporting systems.

(4) Four RVR Reporting Systems. Where four RVR reporting systems are installed (i.e., touchdown zone, mid, rollout, and far end sensors), the far end sensor may provide advisory information to pilots or may be substituted for the rollout sensor RVR report if the rollout sensor RVR report is not available.

(5) If the landing or rollout system degrades from Fail Operational to Fail Passive or the rollout system fails, operators are authorized to conduct operations in accordance with their MEL and AFM, using minima no lower than those shown in Table 2 corresponding to the type of landing and/or rollout systems operable after the failure. The RVR requirements of subparagraph d.(1) still apply.

e. Pilot Qualifications and Approved CAT III Training Program.

(1) The minimums prescribed in this management specification are authorized for only those pilots-in-command and seconds-in-command who have completed the program manager's approved CAT III training program and who have been qualified for CAT III operations by one of the program manager's check airmen or FAA inspector.

(2) Before conducting CAT III operations the pilot-in-command must meet the requirements of 14 CFR § 91.1039(c).

f. Operating Limitations. The program manager shall not begin the final approach segment of a CAT III instrument approach procedure, unless the latest controlling RVR reports for the landing runway are at or above the minimums authorized for the operation being conducted and all of the following conditions are met:

(1) The special operational equipment listed in Table 1 is installed and operational.

(2) The following ground-based equipment must be operational:

- (a) Localizer and glide slope
- (b) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

- (c) Touchdown zone lights
- (d) Runway centerline lights
- (e) High intensity runway lights
- (f) ALSF, SSALR, or SALS approach light system or foreign equivalent. Sequence flashing lights may be inoperative. However, after passing the outer marker or final approach fix, CAT III approach and landing may be continued even though the approach lights become inoperative.

(3) All CAT III landing and subsequent ground operations shall be conducted in accordance with the airport's low visibility operations plan. (e.g., U.S. SMGCS, EASA or ICAO criteria for CAT III operations).

(4) The crosswind component on the landing runway is less than the airplane flight manual's crosswind limitations, or 15 knots or less, whichever is more restrictive.

(5) Once established on the final approach segment, all CAT III operations, except as specified in subparagraph g.(6) below, may continue if any RVR report decreases below the authorized minima.

g. Missed Approach Requirements. A missed approach shall be initiated when any of the following conditions exist:

- (1) If the pilot determines that touch down cannot be safely accomplished within the touchdown zone.
- (2) When any of the required runway lighting elements becomes inoperative prior to arriving at DH or AH, or prior to touchdown for aircraft without a rollout system.
- (3) When any glideslope or localizer failure occurs prior to touchdown.
- (4) The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.
- (5) When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational system before reaching the AH.
- (6) For CAT III operations without a rollout control system, no later than DH, if any controlling RVR is reported below the lowest authorized minima.
- (7) For CAT III operations using a Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(a) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(b) If, after passing the DH, visual reference is lost or a reduction in visual reference occurs which prevents the pilot from continuing to verify that the aircraft will touch down in the touchdown zone.

h. Authorized CAT III Runways. The program manager is authorized to conduct Part 97 CAT III instrument approach procedures at runways approved for such operations. CAT III operations are also authorized for the foreign airports and runways listed in Table 3 below.

Table 3

Foreign Airports and Runways Approved for CAT III Operations	
Airport Name/Identifier & Runway(s)	Special Limitations

i. CAT III Runway Restrictions. The program manager is authorized to conduct Part 97 CAT III instrument approach procedures into the restricted U. S. facilities listed in Table 4 below:

Table 4

Runway and Aircraft Restrictions and Limiting Conditions for Part 97 CAT III Operations	
Airport Name/Identifier & Runway(s)	Restrictions & Limitations

j. Maintenance. The program manager must maintain the aircraft and equipment listed in Table 1 in accordance with its approved lower landing minimums maintenance or inspection program.

k. Engine Inoperative Operations. The program manager is approved for engine inoperative Category III operations using the aircraft and limitations specified in Table 5.

Table 5

Engine Inoperative CAT III Operations		
Airplane M/M/S	Operational Authorization	Limitations

C061 Flight Control Guidance Systems for Automatic Landing Operations Other Than Categories II and III

HQ Control: 6/20/2005

HQ Revision 00a
:

a. The program manager is authorized to conduct automatic approach and landing operations (other than Categories II and III) at suitably equipped airports. The program manager shall conduct all automatic approach and landing operations in accordance with the provisions of this paragraph.

b. Authorized Airplanes and Flight Control Guidance Systems. The program manager is authorized to conduct automatic approach and landing operations using the following aircraft and automatic flight control guidance systems.

Airplane Type	Flight Control Guidance Systems	
M/M/S	Manufacturer	Model

c. Special Limitations.

(1) The program manager shall conduct all operations authorized by this paragraph in accordance with applicable Section of Title 14 Code of Federal Regulations and the airworthiness certification basis of the automatic flight control guidance system used.

(2) The program manager shall not conduct automatic landing operations to any runway using these systems, unless the program manager determines that the flight control guidance system being used permits safe automatically flown approaches and landings to be conducted at that runway.

(3) The program manager shall not conduct any operations authorized by this paragraph, unless the program manager's approved training program provides training in the equipment and special procedures to be used.

(4) Except when automatic approaches and landings are performed under the supervision of a properly qualified check airman, any pilot used by the program manager to conduct automatic approaches and landings must be qualified in accordance with the program manager's approved training program.

C062 Manually Flown Flight Control Guidance System Certified for Landing Operations Other Than Categories II and III

HQ Control: 6/20/2005

HQ Revision 000
:

a. The program manager is authorized to conduct approach and landing operations (other than Categories II and III) at suitably equipped airports using manually flown flight control guidance systems approved for landing operations. The program manager shall conduct all approach and landing operations authorized by this paragraph in accordance with the provisions of this paragraph.

b. Authorized Airplanes and Manual Flight Control Systems. The program manager is authorized to conduct approach and landing operations using the following aircraft and manually flown flight control guidance systems which are certified for landing operations.

Airplane Type	Manual Flight Control Guidance Systems	
M/M/S	Manufacturer	Model

c. Special Limitations.

(1) The program manager shall conduct all operations authorized by this paragraph in accordance with applicable Section of the Code of Federal Regulations and the airworthiness certification basis of the manually flown flight control guidance system being used.

(2) The program manager shall not conduct landing operations to any runway using these systems, unless the program manager determines that the flight control guidance system being used permits safe manually flown approaches and landings to be conducted at that runway.

(3) The program manager shall not conduct any operations authorized by this paragraph, unless the program manager's approved training program provides training in the equipment and special procedures to be used.

(4) Except when operations are performed under the supervision of a properly qualified check airman, any pilot used by the program manager to conduct manually flown approaches and landings using these systems must be qualified for the operation being conducted in accordance with the program manager's approved training program.

d. These operations may be conducted on any ILS facility but only in CAT I or better weather unless prior coordination with ATC was done by the program manager to ensure the protection of the critical areas.

C063 Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations

HQ Control: 1/6/2012

HQ Revision 02a
:

a. The program manager is authorized to conduct IFR RNAV 1 and/or RNP 1 instrument departure procedures (DP); RNAV 1 and/or RNP 1 Standard Terminal Arrival Routes (STAR) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA) using approved RNAV systems to the airports and runways approved for such operations, and must conduct all such operations in accordance with the provisions of these management specifications.

b. Authorized Aircraft and Equipment. The program manager is authorized to conduct RNAV 1 and/or RNP 1 DPs, RNAV 1 and/or RNP 1 STARS, and/or TA operations as listed in Table 1 using the following eligible aircraft and RNAV systems installed and operational as required by the AFM, CFRs, the FAA compliance table, or this management specification.

Table 1-Aircraft with RNAV Systems Eligible for RNAV 1 and/or RNP 1 DPs, RNAV 1 and/or RNP 1 STARS, and/or TAs

Airplane	Compliant RNAV System(s) and Software			Authorization	Limitations
M/M/S	Manufacturer	Model/HW Part #	Software Part/Version/Revision Number		and Provisions

c. The program manager must maintain the aircraft and equipment listed in Table 1 using an established maintenance program that addresses these RNAV requirements.

d. Flightcrew Qualifications. Flightcrews must not conduct operations approved by this management specification until qualified in accordance with the program manager’s approved training program for RNAV 1 and/or RNP 1 DPs, RNAV 1 and/or RNP 1 STAR operations, and/or TAs.

C073 Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH) **HQ Control: 12/11/2013**
HQ Revision 020

a. The program manager is authorized to use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach (NPA). The program manager will use MC073 in conjunction with management specification MC052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The program manager is authorized to conduct instrument approach operations using the following aircraft and area navigation (RNAV) systems certified for these VNAV operations as listed in Table 1 below.

Table 1 - Authorized Aircraft and Equipment

Airplane Type (M/M/S)	Area Navigation System (Model/Version)	Remarks

b. Public Vertically Guided Instrument Approach Procedure (IAP) Assessment. Obstacle clearance surface (OCS) assessments protect the instrument procedure, including the missed approach. Glidepath qualification surface (GQS) assessments protect the landing area and are accomplished on 14 CFR Part 97 IAPs with a published DA/DH. These approaches conform to the U.S. standard for Terminal Instrument Procedures (TERPS) and include instrument landing system (ILS), Ground Based Augmentation System (GBAS) Landing System (GLS), RNAV Required Navigation Performance (RNP), and RNAV Global Positioning System (GPS) IAPs with a localizer performance with vertical guidance (LPV) DA and/or lateral navigation (LNAV)/VNAV DA.

