Section 3 Approval of Small Category A Aircraft for Category II Operations—Part 91

4-210 OVERVIEW. The general process of approval or acceptance of certain operations, programs, documents, procedures, methods, or systems is an orderly method used by Flight Standards Service (AFS) inspectors to ensure that such items meet regulatory standards and provide for safe operating practices. It is a modular, generic process that is ideally suited for the approval of Category (CAT) II programs that are solicited by operators from the Federal Aviation Administration (FAA). It is important for an inspector to understand that the process described in this section is not all inclusive, but it is rather a tool to be used with good judgment in conducting day-to-day duties and responsibilities.

4-211 APPLICABILITY. The purpose of this section is to provide operational system safety oversight, analysis, and guidance to principal inspectors (PI) and All Weather Operations Specialists (AWOS) on the authorization of operators of small Category A aircraft (including airplanes and rotorcraft) to conduct CAT II instrument landing system (ILS) and/or Copter ILS with a decision height (DH) below 200 feet approach and landing operations. The principal operations inspector (POI) authorizes these operations via the issuance of letter of authorization (LOA) C059, with concurrence of the regional Flight Standards division (RFSD). The Next Generation (NextGen) Branch (AXX-220) is the point of contact (POC) for CAT II operator approval. The process in this section applies only to U.S. operators of small Category A aircraft under Title 14 of the Code of Federal Regulations (14 CFR) part 91. See Volume 4, Chapter 2, Section 2 for the process to authorize operators for CAT II/III operations under 14 CFR part 91 subpart F (part 91F)(large aircraft), 91 subpart K (part 91K), 121, 125, or 135, and to authorize other helicopter operators for Copter ILS operations with a DH less than 200 feet.

4-212 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES. POIs shall make a PTRS entry to record the actions directed by this section. The PTRS entry shall be listed according to the applicable phase as annotated below. POIs should use the “Comments” section to record comments about interaction with the operators. The applicable PTRS codes for this task are as follows:

- CAT II and/or Copter ILS with DH below 200 feet approval for a small Category A aircraft operator: 1430.
- Copter ILS: 1220. Copter ILS approach procedures to minimums lower than 200 feet DH. The PTRS code is “1220” and the “National Use” field entry should be listed as “HBAT CILS.” The comments section of the PTRS should be used to record the disposition of the applicant’s request.

4-213 PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. This task requires knowledge of regulatory requirements of part 91 and FAA policies and qualification as an aviation safety inspector (ASI) (Operations).

B. Coordination. This task requires coordination with avionics and airworthiness units.
4-214 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Title 49 of the United States Code (49 U.S.C.) §§ 40101(a), 40113(a), 41103(b)(2), 44709(a), 46105(a), 46106, 40103(e), 41101(c), 44505(a)(1)(A) and/or (B), 44702, 44721, 41101(a)(b), 41102, 41701, and 41702.
- Title 14 CFR Parts 91 and 97.
- FAA Order 7110.65, Air Traffic Control.
- AC 97-1, Runway Visual Range (RVR).
- AC 120-57, Surface Movement Guidance and Control System.
- AC 91-16, Category II Operations - General Aviation Airplanes.
- Technical Standard Orders (TSO).
- U.S. Flight Information Publications (FLIP).
- Aeronautical Information Manual (AIM).

B. Forms. None.

C. Job Aids. Figure 4-16, Small Category A Category II Job Aid.

4-215 DEFINITIONS.

A. Category (CAT) A Aircraft. A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at the maximum certificated landing weight, and that speed must be less than 91 knots. The FAA authorizes deviation for an operator of a small Category A aircraft (less than 12,500 pounds certificated takeoff weight) to use such an aircraft in CAT II operations without meeting the requirements of part 91, §§ 91.189, 91.191, and 91.205(f).

B. Copter Instrument Landing System (ILS) Approach Approval. An authorization issued after a successful demonstration of this capability provides the holder the authority to descend to a DH of less than 200 feet with a visibility as low as Runway Visual Range
C. Standard Category (CAT) II Operations. CAT II operations are approach and landing operations conducted with a DH of less than 200 feet (60 meters), but not less than 100 feet (30 meters), and an RVR of not less than 1,200 feet (350 meters).

