

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.575

National Policy

Effective Date:
12/14/20

Cancellation Date:
12/14/21

SUBJ: OpSpec/MSpec/LOA C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations

1. Purpose of This Notice. This notice introduces a new operations specification (OpSpec)/management specification (MSpec)/Letter of Authorization (LOA) C059 for Special Authorization (SA) Category (CAT) I operations. This notice also amends OpSpec/MSpec/LOA C052, Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima, for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (91K), 121, 125 (including part 125 Letter of Deviation Authority (LODA) holders), 129, and 135. This notice also amends LOA C060, Category II and Category III Instrument Approach and Landing Operations, for operators conducting airplane operations under part 91. This is a nonmandatory revision to OpSpec/MSpec/LOA C052 and LOA C060. However, for those operators currently authorized SA CAT I operations via their issued C052 (parts 91K, 121, 125 (including part 125 LODA holders), 129, and 135) or C060 (part 91), it is required that these operators are issued the new C059 to authorize SA CAT I operations, and that C052 or C060, as applicable, be reissued to reflect the removal of the SA CAT I authorization. Operators seeking initial SA CAT I authorization who are subsequently approved must be issued the new OpSpec/MSpec/LOA C059.

2. Audience. The primary audience for this notice is Federal Aviation Administration (FAA) Flight Standards Safety Assurance offices, International Field Offices (IFO), and Principal Operations Inspectors (POI) with oversight responsibilities for operators conducting airplane operations under parts 91, 91K, 121, 125 (including part 125 LODA holders), 129, and 135. The secondary audience includes the Safety Standards and Foundational Business offices.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <https://fsims.avs.faa.gov>. Operators can find this notice on the FAA's website at <https://fsims.faa.gov>. This notice is available to the public at https://www.faa.gov/regulations_policies/orders_notices.

4. Background.

a. The Flight Operations Group (FOG) has eliminated the previous requirements for CAT II trained aircrew and CAT II maintained aircraft for SA CAT I authorization. Additionally, the

allowable equipment used as basis for SA CAT I authorization was expanded beyond the Head-Up Display (HUD) (e.g., Synthetic Vision Guidance Systems (SVGS)). These changes were published in Advisory Circular (AC) 120-118, Criteria for Approval/Authorization of All Weather Operations (AWO) for Takeoff, Landing, and Rollout, in July 2018. The FOG has also developed a separate OpSpec/MSpec/LOA C059 to issue optional SA CAT I authorization.

b. The “Part/Para” nomenclature of C059, once used for the now decommissioned separate CAT II authorization, is being reused for SA CAT I authorization. This allows for the SA CAT I authorization to be grouped in sequence with C060 CAT II and III authorization, keeping these authorizations for low visibility operations together. Due to this, please note that the initial release of C059 for SA CAT I instrument approach and landing operations will not start with HQ Revision: 000. The HQ Revision number will be based on the HQ Revision at the time the previous C059 was decommissioned and will vary across the applicable 14 CFR parts.

5. Guidance.

a. **FAA Order 8900.1.** The following Order 8900.1 guidance sections have been updated:

(1) Volume 3, Chapter 18, Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.

(2) Volume 4, Chapter 2, Section 3, Safety Assurance System: Approval of U.S. Operators for Operations Below Standard Category I—Parts 91 (Other Than Small Category A), 91K, 121, 125, 125 LODA Holders, and 135.

(3) Volume 4, Chapter 2, Section 6, Authorizing a Part 129 Foreign Air Carrier for Special Authorization (SA) Category (CAT) I, SA CAT II, CAT II, CAT III Operations.

(4) Volume 12, Chapter 4, Section 4, Part 129 Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.

b. This Notice Contains the Following:

- The sample OpSpec C059 template in Appendix A applies to part 121.
- The sample OpSpec C059 template in Appendix B applies to part 125.
- The sample OpSpec C059 template in Appendix C applies to part 135.
- The sample OpSpec C059 template in Appendix D applies to part 121/135.
- The sample MSpec C059 template in Appendix E applies to part 91K.
- The sample LOA C059 template in Appendix F applies to part 91.
- The sample LOA C059 template in Appendix G applies to part 125 A125 LODA holders.
- The sample OpSpec C059 template in Appendix H applies to part 129.

6. Explanation of Changes.

a. **OpSpec/MSpec/LOA C059.** OpSpec/MSpec/LOA C059 authorizes and lists the revised requirements and limitations for SA CAT I approach and landing operations. Significant changes

to the authorizations and requirements for SA CAT I operations have been made, including eliminating CAT II aircraft and aircrew requirements. Additionally, approved equipment authorized for SA CAT I operations is expanded to include SVGS.

b. OpSpec/MSpec/LOA C052. The SA CAT I authorizations and requirements currently contained in OpSpec/MSpec/LOA C052 have been deleted.

c. LOA C060 (Part 91 Only). The SA CAT I authorizations and requirements currently contained in LOA C060 have been deleted.