NOTE: The use of MDA as a DA/DH does not ensure obstacle clearance from the MDA to the landing runway. The program manager must see and avoid obstacles between the MDA and the runway when 14 CFR part 91, § 91.175 requirements are met and the approach is continued below the MDA for landing.

c. Authorized Approaches. The program manager may fly all Part 97 nonprecision straight-in IAPs listed as authorized in their MC052, Table 1, columns 1 and 2 using an MDA as a DA/DH if the approach being flown meets one of the following requirements and its subcomponents:

- (1) Serves a runway that has a published RNAV IAP (“RNAV (GPS)”, “RNAV (RNP)” or “GPS” in the title) with a published LNAV/VNAV or RNP DA and:
 - (a) Has the exact published final approach course as the RNAV IAP.
 - (b) Has a published vertical descent angle (VDA) coincident with or higher than the barometric vertical guidance (glide slope (GS)) on the published RNAV IAP.
 - (i) A published VDA is not required when using the LNAV minima line on an RNAV approach that has a published LPV and/or LNAV/VNAV DA. Use the published GS. The VNAV path must be at or above all stepdown fixes.
 - (c) Is selected from an approved and current database and the flight management

system (FMS) displays a final approach Flight Path Angle (FPA) in tenths or hundredths. The displayed FPA may have a maximum difference of minus .04 from the IAP VDA or GS. The displayed FPA may always be rounded up to the next tenth. The range for a given FPA will be 2.9 to 3.0, 3.1 to 3.2, 3.2 to 3.3, 4.0 to 4.1, etc. This applies to systems that display the FPA in tenths or hundredths.

NOTE: Aircraft without an FMS FPA display meeting previous AC 20-129 criteria may have been approved for LNAV/VNAV approaches using barometric vertical navigation (baro-VNAV). The program manager currently approved C073, using AC 20-129 criteria, may continue C073 operations.

- (2) Serves a runway that has a published ILS, GLS, or RNAV IAP with LPV minima and:
 - (a) Has the exact published final approach course as the ILS, GLS, or RNAV IAP.
 - (b) Has a published VDA coincident with or higher than the electronic GS on the published ILS, GLS or RNAV IAP.
 - (i) A published VDA is not required on a LOC-only approach when the ILS GS is out of service. Use the published GS. The VNAV path must be at or above all stepdown fixes.
 - (ii) A published VDA is not required when using LNAV minima on an RNAV approach that has a published LPV or LNAV/VNAV DA. Use the published GS. The VNAV path must be at or above all stepdown fixes.
 - (c) Is selected from an approved and current database and the FMS displays a final approach FPA in tenths or hundredths. The displayed FPA may have a maximum difference of minus .04 from the IAP VDA or GS. The displayed FPA may always be rounded up to the next tenth. The range for a given FPA will be 2.9 to 3.0, 3.1 to 3.2, 3.2 to 3.3, 4.0 to 4.1, etc. This applies to systems that display the FPA in tenths or hundredths.

NOTE: Aircraft without an FMS FPA display meeting previous AC 20-129 criteria may have been approved for LNAV/VNAV approaches using baro-VNAV. The program manager currently approved C073, using AC 20-129 criteria, may continue C073 operations.

- (3) Serves a runway to an airport operating under 14 CFR Part 139 with a Visual Glide Slope Indicator (VGSI).
 - (a) The VDA or GS on the published final approach course must be coincident with or higher than the published VGSI descent angle.
 - (b) The published final approach course is within plus or minus 4 degrees of the runway centerline (RCL) course.

d. VNAV Path Angle. The VNAV path angle must be greater than 2.75 and less than 3.77 degrees for Category A, B, and C aircraft, and greater than 2.75 and less than 3.50 degrees for Category D/E aircraft.

e. Operational Restriction. The program manager will not use an MDA as a DA/DH if the requirements specified in this management specification are not met. The program manager may use a continuous descent final approach (CDFA), but will begin the missed approach at an altitude above the MDA that will not allow the aircraft to descend below the MDA.

f. Required Training. Flightcrews must be trained in accordance with the program manager's approved training program for the navigation system and instrument procedure being used before conducting any operations authorized by this management specification.

C075 Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver

HQ Control: 7/12/2004

HQ Revision 000
:

- a. The program manager is authorized Category (CAT) I IFR landing minimums for circle-to-land approach maneuvers in accordance with the limitations and provisions of this management specification.
- b. The lowest authorized IFR landing minimum for instrument approaches, which require a circle-to-land maneuver to the runway of intended landing, shall be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circle-to-land maneuver.
- c. Aircraft operating under IFR during all circle-to-land maneuvers are required to remain clear of clouds. If visual reference to the airport is lost while conducting a circle-to-land maneuver the missed approach procedure specified for the applicable instrument approach must be followed, unless an alternate missed approach procedure is specified by ATC.
- d. All Program Managers- Training and Checking Provided. If the program manager provides training and checking the following subparagraphs d(1) through d(3) apply.

(1) The program manager shall use the highest of the following landing minimums for an instrument approach that requires a circle-to-land maneuver to align the aircraft with the runway of intended landing when a straight-in landing from an instrument approach is not possible or is not desirable:

(a) The circling landing minimum specified by the applicable instrument approach procedure, or

(b) A landing minimum specified in the following table.

Speed Category	HAA	Visibility in Statute Miles
Less than 91 kts	350'	1
91 to 120 kts	450'	1
121 to 140 kts	450'	1½
141 to 165 kts	550'	2
Above 165 kts	1000'	3

(2) The program manager shall conduct authorized circle-to-land maneuvers using only pilots who:

(a) Are not required by a pilot certificate restriction to conduct circling approaches in VMC conditions only; and,

(b) Have successfully completed an approved training program (if required) and a proficiency check for the circle-to-land maneuver. The training program must specifically include the circle-to-land maneuver. Satisfactory completion of an Advanced Qualification Program (AQP) validation of the circle-to-land maneuver satisfies this requirement.

(3) The program manager is authorized to use the following aircraft to conduct circle-to-land maneuvers when training and checking are provided (if none are authorized, enter N/A):

Table 2

Aircraft Make/Model/Series

e. All Program managers - When Pilot Flight Training and Flight Checking Are NOT Provided. The program manager is authorized to conduct a circle-to-land maneuver without providing pilot training and checking. The following subparagraphs e(1) through e(3) shall apply:

(1) The program manager is authorized to conduct a circle-to-land maneuver without providing pilot training and checking when:

(a) The reported ceiling is at least 1,000 feet and the visibility is at least 3 statute miles;

or

(b) The reported weather is at least equal to the charted circling landing minimums for the approach to be used, whichever is higher.

(2) When pilot training and checking are not provided, the program manager shall use a Minimum Descent Altitude (MDA) of 1,000 feet (HAA) or the MDA of the charted circling landing minimums for the approach to be used, whichever is higher.

(3) The program manager is authorized to use the following aircraft to conduct circle-to-land maneuvers without providing pilot training and checking (if none are authorized, enter N/A):

Table 2

Aircraft Make/Model/Series

f. If Foreign Airports are Authorized. The following special limitations and provisions for instrument approach procedures apply at foreign airports.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision, precision-like (other than ILS, MLS, or GLS), and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this management specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph f(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the program manager shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glidepath indicator (such as VASI or PAPI).
- (f) Runway-end identifier lights.

C076 Category I IFR Landing Minimums - Contact Approaches

HQ Control: 11/21/200

3

HQ Revision 000

:

The program manager shall not use any IFR Category I landing minimum lower than that prescribed by the applicable published instrument approach procedure. The IFR landing minimums prescribed in paragraphs MC053 for *nonprecision* “other than ILS, MLS, or GLS” approaches and MC074 for *precision* “ILS, MLS, or GLS” approaches of these management specifications are the lowest Category I minimums authorized for use at any airport.

a. Contact Approaches. The program manager shall not conduct contact approaches, unless the pilot-in-command has satisfactorily completed an approved training program for contact approaches. In addition, the program manager shall not conduct a contact approach unless the approach is conducted to an airport with an approved instrument approach procedure for that airport, and all of the following conditions are met:

(1) The flight remains under instrument flight rules and is authorized by ATC to conduct a contact approach.

(2) The reported visibility/RVR for the runway of intended landing is at or above the authorized IFR minimum for the Category I nonprecision approach established for that runway or one statute mile (RVR 5000), whichever is higher.

(3) The flight is operating clear of clouds and can remain clear of clouds throughout the contact approach. The flight visibility must be sufficient for the pilot to see and avoid all obstacles and safely maneuver the aircraft to the landing runway using external visual references.

(4) The flight does not descend below the MEA/MSA, MVA, or the FAF altitude, as appropriate, until:

(a) The flight is established on the instrument approach procedure, operating below the reported ceiling, and the pilot has identified sufficient prominent landmarks to safely navigate the aircraft to the airport, or

(b) The flight is operating below any cloud base, which constitutes a ceiling, the airport is in sight, and the pilot can maintain visual contact with the airport throughout the maneuver.