4-216 OBJECTIVE. The objective of this task is to determine if an operator of a small Category A civil aircraft (airplane or rotorcraft) has developed acceptable procedures to conduct safe instrument approaches to CAT II minimums and/or Copter ILS minimums with a DH below 200 feet. Successful completion of this task results in acceptance or rejection of the operator’s proposed CAT II procedures manual (if required) and issuance or denial of LOA C059 to part 91 small Category A aircraft operators.

4-217 APPROVAL METHOD. A part 91 small Category A aircraft operator is issued LOA C059 in Web-based automated Operations Safety System (WebOPSS) for CAT II operations and/or Copter ILS operations with a DH below 200 feet.

4-218 SMALL Category A AIRCRAFT CAT II AND COPTER ILS OPERATIONS. The DH and RVR for an aircraft on an ILS approach is specified on the part 97 Standard Instrument Approach Procedure (SIAP) chart. The DH for a CAT I ILS approach is 200 feet or more above the touchdown zone (TDZ) or threshold and the RVR minimums is 1,800 feet or greater. The FAA determined that altitude and visibility values could be lowered based upon the demonstrated skill of the flightcrew and the performance of the aircraft and ground-based navigation equipment. The FAA has authorized certain operators to use lower-than-normal CAT I ILS minimums at specified airports after demonstrating the ability to conduct safe instrument approaches.

A. Copter ILS and Helicopter CAT II Approval. Copter ILS and Helicopter CAT II approval will permit operators to fly to minimums no lower than 100 feet height above touchdown (HAT) and/or to visibilities no lower than RVR 1200 on published part 97 Copter ILS and CAT II ILS procedures. An unpublished DH reduction is not authorized; e.g., the authorized DH is no lower than the relevant minimum on the instrument approach procedure (IAP). The visibility minimum may be reduced in accordance with part 97, § 97.3. For operations with DH below 150 feet, either a marker beacon receiver providing aural and visual indications of the inner marker (IM) or a functioning radio altimeter (RA) is required.

B. Small Category A Airplane CAT II Approval. Small Category A airplane CAT II approval permits operators to fly to minimums no lower than 100 feet height above threshold (HATH) and to visibilities no lower than RVR 1200 on published part 97 CAT II ILS procedures. Reductions to CAT I ILS procedures are not authorized. For operations with DH below 150 feet, either a marker beacon receiver providing aural and visual indications of the IM or a functioning RA is required.

C. Approaches Authorized. Operators approved for CAT II approaches conducted under part 91 may conduct any part 97 public CAT II approaches (i.e., published approaches).
The specific approaches do not have to be listed in the LOA. Small Category A aircraft, CAT II, and Copter ILS operations to a DH below 200 feet are not authorized when operating for compensation or hire.

4-219 APPLICATION FOR DEVIATION. Section 91.193 provides for deviations to the requirements of §§ 91.189, 91.191, and 91.205(f). This authority applies to the operation of small Category A aircraft that meet the requirements listed in § 97.3. Initial contact can occur in any of several forms (telephone conversation, in-person visit, letter, submission of an application, etc.). Before approval of a CAT II authorization, an operator must accomplish the following:

A. Letter of Intent (LOI). The applicant should submit an LOI (Figure 4-15, Sample Letter of Intent to Conduct Category II and/or Copter Instrument Landing System Operations) containing specific information about the proposed operation (e.g., the types of aircraft, Schedule of Events (SOE), aircraft and avionics configurations, and a description of the maintenance and inspection program). Operators should state the extent of relief requested from the requirements of §§ 91.189, 91.191, and/or 91.205(f). This LOI must be submitted to the appropriate Flight Standards District Office (FSDO).

