

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.245

National Policy

Effective Date:  
12/06/13

Cancellation Date:  
12/06/14

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**SUBJ:** Special Pilot-In-Command Qualification Airport List: Updates

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- 1. Purpose of This Notice.** This notice advises all principal operations inspectors (POI) of changes to the Special Pilot-In-Command (PIC) Qualification Airport List.
- 2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) and certificate management office (CMO) POIs. The secondary audience includes Flight Standards branches and divisions 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://www.fsims.avs.faa.gov>. Operators can find this notice on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>. This notice is available to the public at [http://www.faa.gov/regulations\\_policies/orders\\_notices](http://www.faa.gov/regulations_policies/orders_notices).
- 4. Cancellation.** This notice cancels N 8900.206, Special Pilot-In-Command Qualification Airport List: Addition of Airports.
- 5. Discussion.** The Air Transportation Division (AFS-200) has changed the following airports on the Special PIC Qualification Airport List:
  - Quito, Ecuador (SEQM) (added/changed from SEQU).
  - Xian, China (ZLXY) (removed).
  - Seward, AK (PAWD) (changed; added approach).
- 6. Action.**
  - a. POI Responsibilities.** POIs affected by this notice should advise their respective certificate holders that the Special PIC Qualification Airport List is revised to include SEQM, update PAWD, and remove ZLXY. The certificate holders should also be informed where the list is maintained.
  - b. How to Access the Revised Airport List.** The revised airport list is maintained in the FSIMS and associated with operations specifications (OpSpecs) C050 and C067 in the Web-based Operations Safety System (WebOPSS). To access the list in FSIMS:

- Go to <http://fsims.avs.faa.gov> (internal FAA) or <http://fsims.faa.gov> (public),
- Click on “Publications,”
- Click on “Operations Safety System (OPSS) Guidance,” and
- Click on “OPSS QAL Special Pilot-In-Command Qualification Airport List.”

**Note:** The Special PIC Qualification Airports Revision History and the Special PIC Qualification Airport List are available in Appendices A and B below.

**7. Disposition.** We will not incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning this notice to AFS-200 at 202-267-8166.



Director, Flight Standards Service

**Appendix A. Special Pilot-In-Command Qualification Airports Revision History****Table 1. Airports Revision History**

<b>Airport Changes</b>	<b>Change Document</b>	<b>Date of Change</b>
<b>Completely Revised List</b> per FAA-cancelled Advisory Circular (AC) 121-445 and put operations specification (OpSpec) C050 into place	HBAT 03-07	October 16, 2003
<b>Added</b> – Thule Air Base, Greenland (BGTL)	N 8400.63	March 29, 2004
<b>Removed</b> – Russian airports: Domodedovo (UUDD), Moscow and Pulkovo (ULLI), St. Petersburg	N 8400.76	January 14, 2005
<b>Removed</b> – Chinese airport at Zhengding, Shijiazhuang (ZBSJ)	N 8400.86	November 23, 2005
<b>Added</b> – Ponce, Puerto Rico (TJPS)	N 8400.86	November 23, 2005
<b>Removed</b> – Chinese airports: Wuhan (ZHHH) and Nanjing (ZSNJ)	N 8400.88	April 4, 2006
<b>Removed</b> – All asterisks from Alaska airports and Adak Island (NAF), AK is now a public airport	No notice; asterisks were removed since they were left over in anticipation of the AC revision that was cancelled.	April 24, 2006
<b>Removed</b> – Russian airports: Yakutsk (UEEE) and Tolmachevo (UNNT)	N 8400.91	May 19, 2006
<b>Removed</b> – Russian airports: Minsk-2 (UMMS), Minsk, Belarus; L'viv (UKLL), L'viv, Ukraine; Simferopol (UKFF), Simferopol, Ukraine; Kyiv/Boryspil (UKBB), Kyiv, Ukraine; Kyiv (UKKM), Kyiv, Ukraine	N 8400.93	October 19, 2006
<b>Removed</b> – Chinese airports: Pudong (ZSPD), Shanghai, China; Zhengding (ZBSJ), Shijiazhuang, China (duplicate); Hongqiao (ZSSS), Shanghai, China; Binhai (ZBTJ), Tianjin, China	N 8400.93	October 19, 2006