(5) The flight does not descend below the highest circling MDA prescribed for the runway of intended landing until the aircraft is in a position from which a descent to touch down, within the touchdown zone, can be made at a normal rate of descent using normal maneuvers.

b. If Applicable, Special Limitations and Provisions for Instrument Approach Procedures at Foreign

Airports.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this management specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the program manager shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glidepath indicator (such as, VASI, PAPI).
- (f) Runway end identifier lights.

C081 Special Non 14 CFR Part 97 Instrument Approach or Departure Procedures HQ Control: 11/21/2003

HQ Revision 000
:

The program manager is authorized to conduct operations using the Special Terminal Instrument Procedures provided the operation is conducted in accordance with the limitations and provisions in the Special Terminal Instrument Procedures described in this management specification.

a. The program manager is authorized to conduct special non CFR Part 97 instrument approach or departure operations specified for the following airports, provided the operation is conducted in accordance with the limitations and provisions listed below:

Airport Ident.	Special Terminal Instrument Procedures

b. Special Limitations or Provisions.

(1) The program manager shall not conduct any operation authorized by this management specification, unless the program manager's approved training program provides training in the equipment and special procedures to be used.

C358 Special Restrictions for "RNP-like" Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima

HQ Control: 11/28/2006

HQ Revision 000
:

a. The program manager is authorized to conduct the “RNP-like” foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima specified in Table 1 of this management specification using the airplane(s) identified in Table 2.

(1) The program manager shall conduct all operations at these airports, using these instrument procedures, in accordance with the restrictions specified for that airport and this management specification.

(2) The program manager shall not use an IFR landing minimum for these approaches except in accordance with this management specification.

(3) The “RNP-like” foreign procedures in Table 1 are **not** designed to U.S. RNP SAAAR criteria. The procedures listed in Table 1 include RNP lines of minima of 0.3 or less, and/or RF legs, and/or missed approach requiring RNP less than 1.0.

Note: Foreign “RNP-like” procedures designed to U.S. RNP SAAAR criteria are authorized with nonstandard MC384 authorization.

b. Nonstandard Authorization. Prior approval by the Flight Standards Air Transportation Division or General Aviation and Commercial Division, as appropriate, is required for the issuance of this nonstandard authorization.

c. The program manager must submit the following information on a continuous basis every 30 days to its principal operations inspector (POI) for his/her evaluation for continuing the authorization:

(1) Total number of foreign “RNP-like” approach procedures conducted in accordance with this management specification.

(2) Number of satisfactory approaches by airplane/system (Satisfactory if completed as planned without any navigation or guidance system anomalies).

(3) Number of unsatisfactory approaches including, but are not limited to, the following:

(a) UNABLE REQ NAV PERF, NAV ACCUR DOWNGRAD, or other RNP messages during any approach.

(b) Excessive lateral or vertical deviation.

(c) TAWS warning.

(d) Autopilot system disconnect.

(e) Navigation data errors.

(f) Pilot report of any anomaly.

d. Interim authorization is not required.

e. The following “RNP-like” foreign RNAV terminal instrument procedures with RNP lines of minima are authorized:

Table 1 - Special Restrictions for “RNP-like” Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima

Airport/ Procedure Identification / Procedure Requirements

f. Flight crew Training. The flight crew must have completed the program manager’s approved RNP training program in at least a level C simulator and qualify for these “RNP-like” operations with one of the program manager’s check pilots or FAA inspector.

g. The airplane(s) and operating procedures must meet the established requirements where the procedure requirements of Table 1 differ from RNP SAAAR.

(1) Verification that the most current airport altimeter is set prior to the final approach fix (FAF) but not earlier than the IAF is not required. Execution of these foreign RNAV instrument approach procedures with RNP lines of minima requires the current, local altimeter setting for the airport of intended landing. Completion of these approaches with a remote altimeter setting is not authorized.

(2) Vertical track deviation monitoring limit of 75 feet is not required. Eligible airplane(s), in accordance with baro-VNAV requirements, must be equipped with and operationally using either a flight director or autopilot capable of following the vertical path.

h. The airplane(s) and navigation systems approved for foreign RNAV terminal instrument procedures with RNP lines of minima in Table 1 above are listed in Table 2 below:

Table 2 - Airplanes and Navigation Systems Eligible for Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima

M/M/S	Navigation System M/M/ Software Version	Limitations and Restrictions	Autopilot Coupled or Flight Director Required	Lowest RNP

C382 Landing Performance Assessment At Time Of Arrival For Turbojet Operations HQ Control: 9/6/2006

HQ Revision 000

:

a. The program manager is authorized to conduct turbojet airplane operations using landing performance assessment procedures at time of arrival and shall conduct all such operations in accordance with the provisions of this management specification.

b. To assess the landing performance at time of arrival for its turbojet airplane operations the approved assessment procedures must account for at least the following:

- (1) Runway to be used,
- (2) Metrological conditions affecting landing performance,
- (3) Runway conditions,

NOTE: Runway conditions specified as "nil" braking action are not considered safe, therefore operations under conditions specified as such must not be conducted.

- (4) Airplane weight and configuration,
- (5) Approach speed,
- (6) Planned touchdown point,
- (7) Planned use of airplane ground deceleration devices, and
- (8) Most adverse reliable braking action report or runway condition report, or most adverse expected conditions for the runway, or portion of the runway, that will be used for landing.

c. All landing distances at time of arrival calculated in accordance with subparagraph b above will be increased by at least an additional 15% for all runway conditions.

d. For landing performance assessments, the program manager must use;

- (1) The manufacturer's approved and/or advisory landing performance data as applicable, or
- (2) If the airplane manufacturer has not provided data for a specific airplane make, model, and series, the program manager must use the guidance provided by Flight Standards to develop its own data for landing operations on contaminated runways.

e. This assessment is required to be accomplished as close as practicable to the time of arrival consistent with the ability to obtain the most current meteorological and runway conditions considering pilot workload and traffic surveillance, but no later than the commencement of the approach procedure or visual approach pattern.

f. This assessment must include adjustments for landing flare distance consistent with the program manager's normal landing operations and head-up-guidance systems (HGS) or autoland air distances as applicable.

g. The approved assessment procedures described or referenced below are used by the program manager for the landing performance assessment at time of arrival.

h. Required Training. Before conducting any turbojet operations authorized by this management specification the flightcrew and dispatchers (if applicable) must be qualified in accordance with the program manager's FAA approved training program for the procedures being used.

i. Other Limitations and Provisions.

(1) The program manager must comply with all the provisions of 14 CFR Section 91.1037 for landing performance calculations required before takeoff.

(2) Except in an emergency situation, no pilot may land a turbojet airplane unless the useable runway available is equal to or longer than the sum of the landing performance assessments specified above in subparagraph b and the safety margin specified in subparagraph c.

(3) This management specification requirement is independent of other management specifications. The longer of the landing distance determined by compliance with this operation specification, and that determined in compliance with other applicable management specifications will be the minimum landing distance required.

(4) This authorization requires concurrence with Flight Standards headquarters prior to its issuance.

C384 Required Navigation Performance (RNP) Procedures With Authorization Required (AR)

HQ Control: 10/3/2012

HQ Revision 020
:

- a. The program manager is authorized to conduct operations using 14 CFR Part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of these management specifications. This authorization requires prior written concurrence by the General Aviation and Commercial Division (AFS-800), and the Flight Technologies and Procedures Division (AFS-400).
- b. Authorized Aircraft and Equipment. The program manager is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

Table 1 - Aircraft and Navigation Systems Eligible for RNP Procedures with AR

Aircraft M/M/S	Navigation System M/M Software Version	Limitations	Lowest RNP	Additional Aircraft Capabilities

- c. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this paragraph unless they have successfully completed the program manager's RNP AR IAP approved training and qualification program.
- d. Dispatcher/Flight Follower Qualifications. If the program manager uses an aircraft dispatcher or flight follower, the aircraft dispatcher or flight follower may not dispatch or release a flight for an RNP AR IAP unless the aircraft dispatcher or flight follower has successfully completed the program manager's RNP AR IAP training program.
- e. Authorized RNP AR Procedures. The program manager is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

Table 2 – Foreign Approaches Authorized for RNP AR Operations

Approach Name/Identifier	Special Limitations

D072 Aircraft Maintenance - Continuous Airworthiness Maintenance Program Authorization

HQ Control: 11/18/2003

HQ Revision 000
:

The program manager is authorized to conduct fractional ownership programs under 14 CFR Part 91 Subpart K in accordance with Section 91.1411-91.1443 using the aircraft identified in the program manager's aircraft listing providing the following conditions are met:

- a. Each aircraft listed in the table below is authorized for use and shall be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these management specifications.
- b. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program shall be included in the program manager's manual.
- c. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits shall be contained in these management specifications or in a document approved by the Administrator and referenced in these management specifications.
- d. Items identified as "on condition" shall be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, shall be described in the program manager's manual.
- e. Parts or subassemblies of components that do not have specific time intervals shall be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

Aircraft M/M/S	CAMP Document Name and Number	CAMP Revision Number	CAMP Revision Date

D073 Aircraft Inspection Program (AIP)

**HQ Control: 11/18/200
3**

**HQ Revision 000
:**

The program manager is authorized to conduct Title 14 CFR Part 91 Subpart K fractional ownership programs provided each aircraft identified in the following table is inspected in accordance with the program manager's Aircraft Inspection Program (AIP).

