



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
8260.31C

Effective Date:
11/5/12

SUBJ: Foreign Terminal Instrument Procedures (FTIP)

1. Purpose of This Order. This order provides guidance to Flight Standards Services (AFS) personnel for evaluating and authorizing the use of Foreign Terminal Instrument Procedures (FTIP) by U.S. certificate holders/persons operating aircraft in foreign airports under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, 125 (including part 125 Letter of Deviation Authority (LODA) operators), and 135.

2. Audience. The primary audience for this order applies to aviation safety inspectors (ASI) in the oversight of FTIPs, principal operations inspectors (POI), Regional Next Generation Air Transportation System Branch (NextGen), All Weather Operations (AWO) Specialists, and Flight Technologies and Procedures Division (AFS-400) personnel responsible for the policy, implementation, and oversight of flight procedures. The secondary audience includes AFS branches and divisions in the regions and in headquarters (HQ).

3. Where You Can Find This Order. You can find this order 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>. Air carriers (operators) can find this order on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>. This order is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Cancellation. This order cancels FAA Order 8260.31B, Foreign Terminal Instrument Procedures, dated March 11, 1985.

5. Explanation of Policy Changes. This revision updates guidance to POIs for authorizing, restricting, or denying the use of FTIPs by certificate holders. This revision clarifies the responsibilities of the certificate holder/operator to conduct a review and assessment of a procedure to determine if it is suitable for use by the type of aircraft that will be using it and the type of operation. The appendices that listed FTIP restrictions have been removed. This information is now contained on the AFS-410 Web site. This order includes the role of the Aeronautical Navigation Products Office (AeroNav Products) as a source of technical support for FTIPs development and assessment. The revision updates designations of the FAA organizational elements. Unless specific exceptions or limitations are identified, FTIPs currently in use on the effective date of this order are authorized for continued use.

6. Background. The majority of instrument procedure development outside the United States and its territories use International Civil Aviation Organization (ICAO) Document 8168, Volume II, Construction of Visual and Instrument Flight Procedures, criteria for procedure development. However, variations in application of and adherence to criteria by individual states

may make it necessary to restrict or deny use of certain procedures. A review of procedures individually identifies denial or restrictions of certain FTIPs.

7. Definitions.

a. FTIP. FTIPs include instrument approach and departure procedures developed and published for use in foreign nations.

b. ICAO Member State. A nation identified by ICAO as a “contracting State.” ICAO contracting States are signatories who have agreed to comply with the Chicago Convention, which applies only to civil aircraft. This information is available from the ICAO Web site at: <http://www.icao.int>.

c. Criteria. Procedure development criteria and data must be based in the current edition of Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or the procedure may be constructed using criteria prescribed by the ICAO Doc 8168, Procedures for Air Navigation Services, or Military Instrument Procedures Standardization (MIPS), or other special criteria approved by HQ AFS-400. The visibility, Runway Visual Range (RVR), or Converted Meteorological Visibility (CMV) is based on Order 8260.3, or the applicable European Union (EU) or European Aviation Safety Agency (EASA) regulation or ICAO Doc 9365, Manual of All-Weather Operations, and the decision altitude (DA)/decision height (DH) or minimum descent altitude (MDA) must not be below 200 feet height above threshold (HATh) unless authorized by operations specification (OpSpec)/management specifications (MSpecs)/Letter of Authorization (LOA).

d. Controlling Region. An FAA regional Flight Standards division (RFSD) office assigned international responsibility for the evaluation of foreign airports and navigation systems from the standpoint of their adequacy for use by U.S. carriers and other U.S. operators and associated FTIPs, including instrument landing system (ILS) Category (CAT) II and III approaches, at those airports used by U.S. certificate holders. The RFSD, NextGen Branch, is the program focal point within the controlling region. When appropriate, the controlling region NextGen Branch will notify AFS-400 and appropriate lines of business (LOB) for evaluation of procedure criteria design and flight inspection. Specific region responsibilities are:

(1) Alaskan Region (AAL-200) – The Yukon Territories; Northwest Territories; British Columbia, north of 52 degrees north latitude; Nunavut west of 100 degrees west longitude, and the Russian Federation and Commonwealth of Independent States.

(2) Northwest Mountain Region (ANM-200) – Alberta; Saskatchewan; and British Columbia, south of 52 degrees north latitude.

(3) Eastern Region (AEA-200) – East of 100 degrees west longitude and Europe; Africa; Middle East; and India, except for the Russian Federation and Commonwealth of Independent States.

(4) Southern Region (ASO-200) – The Caribbean and South America.

(5) Southwest Region (ASW-200) – Mexico and Central America.