<b>Added</b> – Gustavia III (TFFJ), St. Barthelemy, Guadeloupe, French West Indies	N 8400.93	October 19, 2006
<b>Corrected duplications of Chinese airports</b>	No notice.	November 13, 2006
<b>Added</b> – Bagram Air Base, Afghanistan (OAIX)	N 8900.43	June 13, 2008
<b>Added</b> – Svalbard Airport, Norway (ENSB) <b>Removed</b> – Bratsk Airport, Russia (UIBB) and Irkutsk International Airport, Russia (UIII)	N 8900.79	June 26, 2009
<b>Removed</b> – Yekaterinburg International Airport, Russia (USSS)	Notification.	February 26, 2010
<b>Added</b> – Mammoth Lakes, CA (KMMH) and Akureyri, Iceland (BIAR)	N 8900.206	January 18, 2013
<b>Added</b> —Quito, Ecuador (SEQM) <b>Removed</b> —Xian, China (ZLXY) <b>Changed</b> —Seward, AK (PAWD)	N 8900.245	December 6, 2013

**Appendix B. Special Pilot-In-Command Qualification Airport List**  
(Revised June 2013)

**Table 1. United States Airports (Lower 48 States)**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Ashville, NC	KAVL	Mountainous terrain.	06/20/90
Aspen, CO	KASE	Mountainous terrain in immediate vicinity of airport, all quadrants; high climb gradient performance requirements; special procedures.	06/20/90
Beckley, WV	KBKW	Mountainous terrain.	06/20/90
Binghamton, NY	KBGM	Mountainous terrain.	06/20/90
Bluefield, WV	KBLF	Mountainous terrain.	06/20/90
Bullhead City, AZ, Laughlin/Bullhead International	KIFP	Rapidly rising terrain (north, south, and west quadrants); high departure climb gradient performance requirements.	08/30/02
Burbank, CA	KBUR	Mountainous terrain.	06/20/90
Burlington, VT	KBTV	Mountainous terrain.	06/20/90
Butte, MT	KBTM	Numerous obstructions; no tower.	06/20/90
Charleston, (Kanawha), WV	KCRW	Mountainous terrain.	06/20/90
Cody, WY	KCOD	Mountainous terrain; no approach control; no tower; nonprecision approaches only.	06/20/90
Cumberland, MD	KCBE	Mountainous terrain.	06/20/90
Durango, CO	KDRO	High terrain; no radar.	06/20/90
Eagle, CO	KEGE	Mountainous terrain; high climb gradient performance requirements.	06/20/90
Elmira, (Chemung), NY	KELM	Mountainous terrain.	06/20/90
Flagstaff, AZ	KFLG	Mountainous terrain.	06/20/90
Gunnison, CO	KGUC	Uncontrolled; numerous obstructions in airport area; complex departure procedures.	06/20/90
Hailey, ID (Friedman Memorial)	KSUN	Mountainous terrain; special arrival/departure procedures.	06/20/90
Hayden, Yampa Valley, CO	KHDN	Mountainous terrain; no control tower.	06/20/90
Hot Springs, VA	KHSP	Mountainous terrain.	06/20/90
Huntington, WV	KHTS	Mountainous terrain.	06/20/90
Jackson Hole, WY	KJAC	Mountainous terrain, all quadrants; complex departure procedures.	06/20/90
Keene/Dillant-Hopkins, NH	KEEN	Mountainous terrain.	06/20/90
Klamath Falls, OR	KLMT	Mountainous terrain.	06/20/90