In addition to the requirements of CFR Part 91.1109, the Aircraft Inspection Program must contain the following:

- a. Instructions and procedures for recording discrepancies found during inspections and correction or deferral of discrepancies including form and disposition of records.
- b. In addition, the program must contain written maintenance instructions or Instructions for Continued Airworthiness prepared by its manufacturer, or contain other methods, techniques, and practices necessary to maintain the installed equipment.

Registration Number	Serial Number	Aircraft M/M/S	Aircraft Inspection Program Document

D076 Short-Term Escalation Authorization

HQ Control: 7/19/2013

HQ Revision 020
:

a. Subject to the following conditions, limitations, and prohibitions, the program manager is authorized to escalate scheduled maintenance intervals, on a short-term basis, for check packages, check package individual line items, or component time-change/task intervals.

b. The conditions, procedures and standards for the technical evaluation and implementation of short-term escalation of scheduled maintenance intervals must be defined in the program manager's manual and must reflect the following policy:

(1) The basis for a short-term escalation is the emergence of some unforeseen situation; however, the use of short-term escalations must be supported solely on a technical analysis. It cannot be used to compensate for marketing requirements, flight scheduling requirements, poor maintenance practices, or poor maintenance program management.

(2) Short-term scheduled maintenance interval escalations must not be used on a large scale (escalating numerous aircraft at once) or on a repetitive basis to the extent that it results in a fleet interval extension.

c. Short-Term Escalation Intervals. Scheduled maintenance tasks are authorized a maximum of 10 percent, not to exceed 500 hours time in service. Any scheduled maintenance task short-term escalation that is more restrictive than the maximum times authorized must be listed in Table 1 below.

Table 1 - Short-Term Escalation Limitations and Provisions

Aircraft M/M/S	Limitations and Provisions That Are More Restrictive Than the Maximum Authorization

d. Special Considerations for Operations Under a U.S. Military Contract. This authorization does not permit use of a short-term escalation when the sole justification is a military contract requirement. In those cases, deviations to management specifications extending scheduled maintenance intervals must be specifically authorized by the FAA under the provisions and procedures of 14 CFR Part 119, § 119.55. However, during operations under a U.S. military contract, if unanticipated or unforeseen situations arise, the program manager may use this authorization as prescribed in their manual.

e. Prohibitions. The following listed scheduled maintenance intervals must not be escalated under this authorization:

- (1) Intervals specified by FAA Airworthiness Directives;
- (2) Life limits specified by Type Certificate Data Sheets;
- (3) Certification Maintenance Requirements (CMR), (unless specifically allowed and designated by the CMR document);

- lists; (4) Interval limitations specified by minimum equipment lists or configuration deviation
- (5) Structural sampling periods imposed by Maintenance Review Boards; and
- (6) Fuel System Airworthiness Limitations and Critical Design Configuration Control Limitations.

D084 Special Flight Permit with Continuous Authorization to Conduct Ferry Flights

HQ Control: 8/3/2006

HQ Revision 020

:

- a. The program manager is authorized to conduct ferry flights using a special flight permit with continuous authorization in accordance with the limitations and provisions of this management specification.
- b. This special flight permit with continuous authorization is the program manager's authorization to fly an aircraft that may not meet applicable airworthiness requirements but is capable of safe flight to a base where necessary maintenance or alterations are to be performed.
- c. This authorization applies only to those aircraft maintained under the program manager's Continuous Airworthiness Maintenance Program and listed on management specifications Paragraph MD085.
- d. This authorization permits an aircraft to be moved to a repair facility to perform work required by an airworthiness directive unless the airworthiness directive states otherwise or it is determined that the aircraft cannot be moved safely.
- e. A copy of this management specification, or appropriate sections of the program manager's manual which restate this permit, shall be carried on board the aircraft when operating under a special flight permit.
- f. Before operating an aircraft that does not meet applicable airworthiness requirements, the program manager shall determine that the aircraft can safely be flown to a station where maintenance or alterations are to be performed.
 - (1) The program manager shall have the aircraft inspected or evaluated according to procedures in its manual and have a certificated mechanic or repairman certify in the aircraft record that the aircraft is in a safe condition for the flight as specified in the operator's manual.
 - (2) The certificated mechanic or repairman may certify only for the work for which he or she is employed.
- g. Section 91.611, Authorization to Conduct Ferry Flights with One Engine Inoperative, is not applicable to Part 91, subpart K program managers.
- h. Only flight crewmembers and persons essential to operations of the aircraft shall be carried aboard during ferry flights where the aircraft flight characteristics may have been appreciably changed or its operation in flight substantially affected.
- i. Flights shall be conducted according to the appropriate special conditions or limitations in the maintenance document listed in Table 1 below.

Table 1 - Aircraft Maintenance Documents

- j. Aircraft involved in an accident or incident may not be ferried before it is released by the NTSB and the local FAA District Office is notified.
- k. The program manager shall impose any further conditions or limitations necessary for safe flight.

D085 Aircraft Listing

**HQ Control: 11/4/201
0**

**HQ Revision 00a
:**

a. The program manager conducts its programs under 14 CFR Part 91 Subpart K using the program aircraft identified on this management specification.

Table 1

Registration No.	Serial No.	Aircraft M/M/S	Certificate Number	FAR

b. The program manager conducts its programs under the applicable CFR where that program aircraft is also listed on a certificate holder's operations specifications as listed in Table 1 above.

D089 Maintenance Time Limitations Section

HQ Control: 11/18/200

3

HQ Revision 000

:

a. The program manager is authorized to use the Maintenance Time Limitations for the aircraft listed in the table below:

Aircraft M/M/S	Manual/Document Name and Number	Manual/Document Date

b. Each change to an item must be FAA-approved.

D092 Maintenance Program for Minimum (RVSM) Airspace

HQ Control: 11/18/2003

HQ Revision 000
:

The program manager is authorized to use the airplanes listed below for operations in designated RVSM airspace when the required altitude-keeping equipment is approved in accordance with management specifications paragraph MB046 is operational and available and is maintained in accordance with an approved maintenance program.

Registration Number	Airplane M/M/S

D095 Minimum Equipment List (MEL) Authorization

HQ Control: 8/6/2013

HQ Revision 00c
:

a. The program manager is authorized to use an FAA-approved MEL provided the conditions and limitations of this paragraph are met. The program manager shall not use an MEL for any aircraft that is not specifically authorized by this paragraph unless the aircraft has an FAA-approved MEL and is listed on a program manager's management specification D095.

b. Authorized Aircraft. The program manager is authorized to use an FAA-approved MEL for the aircraft listed below. These aircraft are not listed on any certificate holder's operation specification D095:

Aircraft M/M/S	Limitations and Conditions

c. Maximum Times Between Deferral and Repair. Except as provided in subparagraph e of this management specification, the program manager shall have instrument and equipment items repaired within the time intervals specified for the repair categories listed below:

(1) Repair Category A. Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the program manager's FAA-approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the program manager's FAA-approved MEL.

(2) Repair Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(3) Repair Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(4) Repair Category D. Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2,880 hours) excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

d. MEL Management Program. The program manager shall develop and maintain a comprehensive program for managing the repair of instrument and equipment items listed in the FAA-approved MEL. The program manager shall include in a document or manual a description of the MEL management program. The MEL management program must include at least the following provisions:

(1) A method which provides for tracking the date and, when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of:

- (a) The number of deferred items per aircraft; and
 - (b) Each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.
- (2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.
 - (3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.
 - (4) A description of specific duties and responsibilities, by job title, of the personnel who manage the MEL management program.
 - (5) Procedures for controlling an extension to specified repair intervals as permitted by subparagraph e of this management specification, to include the limit of the extension and the procedures to be used for authorizing an extension.

e. Continuing Authorization-Single Extension. The program manager is authorized to use a continuing authorization-single extension to approve a single, one-time extension to the repair interval for repair category B and C items, as specified in the FAA-approved MEL, provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the extension approval.

- (1) If an additional extension is required after the continuing authorization-single extension privilege has been exercised, it must be approved by the principal inspectors (PIs) prior to the expiration of the current extension time period.
- (2) The program manager is not authorized to approve a single, one-time extension to the repair interval for repair category A and D items, as specified in the FAA-approved MEL.
- (3) The FSDO may deny the use of the continuing authorization-single extension privilege if abuse is evident.

D097 Aging Aircraft Programs

**HQ Control: 8/2/201
0**

**HQ Revision 000
:**

a. The issuance of this management specification constitutes FAA approval of the sections of the program manager's inspection program/CAMP for compliance with:

Table 1

Aging Aircraft Maintenance	Approval Date

b. This approval is contingent upon compliance with the applicable requirements of § 91.1505, §91.1507. Any revisions to these sections must be submitted to the Principal Maintenance Inspector for review and approval prior to incorporation into the program manager's inspection program/CAMP.

