NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.182

National Policy

Effective Date:
3/21/12

Cancellation Date:
3/21/13

SUBJ: OpSpec/MSpec/LOA C060, Category (CAT) 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 91, 91 subpart K (part 91K), 121, 125 (including the Letter of Deviation Authority (LODA) 125M operators), and 135. This notice amends and clarifies the authorization (operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) C060) for Category (CAT) III instrument approach and landing operations. This notice amends all C060 templates (i.e., OpSpec/MSpec/LOA C060) for operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA 125M operators), and 135. This is a mandatory change to OpSpec/MSpec/LOA C060.

2. Audience. The primary audience for this notice is FAA CHDOs and POIs assigned to operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA 125M operators), 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/MSpec/LOA C060 authorizes and lists the requirements and limitations for CAT III approach and landing operations. The following changes have been made:

- The requirement to use landing minimums no lower than the published 14 CFR part 97 minimums is explicitly stated.
- The introduction of midfield and rollout Runway Visual Range (RVR) values as a selectable in Table 1.
- The rollout RVR required for fail passive (FP) landing system operations is no longer advisory, but is now required, controlling, and equal to the lowest charted RVR value.

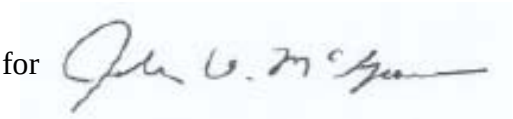
- The authorization to use higher minimums in case of certain landing or rollout system degradations was added.
- The requirements for a missed approach have been amended and clarified.
- An optional authorization to conduct engine-inoperative CAT III operations has been added.

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 125.
- The sample OpSpec C060 template in Appendix C applies to part 135.
- The sample OpSpec C060 template in Appendix D applies to part 121/135.
- The sample LOA C060 template in Appendix E applies to part 91.
- The sample MSpec MC060 template in Appendix F applies to part 91K.
- The sample LOA C060 template in Appendix G applies to part 125 (LODA A125).

6. Action. POIs should review the revised guidance for issuance of OpSpec/MSpec/LOA C060. 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 202-385-4625.

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 Category III (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 make, model, and series of aircraft,

(2) The lowest minima shown on the instrument approach procedure chart, or

(3) Minima in accordance with subparagraph d(5) below.

Table 1

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. Required Field Length and Special Operational Equipment and Limitations.

(1) 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 14 CFR part 121, § 121.195(b).

(2) The certificate holder shall not begin the final approach segment of a CAT III instrument approach unless:

(a) The special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met, and

(b) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status should be considered.

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 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: All RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

(2) For operations using a Fail Passive landing system with a Fail Passive or Fail Operational 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 Fail Operational landing systems with a Fail Passive or Fail Operational 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., touchdown zone, 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 Fail Operational to Fail Passive 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 are authorized for only those pilots-in-command and seconds-in-command 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 airmen or FAA inspector.

(2) Before conducting CAT III operations the pilot in command must meet the requirements of § 121.652.

f. Operating Limitations. The certificate holder shall not begin the final approach segment of a CAT III instrument approach procedure, 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) Localizer and glideslope.

(b) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

(c) Touchdown zone lights.

(d) Runway centerline lights.

(e) High intensity runway lights.

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

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

(5) Once established on the final approach segment, 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 touch down cannot be safely accomplished within the touchdown zone.

(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 glideslope or localizer failure occurs prior to touchdown.

(4) The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

(5) When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational 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 Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(a) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(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 touchdown zone.

h. Authorized CAT III Runways. The certificate holder is authorized to conduct 14 CFR part 97 CAT III instrument approach procedures 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 instrument approach procedures 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) & CATIII 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 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**

TEXT 99

Appendix B. Sample OpSpec Paragraph C060, Category III Instrument Approach and Landing Operations: 14 CFR Part 125

a. Authorization. The certificate holder is authorized to conduct Category III (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 make, model, and series of aircraft,

(2) The lowest minima shown on the instrument approach procedure chart, or

(3) Minima in accordance with subparagraph d(5) below.

Table 1

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. Required Field Length and Special Operational Equipment and Limitations.

(1) The destination runway length shall be determined prior to takeoff to be at least 115 percent of the runway field length required by the airplane AFM.