Lebanon Regional, (Lebanon), NH	KLEB	Mountainous terrain.	06/20/90
Mammoth Lakes, CA	KMMH	Mountainous terrain; limited maneuvering area.	07/23/12
Missoula, MT	KMSO	Mountainous terrain.	06/20/90
Ontario, CA	KONT	Mountainous terrain.	06/20/90
Palm Springs, CA	KPSP	Mountainous terrain.	06/20/90
Pinal Airpark, (Marana), AZ	KMJZ	Mountainous terrain.	06/20/90
Reno, NV	KRNO	Mountainous terrain.	06/20/90
Rifle/Garfield County Regional, CO	KRIL	Mountainous terrain.	06/20/90
Roanoke, VA	KROA	Mountainous terrain.	06/20/90
San Diego, CA	KSAN	Rising terrain close to runway.	06/20/90
San Francisco Intl, CA	KSFO	Mountainous terrain.	06/20/90
Saranac Lake, NY	KSLK	Mountainous terrain.	06/20/90
Shenandoah Valley, VA (Stanton- Waynesboro- Harrisonburg)	KSHD	Mountainous terrain.	06/20/90
South Lake Tahoe, CA	KTVL	Mountainous terrain.	06/20/90
Telluride, CO	KTEX	Mountainous terrain.	06/20/90
Washington, DC (National)	KDCA	Special arrival/departure procedures.	06/20/90
West Yellowstone, (Yellowstone), MT	KWYS	Mountainous terrain.	06/20/90

**Table 2. United States Airports (Alaska and Hawaii)**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Dutch Harbor, (Unalaska), AK	PADU	Mountainous terrain.	06/20/90
Hilo Intl (General Lyman Field), HI	PHTO	Mountainous terrain.	06/20/90
Juneau, AK	PAJN	Mountainous terrain.	06/20/90
Kahului, HI	PHOG	Mountainous terrain.	06/20/90
Ketchikan, AK	PAKT	Mountainous terrain.	06/20/90
Kodiak, AK	PADQ	Mountainous terrain.	06/20/90
Kulik Lake Airport, AK	PLKK	Mountainous terrain.	08/30/02
Lihue, Kauai, HI	PHLI	Mountainous terrain.	06/20/90
Petersburg, AK	PAPG	Mountainous terrain.	06/20/90
Red Dog, AK	PARD	Mountainous terrain.	08/30/02
Sand Point, AK	PASD	Mountainous terrain.	06/20/90
Seward, AK	PAWD	Mountainous terrain.	12/06/13

Sitka, AK	PASI	Mountainous terrain.	06/20/90
Valdez, AK	PAVD	Mountainous terrain.	06/20/90
Wrangell, AK	PAWG	Mountainous terrain.	06/20/90

**Table 3. United States Airports (Military Airports)**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Adak Island, AK	PADK	Mountainous terrain.	06/20/90
Cape Lisburne (LRRS), AK	PALU	Mountainous terrain.	06/20/90
Cape Newenham (LRRS), AK	PAEH	Runway located on mountain slope with high gradient factor; nonstandard instrument approach. Extreme slope of runway gives illusion of very steep descent when on normal glideslope for Runway 14. Departure end of Runway 32 (lower end) is flanked on the west (left) side by a filled area, which can cause the left side runway markers to appear to be runway centerline. Visibility is reported from the weather station that is located at the lower end of the runway and faces north, normally away from sun. The Runway 14 approach is to the south, normally into the sun, and effective visibility on final may be much less than reported, especially in haze, snow, or broken layered conditions. Recommend landing configuration be established far enough prior to touchdown to allow for go-around in the event of landing gear and/or flap malfunctions, and to allow sufficient time to visually acquire the runway and establish normal glideslope. Do not rely on Visual Approach Slope Indicator (VASI) for glideslope information. The VASI runway intercept point is 500 feet past the threshold. Reliance on the VASI will cause long landings. Runway has 5-foot-tall lip at both ends. Aircraft may incur significant damage when operating on gravel runways.	06/20/90
Cape Romanzof, AK	PACZ	Mountainous terrain.	06/20/90
Indian Mountain (LRRS), AK	PAIM	Mountainous terrain.	06/20/90
Sparrevohn (LRRS), AK	PASV	Mountainous terrain.	06/20/90

