

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.607

National Policy

Effective Date:
1/5/22

Cancellation Date:
1/5/23

SUBJ: LOA C052, Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima—All Airports

1. Purpose of This Notice. This notice announces a nonmandatory revision to Letter of Authorization (LOA) C052 for Title 14 of the Code of Federal Regulations (14 CFR) part 91 operators. This revision deletes references to a decommissioned LOA and amends the sources of information used in determining aircraft navigation system eligibility for the intended instrument approach operations. This notice also announces the reinsertion into Federal Aviation Administration (FAA) Order 8900.1 of inspector's guidance applicable to precision runway monitor (PRM) operations. The PRM guidance applies to operations performed under 14 CFR parts 91, 91 subpart K (part 91K), 121, 125 (including part 125 Letter of Deviation Authority (LODA) holders), and 135.

2. Audience. The primary audience for this notice is the Flight Standards (FS) Safety Assurance offices' aviation safety inspectors (ASI). 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; the Flight Standards Information Management System (FSIMS) at <https://fsims.av.faa.gov>, and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>. Operators and the public can find this notice on the FAA's website at https://www.faa.gov/regulations_policies/orders_notices, FSIMS at <https://fsims.faa.gov>, and the DRS.

4. Background. The part 91 LOA C052 is an optional LOA provided upon the request of part 91 operators in order to show evidence of authorization and training to conduct Area Navigation (RNAV) Global Positioning System (GPS) approaches should they be required to provide such evidence to a civil aviation authority (CAA) outside of the United States. The LOA may also authorize PRM approach procedures. Presently, LOA C052 cites LOA B034 as the source of aircraft navigation system eligibility for RNAV GPS instrument approaches. The Flight Technologies and Procedures Division (AFS-400) decommissioned the part 91 LOA B034 after a review determined that LOA no longer served a worthwhile purpose. Part 91 operators need not obtain FAA approval to fly RNAV GPS instrument approaches in the National Airspace System (NAS). Instead, they must themselves ensure their aircraft is eligible for such procedures, by virtue of statements of eligibility contained in manufacturer-provided, FAA-approved

documents such as the Airplane Flight Manual (AFM). Accordingly, we have revised the part 91 LOA C052 template to reflect a change in source of eligibility information for RNAV GPS approaches. This nonmandatory revision also updates the “Responsible Person” subparagraph to the current standard language for part 91 LOAs.

5. Guidance.

a. LOA C052. This notice contains a sample LOA C052 template in Appendix A, which applies to part 91.

b. Order 8900.1. This notice also advises ASIs of the reinstatement and relocation in Order 8900.1 of PRM guidance applicable to issuing operations specification (OpSpec), management specification (MSpec), and LOA C052. We inadvertently removed the original PRM guidance for ASIs, published as 8900.1 CHG 621. ASIs can now find updated PRM guidance in Order 8900.1, Volume 3, Chapter 18, Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.

6. Action. This is a nonmandatory revision to the part 91 LOA C052 effective the date of this notice. There is no requirement to reissue any LOA C052 issued to part 91 operators. Inspectors should consult Order 8900.1 for revised guidance for issuing the part 91 LOA C052.

7. Disposition. We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to the Flight Operations Group (AFS-410) at 202-267-8806.



Robert C. Carty
Acting Executive Director, Flight Standards Service

Appendix A. Sample LOA C052, Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima—All Airports: 14 CFR Part 91

1. This Letter of Authorization (LOA) is provided to satisfy a request from foreign regulatory authorities for evidence of training and approval to fly Global Navigation Satellite System (GNSS)-based approaches. The operator is authorized to conduct operations using Area Navigation (RNAV) GNSS instrument approach procedures (IAP) to the lines of minima listed in Table 1 below. This LOA is not a comprehensive list of authorized approaches for the operator, but only a subset to address foreign GNSS-based approaches.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance (LNAV and/or LP)	Approaches With Vertical Guidance (LNAV/VNAV and/or LPV)	Precision Approach Procedures (GLS)

Note: Approval for RNAV (GPS) approaches may be extended to include approval for “RNAV (GNSS)” and/or “RNP” titled approaches in foreign States. Operator should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to Required Navigation Performance (RNP) approaches with Authorization Required (AR).

a. Precision Runway Monitor (PRM) Approaches. The operator is authorized to conduct PRM approaches.