(2) The certificate holder shall not begin the final approach segment of a CAT III instrument approach unless:

(a) The special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met, and

(b) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status should be considered.

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 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/Mid/Rollout RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

(2) For operations using a Fail Passive landing system with a Fail Passive or Fail Operational 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 Fail Operational landing systems with a Fail Passive or Fail Operational 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., touchdown zone, 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 Fail Operational to Fail passive 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 CAT III Training Program.

(1) The minimums prescribed in this operations specification are authorized for only those pilots-in-command and seconds-in-command who have completed the certificate holder's CAT III training program and who have been qualified for CAT III operations by one of the certificate holder's check airmen or FAA inspector.

(2) Before conducting CAT III operations the pilot in command must meet the requirements of 14 CFR part 125, § 125.379.

f. Operating Limitations. The certificate holder shall not begin the final approach segment of a CAT III instrument approach procedure 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) Localizer and glideslope.

(b) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

(c) Touchdown zone lights.

(d) Runway centerline lights.

(e) High intensity runway lights.

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

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

(5) Once established on the final approach segment, 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 touch down cannot be safely accomplished within the touchdown zone.

(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 glideslope or localizer failure occurs prior to touchdown.

(4) The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

(5) When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational 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 Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(a) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(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 touchdown zone.

h. Authorized CAT III Runways. The certificate holder is authorized to conduct 14 CFR part 97 CAT III instrument approach procedures 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 instrument approach procedures 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) & CATIII 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 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**

TEXT99

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

a. Authorization. The certificate holder is authorized to conduct Category III (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 make, model, and series of aircraft,

(2) The lowest minima shown on the instrument approach procedure chart, or

(3) Minima in accordance with subparagraph d(5) below.

Table 1

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. Required Field Length and Special Operational Equipment and Limitations.

(1) The destination runway length shall be determined prior to takeoff to be at least 115percent of the runway field length required by the provisions of 14 CFR part 135, § 135.385(b).

(2) The certificate holder shall not begin the final approach segment of a CAT III instrument approach unless:

(a) The special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met, and

(b) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status should be considered.

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 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/Mid/Rollout RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

(2) For operations using a Fail Passive landing system with a Fail Passive or Fail Operational 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 Fail Operational landing systems with a Fail Passive or Fail Operational 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., touchdown zone, 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 Fail Operational to Fail Passive 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 are authorized for only those pilots-in-command and seconds-in-command 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 airmen or FAA inspector.

(2) Before conducting CAT III operations the pilot in command must meet the requirements of § 135.225(e).

f. Operating Limitations. The certificate holder shall not begin the final approach segment of a CAT III instrument approach procedure 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) Localizer and glideslope.

(b) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

(c) Touchdown zone lights.

(d) Runway centerline lights.

(e) High intensity runway lights.

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

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

(5) Once established on the final approach segment, 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 touch down cannot be safely accomplished within the touchdown zone.

(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 glideslope or localizer failure occurs prior to touchdown.

(4) The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

(5) When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational 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 Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(a) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(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 touchdown zone.

h. Authorized CAT III Runways. The certificate holder is authorized to conduct 14 CFR part 97 CAT III instrument approach procedures 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 instrument approach procedures 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) & CATIII 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 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**

TEXT99

Appendix D. 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 Category III (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 make, model, and series of aircraft,

(2) The lowest minima shown on the instrument approach procedure chart, or

(3) Minima in accordance with subparagraph d(5) below.

Table 1

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. Required Field Length and Special Operational Equipment and Limitations.

(1) 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 14 CFR part 121, § 121.195(b).

(2) The certificate holder shall not begin the final approach segment of a CAT III instrument approach unless:

(a) The special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met, and

(b) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status should be considered.

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 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/Mid/Rollout RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

(2) For operations using a Fail Passive landing system with a Fail Passive or Fail Operational 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 Fail Operational landing systems with a Fail Passive or Fail Operational 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., touchdown zone, 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 Fail Operational to Fail Passive 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 are authorized for only those pilots-in-command and seconds-in-command 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 airmen or FAA inspector.

