

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.153

National Policy

Effective Date:  
5/6/11

Cancellation Date:  
5/6/12

**SUBJ:** LOA C059, Category II Instrument Approach and Landing Operations and Special Authorization Category I Instrument Approach and Landing Operations

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**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) part 91. This notice amends and clarifies the authorization (C059) for Category (CAT) II instrument approach and landing operations. This notice amends the C059 template (i.e., letter of authorization (LOA) C059) for operators conducting airplane operations under part 91. This is an optional change to C059.

**2. Audience.** The primary audience for this notice is FAA CHDOs and POIs assigned to operators conducting airplane operations under part 91. The secondary audience includes Flight Standards 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](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 and the public can find this notice on the FAA Web site at <http://fsims.faa.gov>.

**4. Background.** This amendment to LOA C059 does not alter any CAT II requirements. Its purpose is only to allow part 91 operators to conduct Special Authorization (SA) CAT I operations. There is new selectable text for SA CAT I instrument landing system (ILS) to a radar altimeter (RA) decision height (DH) as low as 150 feet, and a visibility minimum as low as 1400 RVR for CAT II or CAT III operators using a head-up display (HUD) to DH. This is an optional change to C059 and operators do not need to amend their current C059 unless they need authorization to conduct SA CAT I operations. Title 14 CFR parts 91 subpart K (part 91K), 121, 125 (including 125M), and 135 operators are authorized for SA CAT I operations via selectable text in OpSpec/MSpec/LOA C052.

**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), and industry members of the Operations Specification Working Group (OSWG),

developed this notice. This notice contains the sample LOA C059 template in Appendix A, which applies to part 91.

**6. Action.** POIs should review the revised guidance for issuance of the paragraph contained in this notice. 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 permanently incorporate the information in this notice into FSIMS before this notice expires. Direct questions regarding this notice to the Flight Operations Branch (AFS-410) at 202-385-4625.

for



John M. Allen  
Director, Flight Standards Service

**Appendix A. Sample LOA C059, Category II Instrument Approach and Landing Operations and Special Authorization Category I Instrument Approach and Landing Operations, for 14 CFR Part 91**

**Letter of Authorization  
Category II Instrument Approach and Landing Operations**

- a. Authorization. The operator is authorized to conduct CAT II instrument approach and landing operations using the limitations, provisions, procedures, and minimums specified in this letter of authorization.
- b. Approved Airplanes. The operator is authorized to use the airplanes listed in Table 1 in CAT II operations, provided all the applicable limitations and provisions of this letter of authorization are met.

**Table 1**

<b>CAT II Approach and Landing Minimums</b>		
<b>Airplane M/M/S</b>	<b>DH Not less Than</b>	<b>Lowest Authorized RVR</b>
TABL01	TABL02	TABL03

- c. Required CAT II Airborne Equipment. The flight instruments, radio navigation equipment, and other airborne systems required by the applicable section of the 14 CFR and the FAA-approved AFM for the conduct of CAT II operations must be installed and operational. Any additional airborne equipment that is required must be operational and listed in Table 2.

**Table 2**

<b>Kind of CAT II Operation</b>		
<b>Airplane M/M/S</b>	<b>Additional Equipment and/or Special Limitations And Provisions</b>	<b>Manual (HUD)/or Autopilot</b>
TABL04	TABL05	TABL06

- d. Airplane Maintenance. The operator must maintain the airplanes and equipment listed in Tables 1 and 2 of this letter of authorization in accordance with its approved CAT II manual. The current edition of AC 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach, provides continuing airworthiness/maintenance criteria, which may be used as one means, but not the only means, appropriate to satisfy maintenance program requirements.
- e. Flightcrew Qualifications. The flightcrew shall not conduct any operations authorized by this letter of authorization unless they are trained and qualified in the equipment and special procedures to be used. The following shall apply:

(1) A PIC shall not conduct CAT II operations in any airplane until that pilot has successfully completed the operator's approved CAT II training program and has been certified as being qualified for CAT II operations.