(6) Western-Pacific Region (AWP-200) – Asia; the Pacific Basin; Australia; and New Zealand.

e. Certificate Management Office (CMO)/Certificate Management Unit (CMU)/Certificate Management Team (CMT). The FAA Flight Standards office responsible for issuing an air carrier's certificate, approving OpSpec, and regular inspection and surveillance of the certificate holder.

f. Certificate-Holding Region. The FAA region associated with the CMO/CMU/CMT are responsible for a particular certificate.

Note: The CMO/CMU/CMT, for a certificate holder, may not be in the same controlling region that has responsibility for the country in which the certificate holder will operate it. Therefore, the applicable controlling region (as defined above) is responsible for providing the status of a country's FTIP under their responsibility.

g. Certificate Holder/Operator. A U.S. air carrier or operator, operating under part 91K, 121, 125, or 135, who holds either an air carrier certificate or an operating certificate. FTIP review actions performed by a contractor/consultant, while employed by a certificate holder are considered to be actions of the certificate holder.

h. International Field Office (IFO)/International Field Unit (IFU). An AFS office that authorizes operations to the United States by foreign air carriers and conducts surveillance of foreign air carriers under 14 CFR part 129.

i. Special Administrative Region (SAR). A location, which is not a contracting state, with its own Aeronautical Information Publication (AIP), that can receive the same accreditation status as an ICAO Member State. An example of a SAR location is Hong Kong under their association with China.

j. OpSpec/MSpec/LOA. OpSpecs/MSpecs/LOAs are approvals issued to persons operating aircraft that specify the authorizations, limitations, and certain procedures under which those persons must conduct each type of operation and under which they must operate each class and size of aircraft. OpSpecs/MSpecs/LOAs issued to certificate holders/operators will reference FTIP authorizations for the particular type of operation, e.g., OpSpecs C059/CAT II. The POI may issue a separate OpSpec for specific airports with restricted procedures. (See Paragraph 10.)

8. Review and Authorization of Non-Precision, Approaches with Vertical Guidance (APV), and Precision, CAT I ILS FTIP by ICAO Member States. The certificate holder/operator has the ultimate responsibility to ensure FTIPs they use meet approved criteria requirements. The certificate holder may use the current edition of Advisory Circular (AC) 120-105, Foreign Terminal Instrument Procedure (FTIP) Acceptance/Review Process, or equivalent to assist in the evaluation of non-precision, APV, and precision instrument procedures at civil airfields contained in the AIPs of ICAO Member States. Certificate holders OpSpecs will not list these procedures individually. Paragraphs 11 and 15 cover the approval of CAT II/III and Required Navigation Performance (RNP) Authorization Required (AR) procedures respectively, and will be authorized by airport in the certificate holders OpSpecs/MSpecs/LOAs. If the

FSDO/CMO/CMU/CMT, the certificate holder or any other source detects discrepancies in the application of criteria, it must notify the controlling region NextGen Branch as soon as possible. When the controlling region NextGen Branch becomes aware of a safety of flight problem, they will notify AFS Flight Procedure Implementation and Oversight Branch (AFS-460). AFS-460 with the assistance of other LOBs will fully evaluate the FTIP, using all available data. The controlling region NextGen Branch in consultation with AFS-400 will make a determination whether or not to permit continued use of the FTIP by U.S. certificate holders. The NextGen Branch should first accomplish coordination with the POI(s) if there are special concerns or conditions that require certificate holder/operator input, informational bulletins, etc. If the NextGen Branch determines that any ICAO member state's procedure(s) should not be authorized for use or a special restriction applied, they must perform notifications in accordance with paragraph 10.

Note: The existence of a commercially produced chart is not an assurance of compliance with criteria or suitability for use by an individual certificate holder.

9. Review and Authorization of FTIP Developed by Non-ICAO Member States. The certificate holder/operator must review an FTIP developed by non-ICAO member states and submit it through their POI to the certificate holder region NextGen Branch for review and recommendation. If the certificate-holding region is not the controlling region responsible for that FTIP, the certificate holding NextGen Branch will contact the controlling region NextGen Branch and provide them with all necessary information to evaluate the FTIP. The controlling region NextGen Branch may request the technical assistance of AFS-400. Areas for review are located in AC 120-105. If the POI finds it necessary to deny the use or issue a special restriction on a FTIP, he/she will issue OpSpec/MSpec/LOA C058, Special Restrictions for Foreign Terminal Instrument Procedures.

Note: The existence of a commercially produced chart is not an assurance of compliance with criteria or suitability for use by an individual certificate holder.

