Special Restrictions for Foreign Terminal Instrument Approaches (FTIP)

OpSpecs: C052 and C058 **Updated: Jun 22, 2016**

These instrument approaches are approved for use by U.S. certificate holders operating under 14 CFR parts 91 subpart K, 121, 125 (including part 125 Letter of Deviation Authority (LODA) operators), and 135.

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 certificate holder shall conduct all operations at these airports, using these instrument procedures, in accordance with the restrictions specified for that airport.

NOTE: Only the approaches listed in the table were reviewed for compliance with criteria. **The ABSENCE of an approach on this spreadsheet DOES NOT guarantee that the approach complies with criteria or is safe to fly.** The certificate holder/operator still has the responsibility to review each FTIP for aircraft compatibility and compliance with established safety standards.

Ident	Airport (Country)	Procedure Identification	Region	Restrictions/Comments
MGGT	La Auroa Intl (Guatemala)	ILS DME Y RWY 02 ILS DME Z RWY 02	ASW	For all ILS approaches to RWY 02, missed approach climb gradient required is 366 ft/nm to 8,600' MSL CAUTION: FMS solution may cause the aircraft to exceed the 7.0 DME arc. Crews may need to adjust inbound turn accordingly to assure aircraft remains within 7.0 DME from VOR and clear of terrain.
MMMX	**Benito Juarez Intl (Mexico)**	**RNAV (GPS) OR ILS RWY 05R**	**ASW**	**NOTE: Aircrews desiring the ILS or LOC final should request radar vectors to the final approach segment. The turn to final on the full procedure is not designed within criteria and very often results in difficulty intercepting the LOC final prior to the FAF or glideslope intercept point. Also, higher temperatures may result in difficulty transitioning to the ILS glideslope from the procedure. Crews should be prepared to intervene to ensure capture of the ILS glideslope in a timely manner. Be aware, approach plate note concerning reduction to 160 KIAS at MAVEK. The RNAV (GPS) full procedure flies satisfactorily.**
RJ	All Japanese Civil Airports	All Instrument Procedures	AWP	Japan primarily uses ICAO PANS-OPS for procedure design but does have significant differences published in their AIP. The differences include circling area calculations, speeds for procedure calculations and the method for reducing the Obstacle Clearance Altitude (Height). Since they do not entirely follow one set of design criteria, commercial charting services may not indicate PANS-OPS or TERPS as the procedure design indicator on the approach chart. The Japanese design criteria has been reviewed and approved for use by U.S. certificate holders.

Red lettering denotes a new listing within 30 days of date listed at top of spreadsheet. **BOLD RED** indicates the latest update

Please email questions or comments to: **kyle.ctr.rodgers@faa.gov**