(2) Flightcrew training is conducted by TEXT01. In accordance with 14 CFR part 91, §§ 91.3 and 91.703 (a)(1)(2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (pre-flight action), crews are responsible for policies and procedures in areas of operations where flights are conducted.

- f. Authorized CAT II Approach and Landing Minimums. The operator is authorized to conduct CAT II approaches using the most restrictive (highest) combination of DH and RVR from:

- (1) The lowest authorized for the published CAT II IAP,
- (2) Those prescribed for the specific make, model, and series (M/M/S) of airplane as listed in Table 1, and

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(3) Those prescribed for the type of approach conducted as listed below, considering all operational limitations in this letter of authorization.

g. Authorized CAT II Approaches, Airports and Runways. For approach minima requiring autoland or manual (HUD) to touchdown, the airplane and its automatic flight control guidance system (AFCGS) (autoland) or manually flown (HUD) guidance system must be approved for approach and landing operations. AC 120-29 provides operational approval criteria which may be used as one means, but not the only means, appropriate to satisfy operational requirements. When utilizing a HUD to touchdown, it must be flown in the AIII approach mode of operation. The operator is authorized to conduct the following types of CAT II approaches:

(1) Standard CAT II Approach. The operator is authorized to conduct CAT II approaches to airports and runways approved for 14 CFR part 97 CAT II operations, subject to the following restrictions. The approaches will be identified with a notation in the chart minima section saying “Category II ILS – Special Aircrew & Aircraft Certification Required.”

(a) Required runway lights: High Intensity Runway Light (HIRL), and TDZ, and centerline (CL) (or foreign equivalent).

(b) Required approach lights: Approach Lighting System With Sequenced Flashing Lights (ALSF) 1/2. Sequenced flashing lights may be inoperative.

(c) If only TDZ RVR is available: 1600 RVR minimum. Use of autopilot or manual (HUD) to DH is required.

(d) If TDZ and Rollout RVR available: 1200 RVR minimum. Use of autopilot or manual (HUD) to DH is required.

(e) The operator is authorized to conduct standard CAT II approaches to only those specifically approved runways at foreign airports listed in Table 3.

**Table 3**

<b>Authorized Foreign Airports and Runways for CAT II Operations</b>	
<b>Airport Name/Identifier, and Runways</b>	<b>Limitations &amp; Provisions</b>
TABL07	TABL08

*(The following language is selectable text that may be authorized by the POI, not template language.)*

(f) If TDZ and rollout RVR available: 1000 RVR minimum. Use of autoland or manual (HUD) to touchdown is required.

*(The following language is selectable text that may be authorized by the POI, not template language.)*

(g) When TDZ and/or CL lights become inoperative on a CAT II instrument approach, the operator is authorized to use the minimums listed under the heading Special Authorization CAT II below. All requirements listed in that subparagraph must be met, however, the procedure only need be identified as described under the heading Standard CAT II approach, above.

*(The following language is selectable text that may be authorized by the POI, not template language.)*

(2) Special Authorization CAT II. The operator is authorized to conduct CAT II IAPs on certain ILS facilities that do not meet the equipment requirements of a U.S. Standard or International Civil Aviation Organization (ICAO) Standard, for example, TDZ, runway CL lighting, and an ALSF1 or ALSF2 approach lighting system. These facilities meet all requirements of the CAT II Performance Classification Standard, and also meet CAT III localizer requirements to touchdown. The absence of runway TDZ, CL and ALSF 1/2 lighting systems is mitigated by the

operator requirement to use autoland or manual (HUD) to touchdown. These procedures have been specifically approved in accordance with Order 8400.13, Procedures for the Evaluation and Approval of Facilities for Special Authorization Category I Operations and All Category II and III Operations, and are authorized to be conducted as listed below:

(a) These 14 CFR part 97 CAT II approaches will be identified by an additional chart note saying “Reduced Lighting: Requires specific OPSPEC, MSPEC or letter of authorization approval and use of Autoland or HUD to touchdown.

(b) Required runway lights: HIRL.