Tin City (LRRS), AK	PATC	Mountainous terrain.	06/20/90
Thule, Greenland	BGTL	Navigation and approach facilities are oriented to True North while the en route environment is oriented to Magnetic North. In addition to the mountainous terrain surrounding the airport, there is a runway gradient that pilots need to be aware of when landing. Operators using a Global Positioning System (GPS) as primary means without inertial platforms may not be approved to use the Thule airport as a destination or an alternate. The Air Force (AF) does not allow air carrier operations to use BGTL as an alternate because it has no passenger facilities. Air carriers operating into Thule under military contracts must provide their flightcrews with specific training and checking on Thule.	03/12/04

Bagram Air Base, Afghanistan	OAIX	Controlled explosions and de-mining operations in vicinity of airport, air traffic control (ATC) will advise. Aircraft operating below flight level (FL) 210 may experience a loss of radio and/or radar contact with Bagram ATC at distances greater than 30 nautical miles (NM). MPN-25 (airport surveillance radar (ASR)/precision approach radar (PAR)) principal maintenance inspector (PMI) Mon-Fri 1930-2130Z. High potential for hydroplaning when runway surface is wet. Runway in advanced state of decay, increased possibility of foreign object damage (FOD). Avoid overflight 1/2 mile northeast departure end Runway 03, burn pit will cause inadvertent flare dispersal. Takeoff obstacle Runway 03 4,900' mean sea level (MSL) antennae, 599' from departure, 510' left of centerline. Lighted tower, 120' above ground level (AGL), Runway 03 approach end 1,250' east of centerline. Lighted tower, 120' AGL, 1,250' east of centerline midfield Runway 03/21. Possible 1/2 runway width closed for construction, contact approach for status. Taxiway H between Taxiways B and E is 44' wide. Aircraft use inboard engine only to reduce FOD. (Source: World Aero Data, www.worldaerodata.com).	06/13/08
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**Table 4. European Airports**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Akureyri, Iceland	BIAR	Terrain; high rate of descent required on Localizer (LOC)/ distance measuring equipment (DME); engine-out missed approach capability limited by terrain.	07/23/12
Sondre Stromfjord AB, (Kangerlussuaq) Greenland	BGSF	Mountainous terrain.	06/20/90
Svalbard Airport, Svalbard/Longyearbyen, Norway	ENSB	Rapidly rising terrain to the north, south, and east.	06/26/09

**Table 5. China (PRC) Airports**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
All Airports in the People's Republic of China,  <b>EXCEPT:</b> Shenzhen Huangtian Airport, China, Beijing Capital, Guangzhou, Shanghai-Hongqiao, Tianjin-Zhanguizhuang, Hangzhou-Jianqiao, Shanghai-Pudong, Shenzhen Huangtian, Dalian, Zhengding, Shijazhuang, Harbin Airports, Wuhan, Nanjing, Xian	All A/Ps  <b>EXCEPT</b> ZBAA, ZGGG, ZSSS, ZBTJ, ZSHC, ZSPD, ZGSZ, ZYTL, ZBSJ, ZYHB, ZHHH, ZSNJ, ZLXY	Limited information.	10/19/06

**Table 6. Commonwealth of Independent States (CIS) Airports**

**Note:** Member countries include: Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russia, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan.