(2) Before conducting CAT III operations the pilot in command must meet the requirements of § 121.652 or 14 CFR part 135, § 135.225(e), (as applicable).

f. Operating Limitations. The certificate holder shall not begin the final approach segment of a CAT III instrument approach procedure 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) Localizer and glideslope.

(b) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

(c) Touchdown zone lights.

(d) Runway centerline lights.

(e) High intensity runway lights.

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

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

(5) Once established on the final approach segment, 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 touch down cannot be safely accomplished within the touchdown zone.

(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 glideslope or localizer failure occurs prior to touchdown.

(4) The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

(5) When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational 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 Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(a) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(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 touchdown zone.

h. Authorized CAT III Runways. The certificate holder is authorized to conduct 14 CFR part 97 CAT III instrument approach procedures 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 instrument approach procedures 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) & CATIII 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 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**

TEXT99

Appendix E. Sample LOA C060, Category III Instrument Approach and Landing Operations: 14 CFR Part 91

Letter of Authorization
Category III Instrument Approach and Landing Operations

1. Authorization. The Operator is authorized to conduct Category III (CAT III) instrument approach and landing operations using the limitations, provisions, procedures, and minimums specified in this Letter of Authorization (LOA).

2. Authorized CAT III Approach and Landing Minimums. The Operator is authorized to conduct CAT III approaches, considering all operational limitations in this paragraph, using minima which is the highest of:

a. The minima listed in Table 1, for the specific make, model, and series of aircraft,

b. The lowest minima shown on the instrument approach procedure chart, or

c. Minima in accordance with subparagraph 4(e) below.

Table 1

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.

3. Required Field Length and Special Operational Equipment and Limitations.

a. The destination runway length shall be determined prior to takeoff to be at least 115 percent of the runway field length required by the airplane AFM.

b. The certificate holder shall not begin the final approach segment of a CAT III instrument approach unless:

(1) The special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met, and

(2) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status should be considered.

4. Required RVR Reports. The Operator 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 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)

a. All RVR reports are required and controlling except as specified in subparagraphs 4(b), 4(c) and 4(d) below.

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

b. For operations using a Fail Passive landing system with a Fail Passive or Fail Operational 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.

c. For operations using Fail Operational landing systems with a Fail Passive or Fail Operational 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.

d. Four RVR Reporting Systems. Where four RVR reporting systems are installed (i.e., touchdown zone, 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.

e. If the landing or rollout system degrades from Fail Operational to Fail Passive 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 4(a) still apply.

5. Pilot Qualifications and Approved CAT III Training Program.

a. The minimums prescribed in this LOA are authorized for only those pilots-in-command and seconds-in-command who have completed the Operator's CAT III training program and who have been qualified for CAT III operations by an approved Training Center Evaluator or FAA inspector.

b. Flightcrew training is conducted by Text Box. 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.

6. Operating Limitations. The Operator shall not begin the final approach segment of a CAT III instrument approach procedure 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:

a. The special operational equipment listed in Table 1 is installed and operational.

b. The following ground-based equipment must be operational:

(1) Localizer and glideslope.

(2) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

(3) Touchdown zone lights.

(4) Runway centerline lights.

(5) High intensity runway lights.

(6) ALSF, SSALR, or SALS approach light system or foreign equivalent. Sequence flashing lights may be inoperative. However, after passing the outer marker or final approach fix, CAT III approach and landing may be continued even though the approach lights become inoperative.

c. 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, EASA, or ICAO criteria for CAT III operations).

d. The crosswind component on the landing runway is less than the airplane flight manual's crosswind limitations, or 15 knots or less, whichever is more restrictive.

e. Once established on the final approach segment, all CAT III operations, except as specified in subparagraph 7(f) below, may continue if any RVR report decreases below the authorized minima.

7. Missed Approach Requirements. A missed approach shall be initiated when any of the following conditions exist:

a. If the pilot determines that touch down cannot be safely accomplished within the touchdown zone.

b. 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.

c. When any glideslope or localizer failure occurs prior to touchdown.

d. The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

e. When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational system before reaching the AH.

f. For CAT III operations without a rollout control system, no later than DH, if any controlling RVR is reported below the lowest authorized minima.

g. For CAT III operations using a Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(1) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(2) 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 touchdown zone.