B. FSDO Receipt. Upon receipt of an LOI requesting a small Category A aircraft CAT II and/or Copter ILS deviation, the inspector shall provide the applicant a copy of the small Category A aircraft approval job aid (Figure 4-16) and inform the applicant of the requirements for approval. Provide a copy of the LOI to the airworthiness and avionics units for timely coordination and review. The applicant can find additional information in AC 91-16, available at http://www.faa.gov/regulations_policies/advisory_circulars/.

C. Application Package. When the applicant submits a completed job aid and application package, the inspector should review the application package for completeness, verify that the aircraft/avionics are equipped as required in paragraph 4-222, and forward that data to the RFSD NextGen Branch (AXX-220). RFSD concurrence is required for all small Category A aircraft, CAT II ILS, and Copter ILS authorizations.
Figure 4-15 Sample Letter of Intent to Conduct Category II and/or Copter Instrument Landing System Operations

[date]

The Hi-Flyer Company (proposed CAT II operator)
350 Mulberry Avenue
Portland, ME

Dear Inspector:

The Hi-Flyer Company operates a Cessna T-210F, N6114R on a regular basis into and out of the Portland International Jetport, Portland, Maine (PWM). Because of the predominant inclement weather (fog) during certain months of the year, we find it necessary to conduct instrument landing system (ILS) approaches to Runway 11 on a regular basis.

Our experience at Portland is that we often execute a missed approach and proceed to our alternate when ceilings of 100 feet and RVR 1600 are predominant.

Our aircraft is equipped with dual Nav-Coms, one glideslope receiver, a 75 MHz marker beacon receiver capable of receiving the outer, middle, and inner markers, and an automatic direction finder (ADF). Routine aircraft and avionics maintenance is performed by Aero Maintenance located at Bidwell Field. Aero Maintenance is an FAA-approved repair station.

Initially, we anticipate qualifying one pilot, Mr. James T. Moore. His total flight time exceeds 1,800 hours, with 350 hours in our Cessna 210 and a total of 117 hours of instrument time. He holds Airline Transport Pilot Certificate Number 1530983 with an airplane single-engine land rating and a Class II medical certificate issued on (date). Mr. Moore is available for any pilot qualifications checks the FAA may require. We would like to begin our certification process immediately. We look forward to hearing from you.

Sincerely,

Mr. Theodore Everberg, President
Figure 4-16  Small Category A Category II Job Aid

Part 91 Small Category A Aircraft, CAT II ILS, or Copter ILS Below 200 Feet DH—Job Aid

This job aid lists the critical items necessary to evaluate a request for CAT II authorization for a 14 CFR part 91 small Category A aircraft. List the authorization(s) sought below:

Small Category A CAT II: □ Yes □ No  Copter ILS below 200 feet DH: □ Yes □ No

Pilot:        Phone Number:        E-mail Address:
Certificates Held:        Certificate Number:
Ratings Held:        CAT II Rating Date:
Aircraft Make and Model:        Aircraft Registration:
Aircraft Location:        Proposed Demonstration Date:
Proposed Demonstration Location:

1. Aircraft Equipment. Is the aircraft equipped with the following instruments and equipment?

The instruments and equipment specified in § 91.205(d): □ Yes □ No
A communication system that does not affect the operation of the ILS systems: □ Yes □ No
A marker beacon receiver that provides distinctive aural and visual indications of the outer and middle marker: □ Yes □ No
One sensitive altimeter adjustable for barometric pressure having a placarded correction for altimeter scale error, in the absence of a radio altimeter: □ Yes □ No
One vertical speed indicator: □ Yes □ No
For operations with DH below 150 feet, either a marker beacon receiver providing aural and visual indications of the inner marker or a functioning radio altimeter: □ Yes □ No
Warning systems for immediate detection by the pilot of system faults in the ILS and the radio altimeter (if required): □ Yes □ No
An externally vented static pressure system with an alternate static pressure source: □ Yes □ No
A heat source for the airspeed system pilot tube installed or an equivalent means of preventing malfunctioning because of icing of the pilot system: □ Yes □ No
Remarks:

2. CAT II Manual (See 14 CFR Part 91 Appendix A, § 91.191). Does your CAT II manual contain all of the following information:

The registration number, make, and model of the aircraft to which it applies: □ Yes □ No
A maintenance program as specified in part 91 appendix A, section 4
(see the current regulations—June 2010 regulations are attached to this job aid):

- Yes
- No

The procedures and instructions related to:

- Recognition of DH:
- Use of RVR information:
- Approach monitoring:
- The decision region (the region between the middle marker/final approach fix (FAF) and the DH):
- Maximum permissible deviations of the basic ILS indicator within the decision region:
- Missed approach:
- Use of airborne low approach equipment:
- Minimum altitude for the use of the autopilot (if applicable):
- Instrument and equipment failure warning systems:
- Procedures in the event of instrument failure:

Remarks:

Name (Print)  Signature  Date

4-220 REVIEW OF APPLICATION PACKAGE.

A. Pilot Certification and Recency. The applicant must be authorized for CAT II operations and meet all CAT II recency requirements in accordance with 14 CFR part 61, §§ 61.57 and 61.67. LOA C059 cannot be issued to a pilot who does not meet the CAT II certification and recency requirements at the time of issuance. The pilot may elect to concurrently seek CAT II authorization under part 61 and conduct the aircraft evaluation required in this approval process.

B. Manual Requirements. Coordinate review of the manual with the airworthiness and avionics units as necessary. The following information and procedures should be included in the CAT II manual (see part 91 appendix A, section 1(b)):

1) Aircraft Identification. Registration number, serial number, make, and model of the aircraft to which it applies.

3) Procedures. The procedures and instructions related to:
   a) DH.
   b) Use of RVR information.
   c) The decision region (the region between the middle marker (MM)/final approach fix (FAF) and DH).
   d) The maximum permissible deviations of the basic ILS indicator within the decision region.
   e) A missed approach.
   f) Use of equipment minimum altitude for use of autopilot (AP).
   g) Instrument and equipment failure warning systems.
   h) Instrument failure.
   i) Other procedures, instructions, and limitations that may be found necessary by the Administrator.

4) Unsatisfactory CAT II Operations Manual. If the manual is unsatisfactory:
   a) Contact the applicant and explain areas of the CAT II operations manual that need to be corrected.
   b) Prepare a letter of disapproval (Figure 4-17, Sample Letter of Disapproval of a Category II Operations Manual), with a suspense date for submission of the corrected CAT II operations manual.
   c) Retain a copy of the CAT II operations manual for future comparison.
   d) Return the application, the CAT II operations manual, and the letter of disapproval to the applicant.

5) Satisfactory CAT II Operations Manual. If the manual is satisfactory:
   a) Approve the manual in accordance with the criteria in § 91.191 and part 91 appendix A, coordinating with avionics and airworthiness as necessary.
   b) Prepare a letter of approval (Figure 4-18, Sample Letter Indicating Approval of a Category II Operations Manual).

C. Maintenance Program Requirements. Each maintenance program must contain the following:
1) A list of each instrument and item of equipment specified in part 91 appendix A, section 2 that is installed in the aircraft and approved for CAT II operations, including the make and model of those specified in part 91 appendix A, section 2(a).

2) A schedule that provides for the performance of the procedures under subparagraph 4-220C5) within 3 calendar-months after the date of the previous inspection. The inspection must be performed by a person authorized by 14 CFR part 43, except that each alternate inspection may be replaced by a functional flight check. This functional flight check must be performed by a pilot holding a CAT II pilot authorization for the type aircraft checked.

3) A schedule that provides for the performance of bench checks for each listed instrument and item of equipment that is specified in part 91 appendix A, section 2(a) within 12 calendar-months after the date of the previous bench check.

4) A schedule that provides for the performance of a test and inspection of each static pressure system in accordance with part 43 appendix E within 12 calendar-months after the date of the previous test and inspection.

5) The procedures for the performance of the periodic inspections and functional flight checks to determine the ability of each listed instrument and item of equipment specified in part 91 appendix A, section 2(a) to perform as approved for CAT II operations, including a procedure for recording functional flight checks.

6) A procedure for assuring that the pilot is informed of all defects in listed instruments and items of equipment.

