

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.235

National Policy

Effective Date:
8/30/13

Cancellation Date:
8/30/14

SUBJ: OpSpec C060, Category III Instrument Approach and Landing Operations

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) assigned to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135. This notice amends and clarifies the authorization (operations specification (OpSpec) C060) for Category (CAT) III instrument approach and landing operations. This notice amends only C060 templates (i.e., OpSpec C060) for operators conducting airplane operations under parts 121 and 135. This is a mandatory change to OpSpec C060.

2. Audience. The primary audience for this notice is FAA CHDOs and POIs assigned to operators conducting airplane operations under parts 121 and 135. The secondary audience includes Flight Standards Service (AFS) divisions and branches in the regions and in headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. OpSpec C060 authorizes and lists the requirements and limitations for CAT III approach and landing operations. The following changes have been made to the part 121, 135, and 121/135 C060 authorizations:

- The requirement that 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 part 121, § 121.195(b) is deleted.
- The requirement to determine the required runway length in the event of unforecast adverse weather is deleted.

Note: These changes to OpSpec C060 have been made in concert with changes to OpSpec C054 for parts 121 and 135. Runway length requirements given in

OpSpec C054 have been expanded and clarified. This removes the need to repeat the same requirements in OpSpec C060.

5. Guidance. The Flight Technologies and Procedures Division (AFS-400), in cooperation with the Air Transportation Division (AFS-200), the General Aviation and Commercial Division (AFS-800), the International Programs and Policy Division (AFS-50), and industry members of the Operations Specifications Working Group (OSWG), developed this notice. This notice contains the following:

- The sample OpSpec C060 template in Appendix A applies to part 121.
- The sample OpSpec C060 template in Appendix B applies to part 135.
- The sample OpSpec C060 template in Appendix C applies to part 121/135.

6. Action. POIs should review the revised guidance for issuance of OpSpec C060 and OpSpec C054. These modified authorizations should be issued simultaneously to ensure that runway length requirements are met at all times. POIs should provide this notice to the operators for whom they are responsible, alerting them to updated operating procedures, as well as required pilot knowledge and training. This authorization is mandatory, with a compliance date of 90 days from the date of this notice.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Flight Operations Branch (AFS-410) at 202-385-4621.

for

John M. Allen
Director, Flight Standards Service



Appendix A. Sample OpSpec Paragraph C060, Category III Instrument Approach and Landing Operations: 14 CFR Part 121

- a. Authorization. The certificate holder is authorized to conduct 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 certificate holder 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 M/M/S of aircraft,
 - (2) The lowest minima shown on the IAP chart, or
 - (3) Minima in accordance with subparagraph d(5) below.

Table 1, Airplane Systems 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. Special Operational Equipment and Limitations. The certificate holder shall not begin the Final Approach Segment (FAS) of a CAT III instrument approach unless the special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met.
- d. Required RVR Reports. The certificate holder 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.

Table 2, Landing Systems and Associated RVR

Landing System	Rollout System	TDZ RVR	Mid RVR	Rollout RVR
FP or FO	None	600 (175 m)	600 (175 m)	300 (75 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: TDZ and mid RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

- (2) For operations using a fail passive (FP) landing system with a FP or fail operational (FO) 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 FO landing systems with a FP or FO 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., TDZ, 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 FO to FP 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 operations specification (OpSpec) are authorized for only those PICs and SICs who have completed the certificate holder's approved CAT III training program and who have been qualified for CAT III operations by one of the certificate holder's check pilot or FAA inspector.

(2) Before conducting CAT III operations, the PIC must meet the requirements of 14 CFR part 121, § 121.652.

f. Operating Limitations. The certificate holder shall not begin the FAS of a CAT III IAP, 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) LOC and GS.

(b) Outer marker or DME facility used to define the FAF.

Note: A published waypoint or minimum GSIA (Glide Slope Intercept Altitude) fix may be used in lieu of an outer marker or DME fix.

(c) TDZ lights.

(d) Runway centerline (RCL) lights.

(e) HIRL.

(f) ALSF, SSALR, or SALS approach light system or foreign equivalent. Sequence flashing lights (SFL) may be inoperative. However, after passing the outer marker or FAF, CAT III operations 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, European Aviation Safety Agency (EASA), or ICAO criteria for CAT III operations).

