

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.283

National Policy

Effective Date:  
1/27/15

Cancellation Date:  
1/27/16

**SUBJ:** LOA C061/C062 Part 125 Letter of Deviation Authority A125

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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 125 Letter of Deviation Authority (LODA) A125 (part 125 subpart M (125M)) operators. This notice issues Letter of Authorization (LOA) C061, Flight Control Guidance Systems for Automatic Landing Operations Other Than Categories II and III: 14 CFR Part 125 (LODA A125), and LOA C062, Manually Flown Flight Control Guidance System for Landing Operations Other Than Categories II and III: 14 CFR Part 125 (LODA A125), for other than Category II (CAT II) and Category III (CAT III) instrument approach and landing operations using automatic landing systems or manually flown flight control guidance systems.

**2. Audience.** The primary audience for this notice is FAA CHDOs and POIs assigned to operators conducting airplane operations under part 125 with LODA A125. 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](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's 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. Background.** LOAs C061 and C062 authorize and list the requirements and limitations for other than CAT II or CAT III approach and landing operations flown using autoland systems or manually flown Head Up Display (HUD). These authorizations have the same requirements and limitations as the C061 and C062 authorizations issued to other CFR parts.

**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 Specifications Working Group (OSWG), developed this notice. This notice contains the following:

- The sample LOA C061 template in Appendix A applies to part 125 (LODA A125).
- The sample LOA C062 template in Appendix B applies to part 125 (LODA A125).

**6. Action.** POIs should review the revised guidance in FAA Order 8900.1 Volume 3, Chapter 18, Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations, for issuance of LOAs C061 and C062 for part 125M operators. POIs should provide this notice to all operators for whom they are responsible, alerting them to updated operating procedures, as well as 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 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.

A handwritten signature in black ink, appearing to read "John Barbagallo". The signature is stylized with a large initial "J" and "B".

John Barbagallo  
Deputy Director, Flight Standards Service

**Appendix A. Sample LOA C061, Flight Control Guidance Systems for Automatic Landing Operations Other Than Categories II and III:  
14 CFR Part 125 (LODA A125)**

The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to conduct automatic approach and landing operations (other than CAT II and III) at suitably equipped airports. The Operator/Company shall conduct all automatic approach and landing operations in accordance with the LODA A125 using the limitations, provisions, procedures, and minimums specified in this letter of authorization.

1. Authorized Airplanes and Flight Control Guidance Systems. The Operator/Company is authorized to conduct automatic approach and landing operations using the following airplane and automatic flight control guidance systems.

| Airplane Type<br>M/M/S | Flight Control Guidance Systems |       |
|------------------------|---------------------------------|-------|
|                        | Manufacturer                    | Model |
|                        |                                 |       |

2. Special Limitations.

a. The Operator/Company shall conduct all operations authorized by this letter of authorization in accordance with applicable sections of 14 CFR and the airworthiness certification basis of the automatic flight control guidance system used.

b. The Operator/Company shall not conduct automatic landing operations to any runway using these systems, unless the Operator/Company determines that the flight control guidance system being used permits safe automatically flown approaches and landings to be conducted at that runway.

c. The Operator/Company shall not conduct any operations authorized by this paragraph, unless the Operator/Company's approved training program provides training in the equipment and special procedures to be used.

d. Except when automatic approaches and landings are performed under the supervision of a properly qualified check airman, any pilot used by the Operator/Company to conduct automatic approaches and landings must be qualified in accordance with the Operator/Company's approved training program.

3. These operations may be conducted on any ILS facility, but only in CAT I or better weather unless prior coordination with ATC was done by the Operator/Company to ensure the protection of the critical areas.

**Appendix B. Sample LOA C062, Manually Flown Flight Control Guidance System  
Certified for Landing Operations Other Than Categories II and III:  
14 CFR Part 125 (LODA A125)**

The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to conduct approach and landing operations (other than CAT II and III) at suitably equipped airports using manually flown flight control guidance systems approved for landing operations. The Operator/Company shall conduct all approach and landing operations authorized by this paragraph in accordance with the LODA A125 using the limitations, provisions, procedures, and minimums specified in this letter of authorization.

1. Authorized Airplanes and Manual Flight Control Systems. The Operator/Company is authorized to conduct approach and landing operations using the following airplane and manually flown flight control guidance systems which are certified for landing operations.

| Airplane Type<br>M/M/S | Manual Flight Control Guidance Systems |       |
|------------------------|--|-------|
|                        | Manufacturer                           | Model |
|                        |  |       |

2. Special Limitations.

a. The Operator/Company shall conduct all operations authorized by this paragraph in accordance with applicable sections of the 14 CFR and the airworthiness certification basis of the manually flown flight control guidance system being used.

b. The Operator/Company shall not conduct landing operations to any runway using these systems, unless the Operator/Company determines that the flight control guidance system being used permits safe manually flown approaches and landings to be conducted at that runway.

c. The Operator/Company shall not conduct any operations authorized by this letter of authorization, unless the Operator/Company's approved training program provides training in the equipment and special procedures to be used.

d. Except when operations are performed under the supervision of a properly qualified check airman, any pilot used by the Operator/Company to conduct manually flown approaches and landings using these systems must be qualified for the operation being conducted in accordance with the Operator/Company's approved training program.

3. These operations may be conducted on any ILS facility, but only in CAT I or better weather unless prior coordination with ATC was done by the Operator/Company to ensure the protection of the critical areas.