D102 Additional Maintenance Requirements - Rotorcraft

HQ Control: 11/18/2003

HQ Revision 000
:

The program manager is authorized to use the following rotorcraft type identified below in its nine seats or less operations provided these rotorcraft have met the additional maintenance requirements of Section 91.1015(a)(5):

- a. Aircraft Engine. Each installed engine, to include turbo superchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance documents listed in the following table. The engine shall be overhauled on or before the time-in-service interval shown in the table.
- b. Rotor. Each installed main and auxiliary rotor shall be maintained in accordance with the manufacturer's maintenance documents listed in the following table.

Rotor

Rotorcraft Type	Engine			Rotor Main and Auxiliary
	Make & Model	Maintenance Document	Time-in-Service Interval	Maintenance Document
M/M/S				

D104 Additional Maintenance Requirements - Emergency Equipment

HQ Control: 1/27/2006

HQ Revision 00b
:

The program manager is authorized to use the following emergency equipment in its nine seats or less operations, provided the applicable aircraft have met the additional maintenance requirements of Section 91.1015(a)(5):

a. Emergency equipment. Each item of installed emergency equipment shall be maintained in accordance with the manufacturer’s maintenance documents and/or the limitations and provisions listed in the following table.

(1) In addition to the maintenance document listed in this table, the following specifications must be followed for the applicable listed emergency equipment items:

- (a) Oxygen (O2) bottles and liquid fire extinguishers. Inspections, hydrostatic tests, and life limits of pressure vessels manufactured under a DOT specification are accomplished as set forth in 49 CFR Part 180.209, as amended.
- (b) Fire extinguishers. Inspections, hydrostatic tests, and life limits of portable fire extinguishers are accomplished as set forth in 46 CFR Sections 71.25 and 162.028, as amended.
- (c) Military-manufactured. Pressure vessels manufactured under a MIL-SPEC are maintained in accordance with the applicable military specifications.
- (d) Foreign-manufactured. Foreign-manufactured pressure cylinders are maintained in accordance with the applicable foreign manufacturer’s specifications.
- (e) Other. Pressure cylinders not manufactured under DOT, foreign, or U.S. MIL-SPECS are maintained in accordance with the applicable aircraft manufacturer’s specifications.

Emergency Equipment

Emergency Equipment Items	Maintenance Document	Limitations and Provisions

The following procedures have been established to maintain control of weight and balance of the program manager's aircraft under the terms of these specifications. All aircraft M/M/S identified have been weighed in accordance with the procedures for establishing empty weight and balance.

- a. The program manager is authorized to use individual aircraft weights outlined in the program manager's empty weight and balance program for the aircraft listed in Table 1.

Table 1 – Individual Aircraft Weights

Aircraft M/M/S	Weighing Interval	Weight and Balance Control Program

- b. The program manager is authorized to use fleet aircraft weights outlined in the program manager's weight and balance control program for the aircraft listed in Table 2.

Table 2 – Fleet Aircraft Weights

Aircraft M/M/S	Weighing Sample Interval	Weight and Balance Control Program

Document references by volume, chapter, etc.

a. The program manager is authorized to conduct terminal instrument operations using the procedures and minimums specified in these management specifications, provided one of the following conditions is met:

(1) The terminal instrument procedure used is prescribed by these management specifications.

(2) The terminal instrument procedure used is prescribed by 14 CFR Part 97, Standard Instrument Approach Procedures.

(3) At U.S. military airports, the terminal instrument procedure used is prescribed by the U.S. military agency operating the airport.

(4) If authorized foreign airports, the terminal instrument procedure used at the foreign airport is prescribed or approved by the government of an ICAO contracting state. The terminal instrument procedure must meet criteria equivalent to that specified in either the United States Standard for Terminal Instrument Procedures (TERPS) or ICAO Document 8168-OPS, Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II.

b. If Applicable, Special Limitations and Provisions for Instrument Approaches at Foreign Airports.

(1) Terminal instrument procedures may be developed and used by the program manager for any foreign airport provided the program manager makes a determination that each procedure developed is equivalent to U.S. TERPS or ICAO PANS-OPS criteria and submits to the FAA a copy of the terminal instrument procedure with supporting documentation.

(2) At foreign airports, the program manager shall not conduct terminal instrument procedures determined by the FAA to be "not authorized for United States air carrier use." In these cases, the program manager may develop and use a terminal instrument procedure provided the program manager makes a determination that each procedure developed is equivalent to U.S. TERPS or ICAO PANS-OPS criteria and submits to the FAA a copy of the terminal instrument procedure with supporting documentation.

(3) When operating at foreign airports where the metric system is used and the minimums are specified only in meters, the program manager shall use the metric operational equivalents in the following tables for both takeoff and landing operations. (N/A = Not Applicable)

Table 1		Table 2		
RVR Conversion		Meteorological Visibility Conversion		
Feet	Meters	Statute Miles	Meters	Nautical Miles
300 ft	75 m	¼ sm	400 m	¼ nm
400 ft	125 m	3/8 sm	600 m	3/8 nm
500 ft	150 m	1/2 sm	800 m	1/2 nm
600 ft	175 m	5/8 sm	1000 m	5/8 nm
700 ft	200 m	3/4 sm	1200 m	7/10 nm
1000 ft	300 m	7/8 sm	1400 m	7/8 nm
1200 ft	350 m	1 sm	1600 m	9/10 nm
1600 ft	500 m	1 1/8 sm	1800 m	1 1/8 nm
1800 ft	550 m	1 ¼ sm	2000 m	1 1/10 nm
2000 ft	600 m	1 ½ sm	2400 m	1 3/10 nm
2100 ft	650 m	1 ¾ sm	2800 m	1 ½ nm
2400 ft	750 m	2 sm	3200 m	1 ¾ nm
3000 ft	1000 m	2 ¼ sm	3600 m	2 nm
4000 ft	1200 m	2 ½ sm	4000 m	2 2/10 nm
4500 ft	1400 m	2 ¾ sm	4400 m	2 4/10 nm
5000 ft	1500 m	3 sm	4800 m	2 6/10 nm
6000 ft	1800 m			

(4) When operating at foreign airports where the published landing minimums are specified in RVR, the RVR may not be available, therefore the meteorological visibility is reported. When the minimums are reported in meteorological visibility, the program manager shall convert meteorological visibility to RVR by multiplying the reported visibility by the appropriate factor, shown in Table 3. The conversion of reported meteorological visibility to RVR is used only for Category I landing minimums, and shall not be used for takeoff minima, CAT II or III minima, or when a reported RVR is available.

Table 3
[RVR = (reported meteorological visibility) X (factor)]

AVAILABLE LIGHTING	DAY	NIGHT
High Intensity approach and runway lighting	1.5	2.0
Any type of lighting installation other than above	1.0	1.5
No lighting	1.0	N/A

H102 Basic Instrument Approach Procedure Authorizations - All Airports

HQ Control: 11/19/2003

HQ Revision 000
:

a. The program manager is authorized to conduct the following types of instrument approach procedures and shall not conduct any other types.

Instrument Approach Procedures (Other Than ILS & MLS) Non-Precision Approaches Without Vertical Guidance	Instrument Approach Procedures (Other Than ILS & MLS) Precision-Like Approaches With Vertical Guidance	Precision Approach Procedures (ILS, MLS, & GLS)

b. Conditions and Limitations.

(1) All the approaches approved by this management specification must be published in accordance with Title 14 of the Code of Federal Regulations (14 CFR) Part 97 or the foreign State authority.

(2) Approach procedures listed in column 1 of this management specification must be trained and conducted in accordance with an approved procedure that assures descent will not go below Minimum Descent Altitude (MDA) unless the required visual references for continuing the approach are present.

(3) Approach procedures listed in column 2 of this management specification authorize the program manager to conduct instrument approach procedures approved with vertical guidance that provide a precision-like approach and are to be trained using an approved method that allows descent to a published decision altitude (DA).

H103 Straight-In Category I Non-Precision Approach Procedures - All Airports HQ Control: 11/19/2003

HQ Revision 000

:

a. Except as provided in this paragraph, the program manager shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport, provided that the fastest approach speed used in the final approach segment is less than 91 knots, the program manager is authorized to conduct straight-in instrument approach procedures using the following:

(1) The published Category A minimum descent altitude (MDA) or decision height (DH), as appropriate.

(2) One-half of the published Category A visibility/RVR minimum or the visibility/RVR minimums prescribed by this paragraph, whichever is higher.

b. Straight-In Category I Nonprecision Approach Procedures. The program manager shall not use an IFR landing minimum for straight-in nonprecision approach procedures, lower than that specified in the following table. Touchdown Zone (TDZ) RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway. (See NOTE 7).

NONPRECISION APPROACHES					
Approach Light Configuration	HAT (See NOTES 1, 2, & 3)	Helicopters Operated at Speeds of 90 kts or Less (see NOTE 6)		Helicopters Operated at Speeds More Than 90 Knots	
		Visibility In SM.	TDZ RVR In Feet	Visibility In SM.	TDZ RVR In Feet
No Lights	250	3/8	2000	1	5000
ODALS or MALS or SALS	250	3/8 (See NOTE 5)	1600 (See NOTE 5)	3/4	4000
MALSR or SSALR or ALSF-1 or ALSF-2	250	1/4 (See NOTE 5)	1600 (See NOTE 5)	1/2 (See NOTE 4)	2400 (See NOTE 4)
DME ARC any light configuration	500	3/4	4000	1	5000

NOTE 1: For NDB approaches with a FAF, add 50 ft. to the HAT.