8. Authorized CAT III Runways. The Operator is authorized to conduct 14 CFR part 97 CAT III instrument approach procedures 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

9. CAT III Runway Restrictions. The Operator is authorized to conduct part 97 CAT III instrument approach procedures 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) & CATIII Minima	**Restrictions & Limitations**
ComboBox	Text Box

10. Maintenance. The Operator must maintain the aircraft and equipment listed in Table 1 in accordance with its approved CAT III manual.

11. 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.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 5 of the Responsible Person signing this LOA.

Table 5

Responsible Person		
Name	**Email Address**	**Telephone**
[LOAD Operator Data]	Text Box	Text Box

12. Engine Inoperative Operations. The Operator is approved for engine inoperative CAT III operations using the aircraft and limitations specified in Table 6.

Table 6

Engine Inoperative CAT III Operations		
Airplane M/M/S	**Operational Authorization**	**Limitations**

Appendix F. Sample MSpec MC060, Category III Instrument Approach and Landing Operations: 14 CFR Part 91 Subpart K

a. Authorization. The program manager is authorized to conduct Category III (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 program manager 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 make, model, and series of aircraft,

(2) The lowest minima shown on the instrument approach procedure chart, or

(3) Minima in accordance with subparagraph d(5) below.

Table 1

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. Required Field Length and Special Operational Equipment and Limitations.

(1) 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 14 CFR part 91, § 91.1037(b).

(2) The certificate holder shall not begin the final approach segment of a CAT III instrument approach unless:

(a) The special equipment listed in Table 1 is installed and operational and limitations listed or referenced in Table 1 are met, and

(b) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures and aircraft equipment status should be considered.

d. Required RVR Reports. The program manager 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 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/Mid/Rollout RVR reports must be no lower than the approach chart minima to conduct any CAT III operation.

(2) For operations using a Fail Passive landing system with a Fail Passive or Fail Operational 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 Fail Operational landing systems with a Fail Passive or Fail Operational 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., touchdown zone, 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 Fail Operational to Fail Passive 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 management specification are authorized for only those pilots-in-command and seconds-in-command who have completed the program manager's approved CAT III training program and who have been qualified for CAT III operations by one of the program manager's check airmen or FAA inspector.

(2) Before conducting CAT III operations the pilot in command must meet the requirements of § 91.1039(c).

f. Operating Limitations. The program manager shall not begin the final approach segment of a CAT III instrument approach procedure, 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) Localizer and glideslope.

(b) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

(c) Touchdown zone lights.

(d) Runway centerline lights.

(e) High intensity runway lights.

(f) ALSF, SSALR, or SALS approach light system or foreign equivalent. Sequence flashing lights may be inoperative. However, after passing the outer marker or final approach fix, CAT III approach and landing 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, EASA, or ICAO criteria for CAT III operations).

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

(5) Once established on the final approach segment, 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 touch down cannot be safely accomplished within the touchdown zone.

(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 glideslope or localizer failure occurs prior to touchdown.

(4) The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

(5) When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational 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 Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(a) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(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 touchdown zone.

h. Authorized CAT III Runways. The program manager is authorized to conduct 14 CFR part 97 CAT III instrument approach procedures 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 program manager is authorized to conduct part 97 CAT III instrument approach procedures 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) & CATIII Minima	**Restrictions & Limitations**
ComboBox	Text Box

j. Maintenance. The program manager must maintain the aircraft and equipment listed in Table 1 in accordance with its approved lower landing minimums maintenance or inspection program.

k. Engine Inoperative Operations. The program manager 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**

TEXT99

Appendix G. Sample LOA C060, Category III Instrument Approach and Landing Operations: 14 CFR Part 125 (LODA A125)

Letter of Authorization
Category III Instrument Approach and Landing Operations

1. Authorization. The Operator/Company is authorized to conduct Category III (CAT III) instrument approach and landing operations in accordance with the Letter of Deviation Authority (LODA A125) using the limitations, provisions, procedures, and minimums specified in this Letter of Authorization.

2. Authorized CAT III Approach and Landing Minimums. The Operator/Company is authorized to conduct CAT III approaches, considering all operational limitations in this paragraph, using minima which is the highest of:

a. The minima listed in Table 1, for the specific make, model, and series of aircraft,

b. The lowest minima shown on the instrument approach procedure chart, or

c. Minima in accordance with subparagraph 4(e) below.

