

Special Restrictions for Foreign Terminal Instrument Procedures (FTIP)

OpSpecs: C052 and C058

Updated: July 24, 2018

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	Restrictions/Comments
MGGT	La Aurora Intl (Guatemala)	ILS Y RWY 02 ILS Z RWY 02	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 ensure aircraft remains within 7.0 DME from VOR and clear of terrain.
MMMXX	Benito Juarez Intl (Mexico)	ILS DME 2 RWY 05R	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.
MROC	Juan SantaMaria Intl (Costa Rica)	ILS DME Z RWY 07	CAUTION: On the missed approach procedure, be advised some FMS-computed solutions may cause the aircraft to exceed the missed approach restriction TIO VOR R-116 due to insufficient bank angles being commanded at 200 KIAS. Crews may need to intervene by increasing up to 30 degrees of bank and/or reducing to a safe airspeed below 200 KIAS, including delaying configuration changes, to ensure the aircraft does not exceed the TIO VOR R-116.
RJ	All Japanese Civil Airports	All Instrument Procedures	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).

UHMD	Provideniya Bay Russia	PAR NDB Rwy 01, SIDs Rwy 01/19, STAR Rwy 01	<p>ATC RADAR REQUIRED for SIDs Rwy 01/19, STAR Rwy 01 and PAR NDB Rwy 01 approach.</p> <p>PAR NDB Rwy 01 approach visibility minimums require 9 km (9000 m) IFR or VFR. - aircraft are required to be VMC upon reaching NDB minimums (2820') during the course reversal turn and prior to intercepting the course inbound; otherwise aircraft must execute missed approach.</p> <p>Departure Minimums IFR or VFR: RWY 01 ceiling 750 m, visibility 5 km (5000 m). RWY 19 Standard with 750 ft/nm climb to 2500 ft (750 m) OR ceiling 600 meters, visibility 5 km (5000 m).</p> <p>(Note: PAR procedure was not evaluated. Restrictions based on Russia and CIS AIP charts AD 2.1 UHMD-69/70/87/97 dated 17 Nov 11 and Jeppesen 10-2/2A 9 Mar 18, 10-3/3A 11 Nov 11, and 16-1 10 Jan 14.)</p>
<p>Red lettering denotes the newest listing or update.</p>			