NOTE 2: For NDB approaches without a FAF, add 100 ft. to the HAT.

NOTE 3: For VOR approaches without a FAF, add 50 ft. to the HAT.

NOTE 4: For NDB approaches, the lowest authorized visibility is 3/4 and the lowest RVR is RVR 4000.

NOTE 5: For NDB approaches, the lowest authorized visibility is 3/8 and the lowest RVR is RVR 2000.

NOTE 6: A visual descent gradient of 6 degrees or more is required and must be used when operating with

these minimums.

NOTE 7: The Mid RVR and Rollout RVR reports (if available) provide advisory information to pilots.

The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the program manager is authorized operations at foreign airports, the following criteria apply.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA or DH is not specified, the lowest authorized MDA or DH shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For nonprecision approaches, the MDA may be rounded to the next higher interval of 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the program manager shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

H104 Helicopter En Route Descent Areas

**HQ Control: 11/19/200
3**

**HQ Revision 000
:**

The program manager is authorized to conduct IFR helicopter operations using helicopter en route descent procedures within the areas authorized in this paragraph. The program manager shall conduct all helicopter en route descent operations in compliance with the lowest authorized altitudes (LAA), limitations, and other conditions specified in this paragraph.

a. Special Limitations.

(1) The descent area must be entirely over water.

(2) Descent below 700 feet above the surface is not authorized whenever any of the following conditions exist:

(a) Any obstruction is detected in the helicopter en route descent area.

(b) A radio altimeter is not installed or is inoperative.

(c) Surface mapping radar is not installed or is inoperative.

(3) The lowest altitude used for IFR flight in any helicopter en route descent area shall not be lower than 400 feet above the surface.

b. Authorized Helicopter En Route Descent Operations. The lowest authorized altitudes for IFR flight and the authorized helicopter en route descent areas are specified in the following table.

Authorized Helicopter En Route Descent Areas	Lowest Authorized Altitude (LAA)	Remarks, Limitations, and Conditions

H105 Alternate Airport IFR Weather Minimums

HQ Control: 11/19/2003

HQ Revision 000
:

The program manager is authorized to derive alternate airport weather minimums from the following table. In no case shall the program manager use an alternate airport weather minimum lower than any applicable minimum derived from this table. In determining alternate airport weather minimums, the program manager shall not use any published instrument approach procedure which specifies that an alternate airport weather minimums are not authorized.

Alternate Airport IFR Weather Minimums		
Approach Facility Configuration	Ceiling	Visibility
For airports with at least one operational navigational facility providing a straight-in nonprecision approach procedure, or a straight-in precision approach procedure, or, when applicable, a circling maneuver from an instrument approach procedure.	A ceiling derived by adding 200 ft. to the published HAT or HAA for the approach to be flown.	1 sm. but never less than the published minimum visibility for the approach to be flown.

H107 Special Restrictions for Foreign Terminal Instrument Procedures HQ Control: 11/19/200
3

HQ Revision 000
:

The special restrictions listed in the following table are necessary for the foreign terminal instrument procedures specified in this paragraph to be equivalent to ICAO (PANS-OPS) or U.S. (TERPS) criteria. The program manager shall conduct all operations at these airports, using these instrument procedures, in accordance with the restrictions specified for that airport.

Airport (Ident)	Procedure Identification	Restrictions

H108 Category II Instrument Approach and Landing Operations

HQ Control: 11/19/2003

HQ Revision 000
:

The program manager is authorized to conduct Category II instrument approach and landing operations to the airports and runways listed in subparagraph g. using the procedures and minimums specified in this paragraph and shall conduct no other Category II operations.

a. **Category II Approach and Landing Minimums and Authorized Aircraft.** The program manager shall not use any Category II IFR landing minimums lower than those prescribed by any applicable published Category II instrument approach procedure. The Category II IFR landing minimums prescribed by these management specifications are the lowest Category II minimums authorized for use at any airport. The program manager is authorized to use the following Category II straight-in approach and landing minimums at authorized airports and runways for the aircraft listed in the following table, provided the special limitations in subparagraph g. are met.

Aircraft M/M/S	DH Not less Than	Lowest Authorized RVR

b. **Required Category II Airborne Equipment.** The flight instruments, radio navigation equipment, and other airborne systems required by the applicable Part of the Title 14 Code of Federal Regulations (CFR) and the FAA Approved Rotorcraft Flight Manual for the conduct of Category II operations must be installed and operational. The additional airborne equipment listed or referenced in the following table is also required and must be operational for Category II operations.

Aircraft M/M/S Additional Equipment & Special Provisions	Kind of Category II operation

c. **Required RVR Reporting Equipment.** The program manager shall not conduct any Category II operation, unless the following RVR reporting systems are installed and operational for the runway of intended landing:

(1) For authorized landing minimums of RVR 1600, the Touchdown Zone RVR reporting system is required and must be used. This RVR report is controlling for all operations.

(2) For authorized landing minimums of RVR 1200, the Touchdown Zone and the Rollout RVR reporting systems are required and must be used. The Touchdown Zone RVR report is controlling for all operations and the Rollout RVR report provides advisory information to pilots. The Mid RVR report (if available) provides advisory information to pilots and may be substituted for the Rollout RVR report if the Rollout RVR report is not available.

d. **Pilot Qualifications.** A pilot-in-command shall not conduct Category II operations in any aircraft until that pilot has successfully completed the program manager’s approved Category II training program, and has been certified as being qualified for Category II operations by one of the program manager’s

check airmen properly qualified for Category II operations or an FAA inspector. The program manager is authorized to conduct Category II operations with those pilots meeting these requirements and shall not conduct any other Category II operations.

e. Operating Limitations. The program manager shall not begin the final approach segment of an instrument approach procedure, unless the latest reported controlling RVR is at or above the minimums authorized for the operation being conducted. If the aircraft is established on the final approach segment and the controlling RVR is reported to decrease below the authorized minimums, the approach may be continued to the DH applicable to the operation being conducted. The program manager shall not begin the final approach segment of an instrument approach procedure when the Touchdown Zone RVR report is less than RVR 1800, unless all of the following conditions are met:

(1) The airborne equipment required by subparagraph b. above is installed and operating satisfactorily.

(2) The required components of the Category II ground system are installed and in normal operation including all of the following:

(a) Each required component of the ground based Category II navigation system. For ILS operations, a precision or surveillance radar fix, a designated NDB, VOR, DME fix, or a published minimum GSIA fix may be used in lieu of an outer marker. Except for Category II instrument approach procedures designated as "RA NA" (radar/radio altimeter not authorized) operative radar/radio altimeters may be used in lieu of an inner marker. A middle marker is not required.

(b) ALSF-1 or ALSF-2 approach lighting systems or foreign equivalents. Sequenced flashing lights are required at U.S. airports. Unless required by a specific country, sequenced flashing lights are not required at foreign airports.

(c) High intensity runway lights.

(d) Approved touchdown zone lights and runway centerline lights.

(3) The RVR reporting systems required by subparagraph c. above are operating satisfactorily.

(4) The crosswind component on the runway of intended landing is 10 knots or less.

f. Missed Approach Requirements. A missed approach shall be initiated when any of the following conditions exist:

(1) Upon reaching the authorized decision height, the pilot has not established sufficient visual references with the Category II lighting system to safely continue the approach by visual reference alone.

(2) After passing the authorized decision height, the pilot loses visual reference with the Category II lighting system, or a reduction in visual reference occurs which prevents the pilot from safely continuing the approach by visual reference alone.

(3) The pilot determines that a landing cannot be safely accomplished within the touchdown zone.

(4) Before arriving at DH, any of the required elements of the Category II ground system becomes inoperative.

(5) Any of the airborne equipment required for the particular Category II operation being conducted becomes inoperative. However, if the program manager is authorized both manually flown and

automatically flown Category II operations, an automatic approach may be continued manually using the approved manual systems, provided the automatic system has malfunctioned and is disengaged higher than 1000 feet above the elevation of the touchdown zone.

g. Authorized Category II Airports and Runways. The program manager is authorized Category II operations at airports and runways approved for Category II operations in Title 14 CFR Part 97. Category II operations are also authorized for the airports and runways listed in the following table.

Airport (Ident)	Runways	Special Limitations

H109 Category III Instrument Approach and Landing Operations

HQ Control: 11/19/2003

HQ Revision 000
:

The program manager is authorized to conduct Category III instrument approach and landing operations to the airports and runways listed in subparagraph g. using the procedures and minimums specified in this paragraph and shall conduct no other Category III operations.

a. Category III Approach and Landing Minimums. The program manager is authorized to use the following Category III straight-in approach and landing minimums for the aircraft listed below at authorized airports and runways, provided the special limitations in subparagraph g. are met. These minimums are the lowest authorized at any airport.