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
<p>All Commonwealth of Independent States (CIS), formerly the Soviet Socialist Republic (USSR) Airports,</p> <p><b>EXCEPT:</b> Anadyr, Archangel, Domodedovo, Khabarovsk, Murmansk, Prevek, Pulkovo, Sheremetyevo-Moscow, Tiski, Tolmachevo/Novosibirsk, Vladivostok, Vnukovo, Yakutsk, and Yuzhno airports.</p> <p>Bratsk Airport, UIBB, Bratsk, Russia; Irkutsk International Airport, UIII, Irkutsk, Russia; Minsk-2, UMMS, Minsk, Belarus; L'viv, UKLL, L'viv, Ukraine; Simferopol, UKFF, Simferopol, Ukraine; Kyiv/Boryspil, UKBB, Kyiv, Ukraine; Kyiv, UKKM, Kyiv, Ukraine; Yekaterinburg International Airport, USSS, Russia</p>	<p>All A/P's</p> <p><b>EXCEPT</b> UHMA, ULAA, UDD, UHHH, ULMM, UHMP, ULLI, UNNT, UEEE, UEST, UHWW, UWW, UHSS, UIBB, UIII, UMMS, UKFF, UKLL, UKKM, USSS</p>	<p>Limited airport information; lack of accurate Notice to Airmen (NOTAM) information; unique local procedures; local weather conditions/weather reporting; language/accents; mountainous terrain.</p>	<p>02/26/10</p>

**Table 7. Caribbean Airports**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Fort De France, Martinique	TFFF	Mountainous terrain.	06/20/90
Guantanamo Bay, Cuba	MUGM	Unique approach requirements; limited maneuvering airspace due to politically sensitive territorial boundaries.	06/20/90
Pointe-A-Pitre, Guadeloupe	TFFR	Mountainous terrain.	06/20/90
Ponce, Puerto Rico	TJPS	High terrain to the north and numerous manmade obstacles.	11/28/05
Santa Domingo, Dominican Republic (Las Americas)	MDSB	No radar environment; prohibited area and San Isidro Air Base northeast of field.	06/20/90
St. Maarten I, Neth Antilles (Phillipsburg)	TNCM	Mountainous terrain.	06/20/90
St. Thomas I, Virgin Is (Charlotte Amalie)	TIST	Mountainous terrain.	06/20/90
E.T. Joshua, Lessor Antilles (St Vincent)	TVSV	Mountainous terrain.	04/26/05
Gustavia III, TFFJ, St. Barthelemy, Guadeloupe, French West Indies	TFFJ	Severe mountainous terrain hindering an approach to both Runway 10 and Runway 28. Departure on 28 is prohibited. French Civil Aviation Authority requires a special flight check from an authorized individual and a signoff to all crewmembers that fly commercially into this airport.	10/19/06

**Table 8. Central American Airports**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Guadalajara, Mexico	MMGL	Mountainous terrain.	06/20/90
Guatemala City, Guatemala	MGGT	Mountainous terrain.	06/20/90
Loreto Int'l, Mexico	MMLT	Mountainous terrain.	08/30/02
San Jose, Costa Rica	MROC	Mountainous terrain.	06/20/90
Tegucigalpa, Honduras	MHTG	Mountainous terrain.	06/20/90

**Table 9. South American Airports**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Bogota, Colombia (Eldorado International)	SKBO	Mountainous terrain.	08/30/02
Cali, Colombia	SKCL	Mountainous terrain.	08/30/02
La Paz, Bolivia	SLLP	Mountainous terrain.	06/20/90
Arequipa, Peru	SPQU	Mountainous terrain.	05/15/03
Pasto, Colombia (Antonio Narino)	SKPS	Mountainous terrain.	08/30/02
Pereira, Colombia (Matecana)	SKPE	Mountainous terrain.	08/30/02
Quito, Ecuador	SEQM	Mountainous terrain; complexity of arrival and departure procedures.	12/06/13
Rio De Janeiro, Brazil (Galeao)	SBGL	Mountainous terrain; complexity of approaches.	06/20/90

**Table 10. Pacific Airports**

<b>Special PIC Qualification Airport</b>	<b>ICAO ID</b>	<b>Distinctive Characteristics</b>	<b>Effective Date</b>
Fukuoka, Japan	RJFF	Mountainous terrain.	06/20/90
Hong Kong International, Hong Kong, PR of China	VHHH	Mountainous terrain.	06/20/90
Pago Pago, Tutuila Island, United States (American Samoa)	NSTU	Mountainous terrain.	06/20/90