7. Action. This is a nonmandatory revision to OpSpec/MSpec/LOA C052 and LOA C060. However, for operators that have SA CAT I authorized in their issued C052 (parts 91K, 121, 125 (including part 125 LODA holders), 129, and 135), or C060 (part 91), POIs must issue the new C059 to authorize SA CAT I operations, and reissue C052 or C060, as applicable, to remove the SA CAT I authorization. POIs of operators with existing SA CAT I authorization must complete these actions within 6 months of the date of this notice. When issuing the new C059 to operators, POIs must also issue a revised OpSpec/MSpec/LOA A004, Summary of Special Authorizations and Limitations.

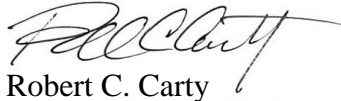
a. Operators Seeking Initial SA CAT I Authorization. Operators seeking initial SA CAT I authorization, who are subsequently approved, must be issued the new OpSpec/MSpec/LOA C059. These initial requests could be based on the following:

- (1) An operator adding a certified SVGS or a certified HUD to its aircraft.
- (2) An operator who currently has a certified HUD-equipped aircraft but is not authorized CAT II operations.
- (3) An operator seeking CAT II/III operations for the first time with an aircraft equipped with a certified SVGS or certified HUD.

b. Operators Authorized Via Current OpSpec/MSpec/LOA C052 or LOA C060. Operators currently authorized SA CAT I operations via OpSpec/MSpec/LOA C052 or part 91 operators currently authorized SA CAT I operations via LOA C060 may continue to conduct SA CAT I operations under those authorizations if they also maintain their current CAT II authorization, during the interim 6-month period.

c. Issuance of Revised OpSpec/MSpec/LOA C052 or LOA C060. Any issuance of the revised OpSpec/MSpec/LOA C052 or LOA C060 requires issuance of OpSpec/MSpec/LOA C059 in order to retain SA CAT I authorization.

8. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions and comments concerning the information in this notice to the Flight Technologies and Procedures Division, Flight Operations Group (FOG) at 202-267-8790.



Robert C. Carty
Deputy Executive Director, Flight Standards Service

**Appendix A. Sample OpSpec C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 121**

a. The certificate holder is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this operations specification.

b. The certificate holder is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:

(1) Each airplane used to conduct SA CAT I operations must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.

(2) Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.

(3) An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this operations specification.

(4) SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].

(5) The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.

(a) Two independent navigation receivers, or equivalent, of each type intended for use.

(b) At least one radio altimeter (RA), although two are recommended.

(c) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellant).

(6) If SVGS is used to conduct SA CAT I operations, the certificate holder must ensure SVGS databases contain current data.

c. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph b(4) to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

(1) After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph b(4), or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

(2) The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

(3) The instrument approach procedure (IAP) must have published SA CAT I minimums.

(4) TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

(5) Single-pilot operations are not authorized for SA CAT I. The certificate holder must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

d. Pilot Qualifications and Approved Training. The minimums prescribed in this operations specification are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the certificate holder's SA CAT I training and qualification program approved by the Administrator, and have been qualified by one of the certificate holder's check pilots or an FAA inspector, in each guidance system to be used for an SA CAT I operation specified in subparagraph b(4). The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

e. Maintenance. The certificate holder must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into its Continuous Airworthiness Maintenance Program (CAMP) for the aircraft used in SA CAT I operations. This requirement includes cleaning, inspection, adjusting, testing, and any other actions specified at time of FGS certification to maintain airworthiness.

f. Foreign Airports. The certificate holder is authorized to conduct foreign SA CAT I operations only at those specifically approved runways at foreign airports listed in Table 1 below.

Table 1 – Foreign Airports and Runways

Airport Name/Identifier, Runway(s)	Limitations

**Appendix B. Sample OpSpec C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 125**

a. The certificate holder is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this operations specification.

b. The certificate holder is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:

(1) Each airplane used to conduct SA CAT I operations must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.

(2) Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.

(3) An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this operations specification.

(4) SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].

(5) The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.

(a) Two independent navigation receivers, or equivalent, of each type intended for use.

(b) At least one radio altimeter (RA), although two are recommended.

(c) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellant).