(c) Required approach lights: SSALR, or MALSR, or ALSF-1 / 2. Sequenced flashing lights may be inoperative.

(d) If only TDZ RVR is available: 1600 RVR minimum. Use of autoland or manual (HUD) to touchdown is required.

(e) If TDZ and Rollout RVR available: 1200 RVR minimum. Use of autoland or manual (HUD) to touchdown is required.

h. Approach Requirements. The operator shall not begin the Final Approach Segment (FAS) of a CAT II IAP unless all of the following conditions are met:

(1) The airborne equipment required by this letter of authorization is installed and operating satisfactorily.

(2) The required components of the CAT II ground system are installed and in normal operation including:

(a) A precision or airport surveillance radar or a compass locator transmitter or DME to identify the outer marker position.

(b) For CAT II “RA NA” (radar/radio altimeter not authorized), an inner marker to identify the DH.

(3) The RVR sensors required for the minimums for the approach being conducted are available and reporting. The TDZ sensor report is controlling for all CAT II operations. Additional RVR sensors are advisory. A mid-RVR sensor or a far end sensor, if available, may be substituted for a rollout RVR if the rollout sensor RVR report is not available.

(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) The effective runway length available at the destination airport is at least 115 percent of the runway length required for a dry runway.

i. Missed Approach Requirements. A missed approach shall be initiated when any of the following conditions exist, unless visual reference to the runway has been established:

(1) After passing the FAF, the primary approach guidance system in use (autopilot or manual (HUD)) becomes inoperative or is disengaged.

(2) After passing the FAF, any other airborne equipment required for the particular CAT II operation being conducted becomes inoperative.

(3) Before arriving at DH, any of the required elements of the CAT II ground system becomes inoperative.

(4) The crosswind component at touchdown is expected to be greater than 15 knots or greater than the AFM's crosswind limitations, whichever is more restrictive.

j. CAT II Runway Restrictions. The operator is authorized to conduct part 97 CAT II IAPs using autoland or manual (HUD) to touchdown into the restricted U.S. facilities listed in Table 4.

**Table 4**

<b>Runway and Airplane Restrictions and Limiting Conditions for 14 CFR Part 97 CAT II Operations</b>	
<b>Airport Name/Identifier and Runways</b>	<b>Restrictions &amp; Limitations</b>
TABL09	TABL10

k. Responsible Person. The responsible person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

(1) If the responsible person signing this letter of authorization relinquishes responsibility, this letter of authorization becomes invalid.

(2) Enter the name, e-mail address, and telephone number of the responsible person signing this letter of authorization in Table 5.

**Table 5—Responsible Person**

<b>Name</b>	<b>E-mail Address</b>	<b>Telephone Number</b>
TABL11	TABL12	TABL13

*(The following language is selectable text that may be authorized by the POI, not template language.)*

l. Special Authorization CAT I. The Operator/Company is authorized Special Authorization (SA) CAT I (CAT I) landing minima as low as 150 feet DH and 1400 RVR to approved runways without TDZ and/or RCL lights, in accordance with the following requirements:

(1) Only airplanes certified for CAT II operations are eligible for these operations. Those airplanes and equipment must be listed in Table 2. The authorized airplane(s) must be equipped with a HUD that is approved for CAT II or CAT III operations.

(2) The flightcrew must be current and qualified for CAT II operations. The flightcrew must demonstrate proficiency in ILS approaches and landings to this minimum or lower using the HUD.

(3) The flightcrew must use the HUD to DH in a mode used for CAT II or CAT III operations.

(4) The flightcrew must use the HUD to DH, or to the initiation of missed approach, unless adequate visual references with the runway environment are established that allow safe continuation to a landing.

(5) Should the HUD malfunction during the approach, the flightcrew must execute a missed approach unless visual reference to the runway environment has been established.

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

(7) The part 97 Standard Instrument Approach Procedure (SIAP) must have a published SA CAT I minimum.

(8) TDZ RVR reports are controlling. The mid-RVR report may *not* be substituted for the TDZ RVR report in SA CAT I operations.