7) A procedure for assuring that the condition of each listed instrument and item of equipment upon which maintenance is performed is at least equal to its CAT II approval condition before it is returned to service for CAT II operations.

8) A procedure for an entry in the maintenance records required by part 43, § 43.9 that shows the date, airport, and reasons for each discontinued CAT II operation because of a malfunction of a listed instrument or item of equipment.

D. Bench Check Requirements. Any required bench check must:

1) Be performed by a certificated repair station holding one of the following ratings as appropriate to the equipment checked:
   a) An instrument rating.
   b) A radio rating.

2) Consist of removal of an instrument or item of equipment, and performance of the following:
   a) A visual inspection for cleanliness, impending failure, and the need for lubrication, repair, or replacement of parts;
b) Correction of items found by that visual inspection; and

c) Calibration to at least the manufacturer’s specifications unless otherwise specified in the approved CAT II manual for the aircraft in which the instrument or item of equipment is installed.

3) After the completion of one maintenance cycle of 12 calendar-months, a request to extend the period for checks, tests, and inspections is approved if it is shown that the performance of particular equipment justifies the requested extension.

4) The airborne ILS avionics must be operationally checked within the preceding 15 flight hours and 15 days before conducting a Copter ILS or CAT II ILS and found to perform satisfactorily. The check may be performed using ramp or bench test equipment; by a functional flight check conducted by a pilot holding a Copter ILS authorization while flying an unrestricted ILS approach (an ILS approach with a DH no higher than 200 feet HAT and no autocoupler limitations); or by an actual Copter ILS or CAT II ILS approach. Such checks should be recorded in the aircraft logbook or aircraft maintenance records by the person performing the check as provided in § 91.407(b).
Figure 4-17 Sample Letter of Disapproval of a Category II Operations Manual

[Date]

[Applicant’s name and address]

Dear [applicant’s name]:

This is to inform you that the Category II operations manual submitted on [indicate date] has been disapproved for the following reasons:

[list reasons for disapproval]

Please make the corrections noted and resubmit to this office within 15 days of receipt of this letter.

If you have any questions please feel free to contact this office during regular business-hours at the following telephone number [indicate number].

Sincerely,

[POI’s signature]

Figure 4-18 Sample Letter Indicating Approval of a Category II Operations Manual

[Date]

[Applicant’s name and address]

Dear [applicant’s name]:

This is to inform you that the Category II operations manual submitted on [indicate date] has been approved.

If you have any questions please feel free to contact this office during regular business-hours at the following telephone number [indicate number].

Sincerely,

[POI’s signature]

4-221 EVALUATION PROGRAM. An evaluation program will be conducted by the operator when the aircraft flight control guidance system required for CAT II operations is not approved under an appropriate type certificate (TC) or Supplemental Type Certificate (STC) (part 91 appendix A). Information derived from the evaluation program should be used to update appropriate operational procedures and techniques in the operator’s CAT II manual. Request for deviation of the evaluation program must be coordinated with the RFSD.
A. Evaluation Program Requirements. An evaluation program is not required if an applicant has an aircraft in which the instruments and equipment have been TC’d or STC’d for CAT II operations. The applicant must present the rest of the application package for approval. This manual may have been developed by a manufacturer and adapted for a specific operator’s use.

B. Demonstration of Flight Control Guidance System. The equipment to be evaluated for approval will be the flight control guidance system. This program provides a method of approval for those airplane owners or operators having airplanes equipped with a flight control guidance system that is not approved for CAT II operations under an appropriate TC or STC. Satisfactory demonstration will show that the equipment performs to the standards with the reliability necessary for CAT II operations.

C. Requirements for Conducting the Evaluation Program. The procedures and requirements for conducting an evaluation program are prescribed in part 91 appendix A, section 3(e). The following should be considered:

1) When IM receiving equipment is to be used as the primary means of identifying the 100-foot DH, its use will be permitted when the ground equipment is operable. However, in the absence of operable IM ground equipment, the lowest authorized DH is 150 feet using only a barometric altimeter. It will be necessary to rely on barometric altimeters required by part 91 appendix A, section 2(a)(7). These altimeters will be acceptable under that section if:

   a) The altimeters and their static systems meet the requirements of § 91.411 within the past 12 months; and
   b) Altimeter correction data, which considers both scale error and main landing gear wheel height of the airplane, is available to the pilot in command (PIC). Scale error is determined by an altimeter test and inspection under part 43 appendix E.