(6) If SVGS is used to conduct SA CAT I operations, the certificate holder must ensure SVGS databases contain current data.

c. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph b(4) to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

(1) After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph b(4), or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

(2) The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

(3) The instrument approach procedure (IAP) must have published SA CAT I minimums.

(4) TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

(5) Single-pilot operations are not authorized for SA CAT I. The certificate holder must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

d. Pilot Qualifications and Approved Training. The minimums prescribed in this operations specification are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the certificate holder's SA CAT I training and qualification program approved by the Administrator, and have been qualified by one of the certificate holder's check pilots or an FAA inspector, in each guidance system to be used for an SA CAT I operation specified in subparagraph b(4). The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

e. Maintenance. The certificate holder must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into its approved inspection program (AIP) for the aircraft used in SA CAT I operations. This requirement includes cleaning, inspection, adjusting, testing, and any other actions specified at time of FGS certification to maintain airworthiness.

f. Foreign Airports. The certificate holder is authorized to conduct foreign SA CAT I operations only at those specifically approved runways at foreign airports listed in Table 1 below.

Table 1 – Foreign Airports and Runways

Airport Name/Identifier, Runway(s)	Limitations

**Appendix C. Sample OpSpec C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 135**

a. The certificate holder is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this operations specification.

b. The certificate holder is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:

(1) Each airplane used to conduct SA CAT I operations must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.

(2) Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.

(3) An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this operations specification.

(4) SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].

(5) The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.

(a) Two independent navigation receivers, or equivalent, of each type intended for use.

(b) At least one radio altimeter (RA), although two are recommended.

(c) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellant).

(6) If SVGS is used to conduct SA CAT I operations, the certificate holder must ensure SVGS databases contain current data.

c. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph b(4) to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

(1) After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph b(4), or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

(2) The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

(3) The instrument approach procedure (IAP) must have published SA CAT I minimums.

(4) TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

(5) Single-pilot operations are not authorized for SA CAT I. The certificate holder must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

d. Pilot Qualifications and Approved Training. The minimums prescribed in this operations specification are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the certificate holder's SA CAT I training and qualification program approved by the Administrator, and have been qualified by one of the certificate holder's check pilots or an FAA inspector, in each guidance system to be used for an SA CAT I operation specified in subparagraph b(4). The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

e. Maintenance. The certificate holder must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into its Continuous Airworthiness Maintenance Program (CAMP) or Approved Aircraft Inspection Program (AAIP) for the aircraft used in SA CAT I operations. This requirement includes cleaning, inspection, adjusting, testing, and any other actions specified at time of FGS certification to maintain airworthiness.

f. Foreign Airports. The certificate holder is authorized to conduct foreign SA CAT I operations only at those specifically approved runways at foreign airports listed in Table 1 below.

Table 1 – Foreign Airports and Runways

Airport Name/Identifier, Runway(s)	Limitations

**Appendix D. Sample OpSpec C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 121/135**

a. The certificate holder is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this operations specification.

b. The certificate holder is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:

(1) Each airplane used to conduct SA CAT I operations must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.

(2) Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.

(3) An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this operations specification.

(4) SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].

(5) The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.

(a) Two independent navigation receivers, or equivalent, of each type intended for use.

(b) At least one radio altimeter (RA), although two are recommended.

(c) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellant).

(6) If SVGS is used to conduct SA CAT I operations, the certificate holder must ensure SVGS databases contain current data.

c. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph b(4) to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

(1) After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph b(4), or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

(2) The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

(3) The instrument approach procedure (IAP) must have published SA CAT I minimums.

(4) TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

(5) Single-pilot operations are not authorized for SA CAT I. The certificate holder must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

d. Pilot Qualifications and Approved Training. The minimums prescribed in this operations specification are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the certificate holder's SA CAT I training and qualification program approved by the Administrator, and have been qualified by one of the certificate holder's check pilots or an FAA inspector, in each guidance system to be used for an SA CAT I operation specified in subparagraph b(4). The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

e. Maintenance. The certificate holder must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into its Continuous Airworthiness Maintenance Program (CAMP) or Approved Aircraft Inspection Program (AAIP), as applicable, for the aircraft used in SA CAT I operations. This requirement includes cleaning, inspection, adjusting, testing, and any other actions specified at time of FGS certification to maintain airworthiness.

f. Foreign Airports. The certificate holder is authorized to conduct foreign SA CAT I operations only at those specifically approved runways at foreign airports listed in Table 1 below.

Table 1 – Foreign Airports and Runways

Airport Name/Identifier, Runway(s)	Limitations

**Appendix E. Sample MSpec C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 91K**

a. The program manager is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this management specification.

b. The program manager is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:

(1) Each airplane used to conduct SA CAT I operations must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.