10. FTIP Deviations from Criteria. Even though a country is an ICAO Member State, it may not fully comply with all ICAO technical manuals. ICAO, Annex 15, directs ICAO member states to identify in their AIP all exceptions to ICAO Standards and Recommended Practices (SARPs). The absence of an exception in a state's AIP does not always indicate the state is fully compliant with ICAO standards. If the certificate holder or any other source detects or receives information of discrepancies in the application of criteria that are not already advertised in the international Notice to Airmen (NOTAM) system, the certificate holder must notify the POI, and he/she will then contact the controlling region NextGen Branch. The controlling region NextGen Branch must coordinate with other LOBs as necessary to assure the following action:

a. Evaluation of Alleged Discrepancies/Deviations. With the assistance of AFS-400 as necessary, evaluate the alleged discrepancy or deviation with all available data and determine what procedural restrictions or special provisions (if any) are necessary to achieve an equivalent level of safety (ELOS) or to comply with criteria. Examples of restrictions to achieve an ELOS include increasing minima, publishing a missed approach climb gradient, or publishing airspeed restrictions. Making procedural changes to the FTIP like mandatory altitude changes or segment length changes are not possible without the host nation concurrence. The controlling region

NextGen Branch must contact the International Programs and Policy Division (AFS-50) who will use appropriate diplomatic channels to notify the host nation Civil Aviation Authority (CAA) of the discrepancy and corrective action. AFS-50 must inform the controlling region NextGen branch if the host nation takes the appropriate corrective action to achieve an ELOS or to comply with criteria.

b. Notification Procedure. If the host nation does not correct the discrepancy or deviation, the controlling region NextGen Branch must notify all stakeholders of the discrepancy and any applicable restrictions. The notification procedure is as follows:
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs410/ftip/.

(1) The controlling region in coordination with Flight Operations Branch (AFS-410) will draft and send a broadcast email to all applicable AFS personnel. The broadcast email must include the name and identifier of the airport, the discrepancy or deviation with criteria, and the restrictions necessary to achieve an ELOS. POIs will ensure that their certificate holder/operator receives information of the contents of the email. The email notification must also include a reference to the AFS-410 Web site where AFS-410 will maintain current procedural restrictions

(2) Notify commercial charting service providers (Jeppesen and Lido) of the discrepancy and applicable restrictions.

(3) The POI will issue OpSpec/MSpec/LOA C058, if it is necessary to place a restriction on a certificate holder/operator's use of an FTIP.

Note: If procedural restrictions are not practical, or if an ELOS (in accordance with criteria) are not obtainable through restrictions or special provisions such as aircrew training, the controlling region NextGen Branch must use the previous notification procedure to inform stakeholders that the FTIP is not authorized by for use by U.S. certificate holders. In these cases, the controlling region NextGen Branch will specifically state in the email notification the reasons why the procedure does not meet U.S. or ICAO criteria and why ELOS are not obtainable through restrictions or special provisions. The POI will issue OpSpec/LOA C058, if it is necessary to deny a certificate holder's use of an FTIP.

(4) The POI will ensure that the certificate holder/operator is conducting periodic reviews of all FTIP's that they fly with procedural restrictions. The certificate holder/operator should initiate a review at any time they discover or suspect additional discrepancies with criteria or if there have been any procedural changes to the FTIP. The certificate holder/operator may contact their POI if they have questions or to request assistance with a review.

11. CAT II/III FTIP Approval. AFS-410 will list the CAT II and III authorizations on the "Foreign Facilities Approved for Category II and Category III Operations" Web site:
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs410/status_lists/media/Foreign_CAT_II_III_Pub.xls. If a certificate holder requests approval for a CAT II/III FTIP that the AFS-410 Web site does not list, the following process applies:

a. Document Support Request. The POI forwards the request with supporting documentation to the controlling region NextGen Branch.

b. Foreign CAT II/III Operations Evaluation. The controlling region NextGen Branch evaluates foreign CAT II and III operations through available host nation data. A sample checklist is included in Appendix A.

c. CAT II/ III Operations Authorization. If CAT II or III operations are authorized, the controlling region NextGen Branch will notify the certificate holder and provide AFS-410 information that includes the airport name/location, ICAO identifier, runway number, and effective date.

d. Web Site Information. AFS-410 will list the CAT II and III authorizations on the “CAT II/III ILS information/Foreign Facilities Approved for Category II/III Operations” Web site: http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs410/status_lists/media/Foreign_CAT_II_III_Pub.xls.

e. Monitoring the Status. Once CAT II and III operations are authorized, the certificate holder must monitor the status during routine operations to determine if there have been any significant changes to the procedure not posted in a host nation international NOTAM.

12. FTIP Development by the Certificate Holder. Certificate holders are not authorized to develop a FTIP based on conventional Navigational Aids (NAVAID). Paragraph 15 covers RNP AR instrument procedure development to include a proponent developed special procedure.

13. Aviation System Standards FTIP and Flight Inspection Services. Missions Support Services, Aeronautical Products (AJV-3), may perform FTIP development and flight inspection services under a reimbursable agreement with the host nation. The host nation must contact the FAA Office of International Aviation (AIA-1), to determine the level of support available and the financial arrangements. AJV-3 offers the following services:

- FTIP development, design, and maintenance in accordance with Order 8260.3.
- Assistance to the POI through the controlling region NextGen Branch as a technical source providing guidance and interpretation of TERPS criteria application.