2) If the first five approaches are successful, the demonstration is complete. Otherwise, a success rate of 90 percent must be achieved for 10 approaches. If this cannot be demonstrated, the application is disapproved. All demonstration approaches must be observed by an FAA inspector and recorded on a suitable form developed by the operator in order to facilitate evaluation. See Figure 4-19, Category II Approach Evaluation, for an example. A successful approach is one in which:

   a) At the 100-foot DH, the indicated airspeed and heading are satisfactory for a normal flare and landing (speed must be plus or minus 5 knots of programmed airspeed, but may not be less than the computed threshold speed if autothrottles are used);
   b) The aircraft at the 100-foot DH is positioned so that the cockpit is within, and tracking so as to remain within, the lateral confines of the runway extended;
   c) Deviation from glideslope after leaving the outer marker (OM) does not exceed 50 percent of full-scale deflection as displayed on the ILS indicator;
d) No unusual roughness or excessive attitude changes occur after leaving the MM; and

e) In the case of an aircraft equipped with an approach coupler, the aircraft is sufficiently in trim when the approach coupler is disconnected at the DH to allow for the continuation of a normal approach and landing.

3) All evaluation approaches must be conducted under simulated instrument conditions after prior arrangement with the controlling air traffic control (ATC) facility. When conducting approaches, the operator should ask ATC to ensure that vehicles or other aircraft on the surface will not move into the ILS critical area. An aircraft or vehicle in the ILS critical area could cause momentary deviations to ILS course or glideslope signals, which may result in an unsatisfactory approach. If the FAA inspector identifies an external condition and is reasonably sure this external condition caused an unsatisfactory approach, that approach may be disregarded at the inspector’s discretion.

4) Although the evaluation approaches are not required to be performed on a CAT II ILS, it is important to note that an unsatisfactory evaluation approach is extremely difficult to attribute to small errors in ILS ground equipment. Many CAT I ILS facilities are capable of meeting CAT II signal standards, but are not monitored to the same tolerances as CAT II/III facilities. An unsatisfactory approach due to a critical error incursion is something that may be identified, but an unsatisfactory approach due to a signal or monitor error outside CAT II limits but within CAT I limits cannot be detected by the PIC or FAA inspector.

5) Flags, lights, aural warnings, and other displays associated with normal and abnormal functioning of the flight control guidance system should be evaluated to determine if they provide the crew with information suitable for a CAT II operation.

6) The PIC conducting an evaluation program is not required to meet the CAT II pilot requirements of § 61.67.

D. Current Form 7711, Application for Certificate of Waiver or Authorization, Authorizations. Operators currently approved using Form 7711 for CAT II operations can continue to conduct CAT II operations under the terms of those approvals until their normal expiration. Upon expiration, a renewal can only be granted by issuing LOA C059, in accordance with this approval process.
**Figure 4-19  Category II Approach Evaluation**

<table>
<thead>
<tr>
<th>CATEGORY II APPROACH EVALUATION</th>
</tr>
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<tbody>
<tr>
<td>Pilot in Command (PIC) ________</td>
</tr>
<tr>
<td>Second in Command (SIC) ________</td>
</tr>
<tr>
<td>Date ______ Registration No. _______</td>
</tr>
<tr>
<td>Airport ___</td>
</tr>
<tr>
<td>Runway ______ Weather ______ Wind ______ FAA Inspector ______</td>
</tr>
</tbody>
</table>

This form will be completed whenever an approach is attempted using the airborne low approach system, regardless of whether the approach is abandoned or concluded successfully.