(2) Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.

(3) An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this management specification.

(4) SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].

(5) The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.

(a) Two independent navigation receivers, or equivalent, of each type intended for use.

(b) At least one radio altimeter (RA), although two are recommended.

(c) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellant).

(6) If SVGS is used to conduct SA CAT I operations, the program manager must ensure SVGS databases contain current data.

c. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph b(4) to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

(1) After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph b(4), or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

(2) The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

(3) The instrument approach procedure (IAP) must have published SA CAT I minimums.

(4) TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

(5) Single-pilot operations are not authorized for SA CAT I. The program manager must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

d. Pilot Qualifications and Approved Training. The minimums prescribed in this management specification are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the program manager's SA CAT I training and qualification program approved by the Administrator, and have been qualified by one of the program manager's check pilots or an FAA inspector, in each guidance system to be used for an SA CAT I operation specified in subparagraph b(4). The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

e. Maintenance. The program manager must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into their Continuous Airworthiness Maintenance Program (CAMP) or approved inspection program (AIP) for the aircraft used in SA CAT I operations. This requirement includes cleaning, inspection, adjusting, testing, and any other actions specified at time of FGS certification to maintain airworthiness.

f. Foreign Airports. The program manager is authorized to conduct foreign SA CAT I operations only at those specifically approved runways at foreign airports listed in Table 1 below.

Table 1 – Foreign Airports and Runways

Airport Name/Identifier, Runway(s)	Limitations

**Appendix F. Sample LOA C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 91**

1. The operator is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this Letter of Authorization (LOA).
2. The operator is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:

- a. The airplane(s) authorized in Table 1 below must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.

Table 1 – Airplane(s) Authorized SA CAT I

Serial Number	Registration Number	Airplane M/M/S

- b. Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.

- c. An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this LOA.

- d. SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].

- e. The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.

- (1) Two independent navigation receivers, or equivalent, of each type intended for use.

- (2) At least one radio altimeter (RA), although two are recommended.

- (3) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellant).

- f. If SVGS is used to conduct SA CAT I operations, the operator must ensure SVGS databases contain current data.

3. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph 2d to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

a. After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph 2d, or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

b. The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

c. The instrument approach procedure (IAP) must have published SA CAT I minimums.

d. TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

e. Single-pilot operations are not authorized for SA CAT I. The operator must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

4. Pilot Qualifications and Approved Training. The minimums prescribed in this LOA are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the operator's approved SA CAT I training program, and have been qualified in each guidance system to be used for an SA CAT I operation specified in subparagraph 2d.

a. Flightcrew training is conducted by _____. In accordance with §§ 91.3 and 91.703(a)(1) and (2) and International Civil Aviation Organization (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.

b. The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

5. Maintenance. The operator must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into its inspection procedures or approved inspection program (AIP) for the SA CAT I authorized aircraft listed above in Table 1. This requirement includes cleaning, inspection, adjusting, testing, and any other actions specified at time of FGS certification to maintain airworthiness.

6. Foreign Airports. The operator is authorized to conduct foreign SA CAT I operations only at those specifically approved runways at foreign airports listed in Table 2 below.

Table 2 – Foreign Airports and Runways

Airport Name/Identifier, Runway(s)	Limitations

7. Responsible Person for Flight Operations. This LOA is considered invalid until signed by the Responsible Person listed in Table 3, Responsible Person. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator. By signing this document, the Responsible Person assumes responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions of this LOA.

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

b. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 3.

Table 3 – Responsible Person

Name	Email Address	Telephone

**Appendix G. Sample LOA C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 125
(A125 LODA Holder)**

1. The Operator/Company authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125) is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this Letter of Authorization (LOA).
2. The Operator/Company is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:
 - a. Each airplane used to conduct SA CAT I operations must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.
 - b. Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.
 - c. An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this LOA.
 - d. SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].
 - e. The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.
 - (1) Two independent navigation receivers, or equivalent, of each type intended for use.
 - (2) At least one radio altimeter (RA), although two are recommended.
 - (3) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellent).
 - f. If SVGS is used to conduct SA CAT I operations, the Operator/Company must ensure SVGS databases contain current data.

3. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph 2d to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

a. After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph 2d, or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

b. The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

c. The instrument approach procedure (IAP) must have published SA CAT I minimums.

d. TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

e. Single-pilot operations are not authorized for SA CAT I. The Operator/Company must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

4. Pilot Qualifications and Approved Training. The minimums prescribed in this LOA are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the Operator/Company's SA CAT I training and qualification program approved by the Administrator, and have been qualified by one of the Operator/Company's check pilots or an FAA inspector, in each guidance system to be used for an SA CAT I operation specified in subparagraph 2d. The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

5. Maintenance. The Operator/Company must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into its approved inspection program (AIP) for the aircraft used in SA CAT I operations. This requirement includes cleaning, inspection, adjusting, testing, and any other actions specified at time of FGS certification to maintain airworthiness.