Note: Technical Operations, Aviation System Standards (AJW-3) may perform flight inspection services under a reimbursable agreement with the host nation. Flight Inspection Services, which include initial commissioning of the procedure and periodic flight inspections as required by the host nation or in the current edition of FAA Order 8200.1, United States Standard Flight Inspection Manual.

14. Surveillance and Feedback. The certificate holder, ASIs, and AFS personnel making in-flight observations during operations into foreign airports used by U.S. certificate holders/operators are in a position to observe the airport’s approach and departure environment. They can provide feedback for deviations from safe operating procedures. Additionally, when the certificate holder detects or receives information of discrepancies affecting safe use of an FTIP, it must take immediate steps to mitigate any safety of flight issues, and it must notify the POI. The POI will contact the controlling region NextGen Branch to initiate a corrective action.

15. RNP AR Instrument Procedures. Prior to issuance to an certificate holder/operator, AFS-400 must review and approve all RNP AR FTIPs. See the current edition of AC 90-101,

Approval Guidance for RNP Procedures with AR, for additional information. Performance Based Flight System Branch (AFS-470) maintains a list of approved RNP AR approaches at http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/rnp/media/Foreign_RNP_SAAAR_Pub.xls.

16. Directive Feedback. Direct questions or comments to AFS-400 at 202-385-4586. For your convenience, FAA Form 1320-19, Directive Feedback Information, is the last page of this order. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this order on FAA Form 1320-19.

for 

John M. Allen
Director, Flight Standards Service

**Appendix A.
Facility Checklist for Category II/III
(For Non-U.S. Facilities)**

AIRPORT (ICAO ID): _____ **COUNTRY:** _____ **DATE:** _____

AIRPORT NAME: _____

Runway: _____ Length: _____ Width: _____ Airport Elevation: _____

GS Angle (deg): _____ Runway TCH: _____ RVR (Y/N): _____ TDZ: _____

Mid-Point: _____ Rollout: _____ Lowest Minima/Source: _____

Lowest Visibility Carrier Intends to Use/Source: _____

Similar type aircraft currently operate (Y/N): _____

Special Limitations (if any): _____

LIGHTING:

Approach (Minimum is ALSF-2 or Equivalent): _____

TDZ: _____ Runway Centerline: _____ HIRL: _____

PAPI: _____ PAPI ANGLE: _____

SMGCS LIGHTING: Taxiway Centerline: _____ Stopbars: _____

Low Visibility Taxi Chart Provided: _____

MARKINGS:

Runway (Precision): _____ Taxiway: _____ ILS Sensitive Area: _____

NAVAID FREQUENCY ASSOCIATED WITH APPROACH:

ILS: _____ NDB: _____ VTAC: _____ ILS DME (Y/N): _____

ILS Monitoring Category: _____ Where Monitored: _____

24 Hour Monitoring (Y/N): _____

**Facility Checklist for Category II/III
(For Non-U.S. Facilities) (Continued)**

OBSTRUCTION CLEARANCE ASSESSMENT COMPLETION DATE:

Verified by certificate holder (Y/N): _____ Criteria used: _____

Irregular terrain a factor (Y/N): _____

ICAO CONTRACTING STATE (Y/N): ___ **Notification of Differences Filed (Y/N):** ___

NOTAM SOURCE POINT OF CONTACT: _____

FIELD CONDITIONS SOURCE POINT OF/CONTACT: _____

AIP PROVIDED IN ENGLISH (Y/N): _____

DATE OF LATEST REVISION: _____

NOTE: If AIP not in English, we require an English translation, along with the AIP in the language of the country of origin.

INDICATE WHAT PROCEDURE(S) ARE REQUESTED: _____

Include copies of each CAT II/III procedure requested in native language and English.

Attached procedure has been developed in accordance with:

FAA Handbook 8260.3B (TERPS): ___ ICAO PANS OPS Doc. 8168-OPS/611, Vol. 11: ___

Other Criteria Accepted by FAA: _____ Indicate criteria: _____

Facility reviewed in accordance with ICAO Manual of All Weather Operations, as revised (DOC 9365/AN910, chapters 3, 5, and 6: _____

DATE REVIEW COMPLETED: _____

SIGNED FOR THE AIR CARRIER (REQUIRED):

NAME: _____

TITLE: _____

SIGNATURE: _____

DATE: _____



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 1320-19, Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: 8260.31C, Foreign Terminal Instrument Procedures

To: Directive Management Officer, _____

(Please check all appropriate line items)

An error (procedural or typographical) has been noted in paragraph _____ on page _____.

Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

In a future change to this directive, please include coverage on the following subject
(briefly describe what you want added):

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____