Table 1

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.

3. Required Field Length and Special Operational Equipment and Limitations.

a. The destination runway length shall be determined prior to takeoff to be at least 115 percent of the runway field length required by the airplane AFM.

b. The certificate holder shall not begin the final approach segment of a CAT III instrument approach unless:

(1) The special equipment listed in Table 1 is installed and operational, and the limitations listed or referenced in Table 1 are met, and

(2) If un-forecast adverse weather or failures occur, the runway length needed for landing is determined prior to approach. The runway to be used, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status should be considered.

4. Required RVR Reports. The Operator/Company 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 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)

a. All RVR reports are required and controlling, except as specified in subparagraphs 4(b), 4(c), and 4(d) below.

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

b. For operations using a Fail Passive landing system with a Fail Passive or Fail Operational 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.

c. For operations using Fail Operational landing systems with a Fail Passive or Fail Operational 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.

d. Four RVR Reporting Systems. Where four RVR reporting systems are installed (i.e., touchdown zone, 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.

e. If the landing or rollout system degrades from Fail Operational to Fail Passive 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 4(a) still apply.

5. Pilot Qualifications and Approved CAT III Training Program.

a. The minimums prescribed in this letter of authorization are authorized for only those pilots-in-command and seconds-in-command who have completed the Operator/Company's CAT III training program and who have been qualified for CAT III operations by the Operator/Company's FAA inspector.

b. Before conducting CAT III operations the pilot in command must meet the requirements of 14 CFR part 125, § 125.379.

6. Operating Limitations. The Operator/Company shall not begin the final approach segment of a CAT III instrument approach procedure, 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:

a. The special operational equipment listed in Table 1 is installed and operational.

b. The following ground-based equipment must be operational:

(1) Localizer and glideslope.

(2) Outer marker or DME facility used to define the final approach fix.

Note: A published waypoint or minimum GSIA fix may be used in lieu of an outer marker or DME fix.

(3) Touchdown zone lights.

(4) Runway centerline lights.

(5) High intensity runway lights.

(6) ALSF, SSALR, or SALS approach light system or foreign equivalent. Sequence flashing lights may be inoperative. However, after passing the outer marker or final approach fix, CAT III operations may be continued even though the approach lights become inoperative.

c. 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, EASA, or ICAO criteria for CAT III operations).

d. The crosswind component on the landing runway is less than the airplane flight manual's crosswind limitations, or 15 knots or less, whichever is more restrictive.

e. Once established on the final approach segment, all CAT III operations, except as specified in subparagraph 7(f) below, may continue if any RVR report decreases below the authorized minima.

7. Missed Approach Requirements. A missed approach shall be initiated when any of the following conditions exist:

a. If the pilot determines that touch down cannot be safely accomplished within the touchdown zone.

b. 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.

c. When any glideslope or localizer failure occurs prior to touchdown.

d. The crosswind component at touch down is greater than 15 knots, or greater than the airplane flight manual's crosswind limitations, whichever is more restrictive.

e. When a failure in a Fail Passive landing system occurs prior to touch down, or a failure occurs in a Fail Operational system before reaching the AH.

f. For CAT III operations without a rollout control system, no later than DH, if any controlling RVR is reported below the lowest authorized minima.

g. For CAT III operations using a Fail Passive landing system without a rollout control system, or aircraft using a Fail Passive landing system and Fail Passive rollout control system:

(1) At the DH, if the pilot has not identified the required visual references with the touchdown zone or touchdown zone lights to verify that the aircraft will touch down in the touchdown zone.

(2) 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 touchdown zone.

8. Authorized CAT III Runways. The Operator/Company is authorized to conduct 14 CFR part 97 CAT III instrument approach procedures 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

9. CAT III Runway Restrictions. The Operator/Company is authorized to conduct part 97 CAT III instrument approach procedures 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) & CATIII Minima	**Restrictions & Limitations**
ComboBox	Text Box

10. Maintenance. The Operator/Company must maintain the aircraft and equipment listed in Table 1 in accordance with its approved lower landing minimums maintenance or inspection program.

11. Engine Inoperative Operations. The Operator/Company 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**

TEXT99