1. Category IIIa Fail-Passive Operations

Aircraft M/M/S	DH	Lowest Authorized RVR

2. Category IIIa Fail-Operational Operations

Aircraft M/M/S	DH/AH	Lowest Authorized RVR

3. Category IIIb Fail-Operational Operations

Aircraft M/M/S	DH/AH	Lowest Authorized RVR

b. Required Category III Airborne Equipment. The flight instruments, radio navigation equipment, and other airborne systems required by the applicable Part of the Title 14 Code of Federal Regulations (CFR) must be installed and operational for the Category III operations. The additional airborne equipment listed or referenced in the following table is also required and must be operational for Category III operations.

Aircraft M/M/S Additional Equipment & Special Provisions	CAT IIIa	CAT IIIb

c. Required RVR Reporting Equipment. The program manager shall not conduct any Category III operation unless the following RVR reporting systems are installed and operational for the runway of intended landing.

(1) For Category III landing minimums as low as RVR 600 (175 meters), the Touchdown Zone, Mid, and Rollout RVR reporting systems are required and must be used. Touchdown Zone and Mid RVR reports are controlling for all operations. The Rollout report provides advisory information to pilots.

(2) For Category IIIb landing minimums below RVR 600 (175 meters) using fail-passive rollout control systems, the Touchdown Zone, Mid, and Rollout RVR reporting systems are required and must be used. All three RVR reports are controlling for all operations.

(3) For Category IIIb landing minimums below RVR 600 (175 meters) using fail-operational rollout control systems, the Touchdown Zone, Mid, and Rollout RVR reporting systems are normally required and are controlling for all operations. If one of these RVR reporting systems is temporarily inoperative, these operations may be initiated and continue using the two remaining RVR reporting systems. Both RVR reports are controlling.

d. Pilot Qualifications. The minimums prescribed in subparagraphs a. and g. are authorized for only those pilots-in-command and seconds-in-command who have completed the program manager's approved Category III training program and who have been certified as qualified for Category IIIa, or Category IIIa and Category IIIb operations, by one of the program manager's check airmen properly qualified for Category III operations or an FAA inspector. No pilot-in-command shall be authorized to conduct Category III operations in a helicopter unless that pilot has had at least 100 hours as pilot-in-command in the specific make and model helicopter used in the Category III operation.

e. Operating Limitations. The program manager shall not begin the final approach segment of an instrument approach procedure, unless the latest reported controlling RVR for the landing runway is at or above the minimums authorized for the operation being conducted. If the aircraft is established on the final approach segment and the controlling RVR is reported to decrease below the authorized minimums, the approach may be continued to the AH/DH applicable to the operation being conducted. Unless all of the following conditions are met, the program manager shall not begin the final approach segment of a Category IIIa instrument approach when the controlling RVR for the landing runway is reported to be less than Category II minimums, or begin the final approach segment of a Category IIIb instrument approach when the controlling RVR for the landing runway is reported to be less than Category IIIa minimums:

(1) The airborne equipment required by subparagraph b. is operating satisfactorily.

(2) All required elements of the Category III ground system, except sequence flashing lights, are in normal operation. For ILS operations, a precision or surveillance radar fix, a NDB, VOR, DME fix, or a published minimum GSIA fix may be used in lieu of an outer marker.

(3) All Category III operations using minimums below RVR 600 shall be conducted to runways which provide direct access to taxi routings equipped with serviceable taxiway centerline lighting which meets U.S. or ICAO criteria for Category III operations.

(4) The crosswind component on the landing runway is 10 knots or less.

f. Missed Approach Requirements.

(1) For Category IIIa approaches with a fail-passive flight control system, a missed approach shall be initiated when any of the following conditions exist:

(a) At the DH, if the pilot has not established sufficient visual reference with the touchdown zone or touchdown zone lights to verify that the aircraft will touchdown in the touchdown zone.

(b) If, after passing DH, visual reference is lost or a reduction in visual reference occurs which prevents the pilot from continuing to verify that the aircraft will touchdown in the touchdown zone.

(c) When a failure in the fail-passive flight control system occurs prior to touchdown.

(d) If the pilot determines that touchdown cannot be safely accomplished within the touchdown zone.

(e) When any of the required elements of the ground system becomes inoperative before arriving at DH. However, Category III approaches and landings may be continued if sequence flashers are inoperative.

(2) For fail-operational Category IIIa approaches with a rollout control system and for Category IIIb approaches, a missed approach will be initiated when any of the following conditions exist:

(a) Unless a fail-passive rollout control system is used for Category IIIa/Category IIIb RVR 600 operations, or a fail-operational rollout control system is used for Category IIIb operations with minimums below

RVR 600, a missed approach is required upon reaching the AH/DH if the latest reported controlling RVR is below the applicable minimums.

(b) At the DH, when a DH is used, if the pilot has not established sufficient visual reference with the touchdown zone or touchdown zone lights to verify that the aircraft will touchdown in the touchdown zone.

(c) If, after passing the DH when a DH is used, visual reference is lost or a reduction in visual reference occurs which prevents the pilot from continuing to verify that the aircraft will touchdown in the touchdown zone.

(d) If the pilot determines that touchdown cannot be safely accomplished within the touchdown zone.

(e) If, before reaching the AH/DH, the pilot cannot determine that the rollout control system is available.

(f) When a failure occurs in one of the required systems in the aircraft before reaching AH/DH.

(g) Before reaching the AH or DH, as applicable, any of the required elements of the ground system becomes inoperative. However, Category III approaches and landings may be continued if sequence flashers are inoperative.

(3) The preceding subparagraphs, f.(1) and (2) do not preclude continuation of a higher minimum Category approach if the system failures do not affect the systems required for the higher approach minimums.

g. Authorized Category III Airports and Runways. The program manager is authorized to conduct Category III operations at airports and runways listed in the following table.

Airport (Ident)	Runways	Special Limitations

H110 Flight Control Guidance Systems for Automatic Landing Operations Other Than Categories II and III

HQ Control: 11/19/2003

HQ Revision 000
:

The program manager is authorized to conduct automatic approach and landing operations (other than Categories II and III) at suitably equipped airports. The program manager shall conduct all automatic approach and landing operations in accordance with the provisions of this paragraph.

a. Authorized Aircraft and Flight Control Guidance Systems. The program manager is authorized to conduct automatic approach and landing operations using the following aircraft and automatic flight control guidance systems.

Aircraft M/M/S	Automatic Navigation Systems (Manufacturer/Model)

b. Special Limitations.

(1) The program manager shall conduct all operations authorized by this paragraph in accordance with applicable Parts of the Title 14 Code of Federal Regulations (CFR) and the airworthiness certification basis of the automatic flight control guidance system used.

(2) The program manager shall not conduct automatic landing operations to any runway using these systems, unless the program manager determines that the flight control guidance system being used permits safe automatically flown approaches and landings to be conducted at that runway.

(3) The program manager shall not conduct any operations authorized by this paragraph, unless the program manager's approved training program provides training in the equipment and special procedures to be used.

(4) Except when automatic approaches and landings are performed under the supervision of a properly qualified check airman, any pilot used by the program manager to conduct automatic approaches and landings must be qualified in accordance with the program manager's approved training program.

H111 Manually Flown Flight Control Guidance System Certified for Landing Operations Other Than Categories II and III

HQ Control: 11/19/2003

HQ Revision 000

:

The program manager is authorized to conduct approach and landing operations (other than Categories II and III) at suitably equipped airports using manually flown flight control guidance systems approved for landing operations. The program manager shall conduct all approach and landing operations authorized by this paragraph in accordance with the provisions of this paragraph.

a. Authorized Aircraft and Manual Flight Control Systems. The program manager is authorized to conduct approach and landing operations using the following aircraft and manually flown flight control guidance systems that are certified for landing operations.

Aircraft M/M/S	Manual Flight Control Guidance Systems (Manufacturer/Model)

b. Special Limitations.

(1) The program manager shall conduct all operations authorized by this paragraph in accordance with applicable Parts of the Title 14 Code of Federal Regulations (CFR) and the airworthiness certification basis of the manually flown flight control guidance system being used.

(2) The program manager shall not conduct landing operations to any runway using these systems, unless the program manager determines that the flight control guidance system being used permits safe, manually flown approaches and landings to be conducted at that runway.

(3) The program manager shall not conduct any operations authorized by this paragraph, unless the program manager's approved training program provides training in the equipment and special procedures to be used.

(4) Except when operations are performed under the supervision of a properly qualified check airman, any pilot used by the program manager to conduct manually flown approaches and landings using these systems must be qualified for the operation being conducted in accordance with the program manager's approved training program.

H112 Instrument Approach Operations Using an Area Navigation System

HQ Control: 11/19/2003

HQ Revision 000
:

The program manager is authorized to conduct Category I published RNAV instrument approach procedures using area navigation systems to the airports and runways approved for such operations in Title 14 Code of Federal Regulations (CFR) Part 97 or these management specifications and shall conduct all such operations in accordance with the provisions of these management specifications.

a. Authorized Aircraft and Equipment. The program manager is authorized to conduct instrument approach operations using the following aircraft and area navigation systems.

Aircraft M/M/S	Area Navigation Systems (Manufacturer/Model)

b. Special Limitations.

(1) The program manager shall not conduct any operation authorized by this paragraph, unless the program manager's approved training program provides training in the equipment and special procedures to be used.