**APPROACH EVALUATION:**

- Was the approach successful? Yes _____ No _____
- Flight control guidance system used:
  - Auto-coupler ______
  - Flight Director ______
- If equipped and used, did a and b agree? Yes _____ No ______
- Second in Command? Yes _____ No _____
- FAA Inspector? Yes _____ No _____
- Airspeed at middle marker ± at ______ 100' ± ______ from programmed speed?
- If unable to initiate _____ or complete _____ approach (indicate which), indicate the cause:
  - Airborne equipment ______ Identify and describe nature of deficiency.
  - Ground equipment ______ Identify and describe nature of deficiency.
  - Approach control or tower request ______.
- Other ______ State reason:
- Was airplane in trim at 100' for continuation of flare and landings?
- If approach and landing abandoned, state altitude above runway: feet, (state reasons)
- Quality of overall performance: Acceptable _____ Unacceptable _____

PIC Signature
4-222 SMALL CATEGORY A AIRCRAFT SPECIAL PROVISIONS. The following text must be entered into LOA C059, Table 1 when authorizing any operator of small CAT A aircraft.

A. Exceptions to § 91.189. The provisions of § 91.189 apply to all operations conducted in accordance with this authorization. However, when a second in command (SIC) is not required by the aircraft type design, the SIC requirements of § 91.189(a)(1) are not applicable.

B. Exceptions to § 91.205(f). The provisions of § 91.205(f) do not apply with the following exceptions:

1) For operations under the terms of this authorization, the instruments and equipment specified in § 91.205(d) are required together with the following instruments and equipment:
   a) A communication system that does not affect the operation of the ILS systems;
   b) A marker beacon receiver that provides distinctive aural and visual indications of the OM and MM;
   c) One sensitive altimeter adjustable for barometric pressure having a placarded correction for altimeter scale error, in the absence of a RA;
   d) One vertical speed indicator;
   e) For operations with DH below 150 feet, either a marker beacon receiver providing aural and visual indications of the IM or a functioning RA;
   f) Warning systems for immediate detection by the pilot of system faults in the ILS and the RA (if required);
   g) An externally vented static pressure system with an alternate static pressure source; and
   h) A heat source for the installed airspeed system pilot tube or an equivalent means of preventing malfunctioning because of icing of the pilot system.

2) No passengers or property may be carried for compensation or hire.

3) The following minimum applies for ILS approaches to CAT II runways: DH RVR.

4) This authorization applies only to the following: (insert the aircraft make, model, registration, and serial number).

5) Operations under the terms of this authorization will not be conducted unless the required ILS equipment has been operationally checked within the preceding 15 hours of flight time and within 15 days before flight, and has been found to perform satisfactorily for the type of
operation authorized. The check may be performed using ramp test equipment, a functional flight check conducted by a pilot holding a CAT II authorization, or by an actual approach. Such checks should be recorded in the aircraft logbook or aircraft maintenance records by the person performing the check as provided in § 91.407(b).

4-223 OTHER PROCEDURES.

A. District Office File. Establish a district office file on the operator that includes, but is not limited to, a copy of the following, as applicable:

1) LOI.

2) The approved CAT II operations manual.

3) The evaluation program information, if required.

4) LOA C059, if authorized.

5) Letter of disapproval, if not authorized.

6) Other documents of correspondence.

B. Distribution. Send the originals of the following documents to the applicant:

1) The approved CAT II operations manual.

2) LOA C059.

3) The evaluation program.

4) Letter of approval of a CAT II operations manual.

C. Complete the PTRS. Make appropriate PTRS entries.

4-224 TASK OUTCOMES. Completion of this task results in one or more of the following:

- An approved CAT II operations manual.
- A certificate of waiver or authorization.
- Operations specifications (Op Specs) for the aircraft.
- An approved evaluation program.
- A disapproved application.
- A letter indicating disapproval of a CAT II operations manual.
- A letter indicating approval of a CAT II operations manual.

4-225 FUTURE ACTIVITIES.

- Renewal of aircraft authorization.
- Review revisions to the operator’s CAT II operations manual.
• Possible enforcement investigation.

**RESERVED.** Paragraphs 4-226 through 4-240.