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

(5) Once established on the FAS, 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 touchdown cannot be safely accomplished within the TDZ.
 - (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 GS or LOC failure occurs prior to touchdown.
 - (4) The crosswind component at touchdown is greater than 15 knots, or greater than the AFM's crosswind limitations, whichever is more restrictive.
 - (5) When a failure in a FP landing system occurs prior to touchdown, or a failure occurs in a FO 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 FP landing system without a rollout control system, or aircraft using a FP landing system and FP rollout control system:
 - (a) At the DH, if the pilot has not identified the required visual references with the TDZ or TDZ lights to verify that the aircraft will touch down in the TDZ.
 - (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 TDZ.
- h. Authorized CAT III Runways. The certificate holder is authorized to conduct 14 CFR part 97 CAT III IAP 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 ?
ComboBox ▼	Text Box

- i. CAT III Runway Restrictions. The certificate holder is authorized to conduct part 97 CAT III IAP 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) & CAT III Minima ?	Restrictions & Limitations ?
ComboBox ▼	Text Box

- j. Maintenance. The certificate holder must maintain the aircraft and equipment listed in Table 1 in accordance with its approved Lower Landing Minimums (LLM) maintenance or inspection program.
- k. Engine Inoperative Operations. The certificate holder is approved for engine inoperative CAT 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

Appendix B. Sample OpSpec Paragraph C060, Category III Instrument Approach and Landing Operations: 14 CFR Part 135

- a. Authorization. The certificate holder is authorized to conduct 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 certificate holder 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 M/M/S of aircraft,
 - (2) The lowest minima shown on the IAP chart, or
 - (3) Minima in accordance with subparagraph d(5) below.

Table 1, Airplane Systems 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. Special Operational Equipment and Limitations. The certificate holder shall not begin the Final Approach Segment (FAS) of a CAT III instrument approach unless the special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met.
- d. Required RVR Reports. The certificate holder 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.

Table 2, Landing Systems and Associated RVR

Landing System	Rollout System	TDZ RVR	Mid RVR	Rollout RVR
FP or FO	None	600 (175 m)	600 (175 m)	300 (75 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: TDZ and mid RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

- (2) For operations using a fail passive (FP) landing system with a FP or fail operational (FO) 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 FO landing systems with a FP or FO 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., TDZ, 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 FO to FP 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 operations specification (OpSpec) are authorized for only those PICs and SICs who have completed the certificate holder's approved CAT III training program and who have been qualified for CAT III operations by one of the certificate holder's check pilot or FAA inspector.

(2) Before conducting CAT III operations, the PIC must meet the requirements of 14 CFR part 135, § 135.225(e).

f. Operating Limitations. The certificate holder shall not begin the FAS of a CAT III IAP 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) LOC and GS.

(b) Outer marker or DME facility used to define the FAF.

Note: A published waypoint or minimum GSIA (Glide Slope Intercept Altitude) fix may be used in lieu of an outer marker or DME fix.

(c) TDZ lights.

(d) Runway centerline (RCL) lights.

(e) HIRL.

(f) ALSF, SSALR, or SALS approach light system or foreign equivalent. Sequence flashing lights (SFL) may be inoperative. However, after passing the outer marker or FAF, CAT III operations 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, European Aviation Safety Agency (EASA), or ICAO criteria for CAT III operations).

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

(5) Once established on the FAS, 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 touchdown cannot be safely accomplished within the TDZ.
 - (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 GS or LOC failure occurs prior to touchdown.
 - (4) The crosswind component at touchdown is greater than 15 knots, or greater than the AFM's crosswind limitations, whichever is more restrictive.
 - (5) When a failure in a FP landing system occurs prior to touchdown, or a failure occurs in a FO 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 FP landing system without a rollout control system, or aircraft using a FP landing system and FP rollout control system:
 - (a) At the DH, if the pilot has not identified the required visual references with the TDZ or TDZ lights to verify that the aircraft will touch down in the TDZ.
 - (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 TDZ.
- h. Authorized CAT III Runways. The certificate holder is authorized to conduct 14 CFR part 97 CAT III IAP 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

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- i. CAT III Runway Restrictions. The certificate holder is authorized to conduct part 97 CAT III IAP into the restricted U. S. facilities listed in Table 4 below.

Table 4

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- j. Maintenance. The certificate holder must maintain the aircraft and equipment listed in Table 1 in accordance with its approved Lower Landing Minimums (LLM) maintenance or inspection program.
- k. Engine Inoperative Operations. The certificate holder is approved for engine inoperative CAT III operations using the aircraft and limitations specified in Table 5.

Table 5

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Airplane M/M/S	Operational Authorization	Limitations

Appendix C. Sample OpSpec Paragraph C060, Category III Instrument Approach and Landing Operations: 14 CFR Part 121/135

- a. Authorization. The certificate holder is authorized to conduct CAT III instrument approach and landing operations using the limitations, provisions, procedures, and minimums specified in this paragraph.
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- c. Special Operational Equipment and Limitations. The certificate holder shall not begin the Final Approach Segment (FAS) of a CAT III instrument approach unless the special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met.
- d. Required RVR Reports. The certificate holder 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.

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

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

- (2) For operations using a fail passive (FP) landing system with a FP or FO 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.
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(2) Before conducting CAT III operations, the PIC must meet the requirements of 14 CFR part 121, § 121.652 or 14 CFR part 135, § 135.225(e) (as applicable).

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(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, European Aviation Safety Agency (EASA), or ICAO criteria for CAT III operations).

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

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