(2) A pilot-in-command shall not conduct operations authorized by this paragraph until that pilot has successfully completed the program manager's approved training program. The pilot must be certified as qualified (by one of the program manager's check airmen or an FAA inspector) for instrument approach operations using the installed area navigation system.

(3) During the initial 6 months of operation with a particular aircraft and area navigation system combination, the program manager shall not use IFR approach and landing minimums, for that particular aircraft system combination, lower than 200 feet and 1/2 statute mile above the lowest MDA/DH and visibility/RVR minimums authorized for instrument approaches and landings at that airport using area navigation systems.

**H113 Special Terminal Area IFR Rotorcraft Operations in Class G
Airspace--Nonscheduled Passenger and All-Cargo Operations**

**HQ Control: 11/19/200
3**

**HQ Revision 000
:**

The program manager is authorized to conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace specified in accordance with the limitations and provisions of this paragraph. The program manager shall not conduct any other special terminal area IFR operations under this management specification.

a. The program manager is authorized to conduct these operations provided that the program manager determines that:

- (1) The airport is served by an authorized instrument approach procedure.
- (2) The airport has an approved source of weather.
- (3) The airport has a suitable means for the pilot-in-command to acquire air traffic advisories and the status of airport services and facilities.
- (4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

b. The program manager is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace provided that at the time of any operation to that alternate or diversionary airport, the program manager determines that the provisions specified in subparagraphs a(1) through (4) are met.

H114 Special Helicopter Authorizations, Provisions, and Limitations into Certain Airports **HQ Control: 9/8/200**
4

HQ Revision 010
:

- a. The program manager is authorized, under these management specifications, to conduct special helicopter operations at the following airports.

- b. The program manager shall conduct all operations at these airports in accordance with the provisions and limitations specified in this paragraph for each airport.

Airports and Special Provisions

Airport ICAO Identifier	Special Provisions and Limitations

**H117 Straight-in Category I Precision Instrument Approach Procedures HQ Control: 11/19/200
- All Airports**

3

HQ Revision 000

:

a. Except as provided in this paragraph, the program manager shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport, provided that the fastest approach speed used in the final approach segment is less than 91 knots, the program manager is authorized to conduct straight-in precision instrument approach procedures using the following:

(1) The published Category A minimum descent altitude (MDA) or decision height (DH), as appropriate.

(2) One-half of the published Category A visibility/RVR minimum or the visibility/RVR minimums prescribed by this paragraph, whichever is higher.

b. Straight-In Category I Precision Approach Procedures. The program manager shall not use an IFR landing minimum for straight-in precision approach procedures lower than that specified in the following table. Touchdown zone RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway. (See NOTE 2.)

Precision Approaches		Full ILS (See NOTE 1), MLS, or PAR			
Approach Light Configuration	HAT	Helicopters Operated at Speeds of 90 Knots or Less		Helicopters Operated at Speeds More Than 90 Knots	
		Visibility In SM.	TDZ RVR In Feet	Visibility In SM.	TDZ RVR In Feet
No Lights or ODALS or MALSR or SSALS	200	3/4	3500	3/4	4000
MALSR or SSALR or ALSF-1 or ALSF-2	200	1/4	1600	1/2	2400
MALSR with TDZ and CL or SSALR with TDZ and CL or ALSF-1/ALSF-2 with TDZ and CL	200	1/4	1600	1/2	1800

NOTE 1: A full ILS requires an operative LOC, GS, and OM or FAF. A precision or surveillance radar fix, an NDB, VOR, DME fix, or a published minimum GSIA fix may be used in lieu of an outer marker.

NOTE 2: The Mid RVR and Rollout RVR reports (if available) provide advisory information to pilots. The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the program manager is authorized operations at foreign airports, the following criteria apply.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA or DH is not specified,

the lowest authorized MDA or DH shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For nonprecision approaches, the MDA may be rounded to the next higher interval of 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the program manager shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

H118 Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver

HQ Control: 11/19/2003

HQ Revision 000
:

a. Except as provided in this paragraph, the program manager shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport. The program manager is authorized to conduct circling maneuvers using the following:

b. Circling Maneuvers. The program manager shall not conduct circling maneuvers when the ceiling is less than 1000 feet or the visibility is less than 3 statute miles, unless the pilot-in-command has satisfactorily completed an approved training program for the circling maneuver or satisfactorily completed a flight check for the circling maneuver. The program manager shall not use a speed during the circling maneuver which is slower than the approved Instrument Flight Minimum Speed (V-mini) specified in the FAA approved Rotorcraft Flight Manual. When conducting an instrument approach procedure which requires a circling maneuver to the runway of intended landing, the program manager shall not use a landing minimum lower than the minimum prescribed for the applicable circling maneuver or a landing minimum lower than specified in the following table, whichever is higher. The lowest authorized IFR landing minimum for instrument approaches which require a circling maneuver to the runway of intended landing shall be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circling maneuver.

Speed Category	HAA	Visibility in statute miles
less than 91 kts	350	1
91 to 120 kts	450	1
121 to 140 kts	450	1 1/2
141 to 165 kts	550	2
above 165 kts	1000	3

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the program manager is authorized operations at foreign airports, the following criteria apply.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA or DH is not specified, the lowest authorized MDA or DH shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For nonprecision approaches, the MDA may be rounded to the next higher interval of 10 foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the program manager shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

H119 Category I Contact Approach Procedures

HQ Control: 11/19/2003

HQ Revision 000
:

a. Except as provided in this paragraph, the program manager shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport. The program manager is authorized to conduct contact approaches using the following:

b. Contact Approaches. The program manager shall not conduct contact approaches, unless the pilot-in-command has satisfactorily completed an approved training program for contact approaches. In addition, the program manager shall not conduct a contact approach unless the approach is conducted to an airport with an approved instrument approach procedure for that airport, and all of the following conditions are met:

(1) The flight remains under instrument flight rules and is authorized by ATC to conduct a contact approach.

(2) The report visibility/RVR for the runway of intended landing is at or above the authorized IFR minimum for the Category I nonprecision approach established for that runway or one statute mile (RVR 5000), whichever is higher.

(3) The flight is operating clear of clouds and can remain clear of clouds throughout the contact approach. The flight visibility must be sufficient for the pilot to see and avoid all obstacles and safely maneuver the aircraft to the landing runway using external visual references.

(4) The flight does not descend below the MEA/MSA, MVA, or the FAF altitude, as appropriate, until:

(a) The flight is established on the instrument approach procedure, operating below the reported ceiling, and the pilot has identified sufficient prominent landmarks to safely navigate the aircraft to the airport, or

(b) The flight is operating below any cloud base that constitutes a ceiling, the airport is in sight, and the pilot can maintain visual contact with the airport throughout the maneuver.

(5) The flight does not descend below the highest circling MDA prescribed for the runway of intended landing until the aircraft is in a position from which a descent to touchdown, within the touchdown zone, can be made at a normal rate of descent using normal maneuvers.

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the program manager is authorized operations at foreign airports, the following criteria apply.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA or DH is not specified, the lowest authorized MDA or DH shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For nonprecision approaches, the MDA may be rounded to the next higher interval of 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the program manager shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

**H121 Special Terminal Area IFR Rotorcraft Operations in Class G
Airspace--Scheduled Passenger Operations**

**HQ Control: 11/19/200
3**

**HQ Revision 000
:**

The program manager is authorized to conduct the following special terminal area IFR rotorcraft operations specified in accordance with the limitations and provisions of this paragraph. The program manager shall not conduct any other special terminal area IFR operations under this management specification.

a. The program manager is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace provided that the program manager determines that:

- (1) The airport is served by an authorized instrument approach procedure.
- (2) The airport has an approved source of weather.
- (3) The airport has a suitable means for the pilot-in-command to acquire air traffic advisories and the status of airport services and facilities.
- (4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

b. The program manager is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace provided that at the time of any operation to that alternate or diversionary airport, the program manager determines that the provisions specified in subparagraphs a(1) through (4) are met.

c. The program manager is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace when, at the scheduled time of operation, the airspace would have been Class D or E airspace but, because of ATC, weather, or mechanical delays, the flight arrives at a time when the controlled airspace is not operational, provided the program manager determines that the provisions specified in subparagraphs a(1) through (4) are met.

d. The program manager is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace provided an authorized instrument approach procedure and the facilities and services listed below are available and operational at the time of the particular operation.

Airport Name/Location & Identifier	Weather Source	Traffic & Airport Advisory Service

H122 Special Non CFR Part 97 Instrument Approach or Departure Procedures for Rotorcraft Operations

HQ Control: 11/19/2003

HQ Revision 000
:

The program manager is authorized to conduct rotorcraft operations using the Special Terminal Instrument Procedures provided the operation is conducted in accordance with the limitations and provisions in the Special Terminal Instrument Procedures described in this management specification.

a. The program manager is authorized to conduct special non CFR Part 97 instrument approach or departure operations specified for the following airports, provided the operation is conducted in accordance with the limitations and provisions listed below:

Airport Name/Location & Identifier	Special Terminal Instrument Procedures

b. Special Limitations or Provisions.

The program manager shall not conduct any operation authorized by this management specification, unless the program manager's approved training program provides training in the equipment and special procedures to be used.