6. Foreign Airports. The Operator/Company is authorized to conduct foreign SA CAT I operations only at those specifically approved runways at foreign airports listed in Table 1 below.

Table 1 – Foreign Airports and Runways

Airport Name/Identifier, Runway(s)	Limitations

**Appendix H. Sample OpSpec C059, Special Authorization Category I (SA CAT I)
Instrument Approach and Landing Operations: 14 CFR Part 129**

a. The foreign air carrier is authorized to conduct Special Authorization Category I (SA CAT I) instrument approach and landing operations, when in compliance with 14 CFR Part 97 special aircrew and aircraft certification requirements, as specified in this operations specification.

b. The foreign air carrier is authorized SA CAT I landing minimums as low as a 150 foot DH and 1400 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights in accordance with the following limitations and provisions:

(1) Each airplane used to conduct SA CAT I operations must be equipped with an operable manual flight guidance system (FGS) certified and maintained to support a DH of 150 feet or lower.

(2) Required equipment approved as basis for SA CAT I authorization (e.g., Head-Up Display (HUD), Synthetic Vision Guidance System (SVGS)) must provide each pilot with course and glidepath command guidance to the DH, while simultaneously providing the pilot flying (PF) with a continuous indication of the desired trajectory to the runway TDZ independent of the guidance used for the approach. The guidance system must also provide the PF with dynamic perception of aircraft position relative to the TDZ of the runway of intended landing in order to facilitate the transition to the visual segment of the approach by reducing the time needed for the acquisition of visual cues.

(3) An aircraft type and/or system previously approved for SA CAT I, based upon HUD equipment, is considered to meet the requirements of this operations specification.

(4) SA CAT I authorization is based upon [a certified HUD/a certified SVGS displayed on a Head-Down Display (HDD)/either a certified HUD or a certified SVGS displayed on a Head-Down Display (HDD)].

(5) The following, along with any applicable equipment otherwise required for CAT I IFR operations, must be installed and operating properly to conduct SA CAT I operations.

(a) Two independent navigation receivers, or equivalent, of each type intended for use.

(b) At least one radio altimeter (RA), although two are recommended.

(c) Rain removal equipment for each pilot (e.g., windshield wiper, bleed air, or rain repellant).

(6) If SVGS is used to conduct SA CAT I operations, the foreign air carrier must ensure SVGS databases contain current data.

c. Additional Limitations and Provisions. The flightcrew must use the means of guidance authorized in subparagraph b(4) to the DH or to the initiation of missed approach, and the guidance must be continuously displayed on the approved system.

(1) After passing the FAF, a missed approach must be executed if the approach guidance system specified in subparagraph b(4), or any other airborne equipment required for the particular SA CAT I operation being conducted, becomes inoperative or is disengaged, unless the requirements of 14 CFR Part 91, § 91.175(c) can be met.

(2) The crosswind component on the landing runway must be 15 knots or less, unless the Airplane Flight Manual's (AFM) crosswind limitation is more restrictive.

(3) The instrument approach procedure (IAP) must have published SA CAT I minimums.

(4) TDZ RVR reports for the landing runway are controlling. The mid-RVR report may NOT be substituted for the TDZ RVR report in SA CAT I operations.

(5) Single-pilot operations are not authorized for SA CAT I. The foreign air carrier must use a two-pilot flightcrew in aircraft appropriately equipped for two-pilot IFR.

d. Pilot Qualifications and Approved Training. The minimums prescribed in this operations specification are authorized for only those pilots in command (PIC) and seconds in command (SIC) who have completed the foreign air carrier's approved training program and who are qualified for SA CAT I operations authorized above in subparagraph a by one of the foreign air carrier's check pilots or a State of the Operator Civil Aviation Authority (CAA) inspector in accordance with State of the Operator requirements. The flightcrew must demonstrate proficiency in instrument approaches and landings to SA CAT I minimums or lower (e.g., CAT II or CAT III) using each FGS authorized for SA CAT I operations.

e. Maintenance. The foreign air carrier must incorporate the design approval holder's (DAH) instructions for continued airworthiness (ICA) into its approved maintenance program for the aircraft used in SA CAT I operations. This requirement includes cleaning, inspection, adjusting, testing and any other actions specified at time of FGS certification to maintain airworthiness.