2. Limitations and Provisions for IAPs at Foreign Airports.

a. Unless otherwise authorized by this LOA, the operator must not conduct any instrument flight rules (IFR) IAP at any foreign airport unless:

(1) All GNSS procedures have been constructed using criteria based on current FAA Order 8260 series criteria specified for that type of procedure, or International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations, or special criteria approved by the Flight Technologies and Procedures Division (AFS-400). Additionally, Satellite-based Augmentation System (SBAS)-specific procedures (LPV, LP, and SBAS-based LNAV/VNAV) have been constructed using criteria authorized by the SBAS service provider, and State, as being compatible with the specified SBAS system performance;

(2) The provisions outlined in the State’s AIP are met, including type of SBAS receiver (e.g., European Geostationary Navigation Overlay Service (EGNOS)-capable);

(3) The visibility, Runway Visual Range (RVR), or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(4) The operator uses a procedure with minimum descent altitude (MDA) or decision altitude/height (DA/H) at or above 200 feet height above threshold (HATh).

b. RVR. Touchdown zone (TDZ) RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway.

(1) The midpoint (MID) RVR and rollout (RO) RVR reports (if available) provide advisory information to pilots.

(2) Visibility values below ½ statute mile (sm) are not authorized and must not be used.

(3) The MID RVR report may be substituted for the TDZ RVR report, if the TDZ RVR report is not available.

c. Approach Procedures Using GNSS or SBAS. The operator is authorized to conduct GNSS- or SBAS-based instrument approach operations using the GNSS or SBAS equipment listed in their manufacturer-provided, FAA-approved Airplane Flight Manual (AFM)/Supplement (AFMS), pilot's operating handbook (POH), avionics manual, or similar document. This authorization to conduct approaches using GNSS or SBAS is subject to the following limitations and conditions:

(1) The airborne GNSS or SBAS navigation equipment to be used must be approved for IFR operations, certified for the intended operation (LPV, LNAV/VNAV, LP, LNAV, or GLS), and must contain current navigation data.

(2) Both the GNSS constellation and the required airborne equipment must be providing the levels of availability, accuracy, continuity of function, and integrity required for the operation.

d. Foreign approach lighting systems compliant with the ICAO Annex 14 Standards and Recommended Practices (SARP) or equivalent to U.S. standards are authorized for nonprecision, APV, and precision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

e. For straight-in landing minima at foreign airports where an MDA or DA/H is not provided, the lowest authorized MDA or DA/H must be obtained as follows:

(1) When an Obstacle Clearance Limit (OCL) is specified, the authorized MDA or DA/H is the sum of the OCL and the airport elevation. The MDA may be rounded to the next higher 10-foot increment.

(2) When an Obstacle Clearance Altitude (OCA)/Obstacle Clearance Height (OCH) is specified, the authorized MDA or DA/H is equal to the OCA/OCH as adjusted by any operational requirement to increase the altitude/height. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

f. When conducting an IAP outside the United States, the operator must not operate an airplane below the prescribed MDA or continue an approach below the DA/H, unless the

airplane is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (1) Runway, runway markings, or runway lights.
- (2) Approach Light System (ALS) (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).
- (3) Threshold, threshold markings, or threshold lights.
- (4) TDZ, TDZ markings, or TDZ lights.
- (5) Visual glidepath indicator (i.e., Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).
- (6) Runway end identifier lights.

3. Crew Training. Crew training conducted by [Text Box]. In accordance with §§ 91.3 and 91.703(a)(1) and (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.

4. Responsible Person. This LOA is considered invalid until signed by the Responsible Person listed in Table 2. 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 2 below.

Table 2 – Responsible Person

Name	Email Address	Telephone Number
[LOAD Operator Data]		

5. Point of Contact (POC). If the operator has decided to use a separate individual other than the Responsible Person to fulfill this role, then the POC will be listed in Table 3; otherwise, the Responsible Person will be listed in Table 2 and Table 3.

a. The POC is the individual the FAA should first contact with respect to the operator's IAP-compliant airplane operations and maintenance status.

b. If the POC is other than the Responsible Person, that individual is not authorized to sign the LOA.

c. The name, email address, and telephone number of the POC are listed in Table 3 below.

Table 3 – Point of Contact

Name	Email Address	Telephone Number
[LOAD Operator Data]		