NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8000.367

National Policy

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3/12/08

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3/12/09

SUBJ: OpSpec/MSpec/LOA C074, Category I Precision Approach Procedures and IFR Landing Minima – All Airports

1. Purpose of This Notice. This notice provides revised guidance for principal operations inspectors (POI) assigned to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 125 (including the Letter of Deviation Authority (LODA) 125 operators), 129, 135, and 91 subpart K. This notice amends and clarifies the authorization (operations specification (OpSpec) C074, management specification (MSpec) C074, and letter of authorization (LOA) C074) for lower than standard Category (CAT) I Runway Visual Range (RVR) landing minima to approved runways that do not have runway centerline (CL) lighting or runway touchdown zone (TDZ) lighting. This is a mandatory change to C074.

2. Audience. The primary audience for this notice is Federal Aviation Administration (FAA) POIs assigned to operators conducting airplane operations under 14 CFR parts 121, 125 (including the LODA 125 operators), 129, 135, and 91 subpart K. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

3. Where You Can Find This Notice. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators and the public can find this notice at http://fsims.faa.gov.

4. Background. The European Aviation Safety Agency (EASA), formerly the Joint Aviation Authority (JAA), uses 550 meters (1800 RVR) as a base visibility on instrument landing systems (ILS) without the requirement for TDZ/CL lights. Recent harmonization efforts resulted in an FAA/JAA agreement that ILS operations with 1800 RVR do not require TDZ/CL lights if the operator employs the use of aircraft flight director (FD), autopilot (AP), or head-up display (HUD) equipment. Ground equipment, with performance capabilities that may have previously prevented certain airborne operations, may now be used for these operations when the aircraft and avionic capabilities, crew training, and other factors mitigate the ground equipment performance deficits. There are two different standard ILS approach charts with 1800 RVR minima. One is on runways that do not have TDZ/CL lights but do contain a straight-in ILS minimum with the chart note, “RVR 1800 Authorized with use of FD or AP or HUD to DA.” The other is on runways that have TDZ/CL lights but do not contain this procedural note.

5. Guidance. Reduced CAT I landing minima require that the aircraft be equipped with, and flightcrew use, either a FD, AP with an approach coupler, or HUD for each approach flown to a Decision Altitude (DA).

a. 8900.1, volume 3, chapter 18, section 5, contains revised guidance for C074.

b. Appendix A contains a sample of the revised C074 templates, which are available in the automated Operations Safety System (OPSS).

6. Action. POIs should review the revised guidance and C074 template provided in this notice. POIs should provide this notice to the operators, for whom they are responsible, alerting them of updated operating procedures as well as pilot knowledge and training guidance.

7. Disposition. We will permanently incorporate the information in this notice in FSIMS before this notice expires. Direct questions or comments concerning this notice, in regard to operations being conducted under 14 CFR parts 121, 125 (including the LODA 125 operators), 129, 135, or 91 subpart K, to the Flight Operations Branch, AFS-410, at 202-385-4621.

ORIGINAL SIGNED BY
John M. Allen for

James J. Ballough
Director, Flight Standards Service

Appendix A. Sample Paragraph C074, Category I Precision Approach Procedures and IFR Landing Minima – All Airports

a. The certificate holder/operator/program manager/foreign air carrier shall not use any instrument flight rule (IFR) Category I (CAT) landing minimum lower than that prescribed by the applicable published instrument approach procedure. The IFR landing minima prescribed in this paragraph are the lowest CAT I minima authorized for use at any airport.

b. CAT I Precision Approach Procedures. The certificate holder/operator/program manager/foreign air carrier shall not use an IFR landing minimum for CAT I precision approach procedures lower than specified in Table 1.

(1) Touchdown zone (TDZ) Runway Visual Range (RVR) reports, when available for a particular runway, are controlling for all approaches to, and landings on, that runway.

(2) Visibility values below ½ statute mile are not authorized and shall not be used.

(3) The midfield and rollout RVR reports (if available) provide advisory information to flightcrew. The midfield RVR may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

Table 1 - Category I Precision Approaches (Require operative lateral and vertical guidance)

Approach Light Configuration	HAT	Aircraft Category A, B, C, and D	
		Visibility in Statute Miles	TDZ RVR in Feet
No Lights or ODALS	200	3/4	4000
MALS or SALS	200	5/8	3000
MALSR, or SSALR, or ALSF-1 or ALSF-2	200	1/2	2400
MALSR with TDZ and CL, or SSALR with TDZ and CL, or ALSF-1/ALSF-2 with TDZ and CL	200	1/2	1800 (See NOTE 1)
MALSR, or SSALR, or ALSF- 1/ALSF-2	200	1/2	1800 (See NOTE 2)

NOTE 1: If TDZ and/or centerline (CL) lighting is installed but inoperative, see NOTE 2.

NOTE 2: These minima apply without TDZ and CL lighting when operated by a properly qualified flightcrew, using a flight director (FD), autopilot (AP) with an approach coupler, or head-up display (HUD), at authorized airports and runways as described in paragraph c below.

c. Reduced Landing Minima. The certificate holder/operator/program manager/foreign air carrier is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or CL lights, including runways with installed but inoperative TDZ lights and/or CL lights. Reduced CAT I landing minima are authorized in accordance with the following requirements:

(1) The authorized aircraft must be equipped with an approved FD, AP with an approach coupler, or HUD which provides guidance to Decision Altitude (DA). The flightcrew must be required to engage the FD, AP with an approach coupler, or HUD as applicable and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established which allow safe continuation to a landing. Single pilot operators are prohibited from using the FD to reduced CAT I landing minima without accompanying use of an AP or HUD.

(2) Should the FD, AP approach coupler, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless visual reference to the runway environment has been established.

(3) The flightcrew must be trained in the use of the FD, AP approach coupler, or HUD as applicable and demonstrate proficiency in ILS approaches to minima using this equipment.

Part 129 only: (3) The flightcrew must be trained in accordance with their State of the Operator approved training program in the use of the FD, AP approach coupler, or HUD as applicable and demonstrate proficiency in ILS approaches to minima using this equipment on checks conducted to satisfy the foreign air carrier's Civil Aviation Authority (CAA) requirements.

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

(5) The part 97 SIAP has an 1800 RVR minimum in the procedure.

(6) Specific airports and runways that do not have an 1800 RVR minimum in the part 97 approach procedure must be listed in Table 2 below. These airports and runways may only be authorized if found on the AFS-400 list of approved airports and runways.

Table 2 – Airports/Runways with Specific Authorization for 1800 RVR

Airport Name/Identifier	Runways	Special Limitation
TABL01	TABL02	TABL03

(Subparagraph d will not appear in the part 129 operation specification (OpSpec))

d. Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the certificate holder/operator/program manager operates to foreign airports the following applies:

(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 minima 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 Obstacle 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 precision approaches, 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 precision approaches, 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 b of this operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA).

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

(4) When conducting an instrument approach procedure outside the United States, the certificate holder/operator/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 part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as VASI, PAPI).

(f) Runway end identifier lights.