**NOTICE**

**U.S. DEPARTMENT OF TRANSPORTATION**
FEDERAL AVIATION ADMINISTRATION

N 8900.627

National Policy

Effective Date:
5/18/22

Cancellation Date:
5/18/23

**SUBJ:** Changes to Part H Operations Specifications for Foreign Air Carriers

**1. Purpose of This Notice.** This notice announces mandatory revisions to Part H operations specifications (OpSpecs), and the decommissioning of four Part H OpSpecs for Title 14 of the Code of Federal Regulations (14 CFR) part 129 foreign air carriers. This notice also announces revisions to Federal Aviation Administration (FAA) Order 8900.1, Volume 12, Chapter 4, Section 6.

**2. Audience.** The primary audience for this notice is inspectors and managers in the FAA Flight Standards Service (FS) International Field Offices (IFO). 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 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 and DRS.

**4. Explanation of Changes.**

**a. Revisions.** The following mandatory revisions update language to align with part 129 operations and International Civil Aviation Organization (ICAO) standards:

- H101, Terminal Instrument Procedures—Rotorcraft Operations.
- H102, Basic Instrument Approach Procedure Authorizations—Rotorcraft Operations.
- H103, Straight-In Category I Nonprecision Approach Procedures—Rotorcraft Operations.
- H105, Alternate Airport IFR Weather Minimums—Rotorcraft Operations.
- H106, IFR Standard Takeoff Minimums—Rotorcraft Operations.
- H113, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace—Nonscheduled Passenger and All-Cargo Operations.
- H116, IFR Lower Than Standard Takeoff Minimums—Rotorcraft Operations.
- H117, Straight-In Category I Precision Instrument Approach Procedures—Rotorcraft Operations.
- H118, Category I IFR Landing Minimums—Circle-to-Land Approach Maneuver—Rotorcraft Operations.

**b. Decommissions.** The following Part H OpSpecs are being decommissioned. These OpSpecs have been available since 2000 but have never been issued to a foreign air carrier. Research by the International Program Division's (AFS-50) International Operations Branch (AFS-52) has determined that it is highly unlikely that a foreign air carrier conducting rotorcraft operations would ever need to apply for these.

- H104, Helicopter En Route Descent Areas.
- H108, Category II Instrument Approach and Landing Operations—Helicopters.
- H121, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace—Scheduled Passenger Operations.
- H122, Special Non-14 CFR Part 97 Instrument Approach or Departure Procedures for Rotorcraft Operations.

**5. Guidance.**

**a. Sample OpSpecs.** This notice contains the following sample OpSpecs that apply to part 129:

- The sample OpSpec H101 template, Terminal Instrument Procedures—Rotorcraft Operations, in Appendix A.
- The sample OpSpec H102 template, Basic Instrument Approach Procedure Authorizations—Rotorcraft Operations, in Appendix B.
- The sample OpSpec H103 template, Straight-In Category I Nonprecision Approach Procedures—Rotorcraft Operations, in Appendix C.
- The sample OpSpec H105 template, Alternate Airport IFR Weather Minimums—Rotorcraft Operations, in Appendix D.
- The sample OpSpec H106 template, IFR Standard Takeoff Minimums—Rotorcraft Operations, in Appendix E.
- The sample OpSpec H113 template, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace—Nonscheduled Passenger and All-Cargo Operations, in Appendix F.
- The sample OpSpec H116 template, IFR Lower Than Standard Takeoff Minimums—Rotorcraft Operations, in Appendix G.
- The sample OpSpec H117 template, Straight-In Category I Precision Instrument Approach Procedures—Rotorcraft Operations, in Appendix H.
- The sample OpSpec H118 template, Category I IFR Landing Minimums—Circle-to-Land Approach Maneuver—Rotorcraft Operations, in Appendix I.

**b. Order 8900.1.** Order 8900.1, Volume 12, Chapter 4, Section 6 has been updated to clarify the requirements for issuing Part H OpSpecs to part 129 foreign air carriers.

**6. Action.** These changes to part 129 Part H OpSpecs affect principal inspectors (PI) with oversight of part 129 foreign air carriers and responsibility for the issuance and amendment of part 129 OpSpecs. Within 90 days of the HQ Control date of the revised templates, POIs must review this notice and the amended guidance in Order 8900.1, Volume 12, Chapter 4, Section 6 and reissue all applicable Part H OpSpecs to those part 129 foreign air carriers conducting

rotorcraft operations for whom they have oversight responsibility. When reissuing these Part H OpSpecs, the foreign air carrier's OpSpec A004, Summary of Special Authorizations, Limitations and Restrictions, should also be reissued to reflect updated authorization statements and to remove the authorization statements associated with the decommissioned OpSpecs.

**7. Disposition.** We will incorporate the information in this notice into FAA Order 8900.1, Volume 12, Chapter 4, Section 6 before this notice expires. Direct questions or comments concerning the information in this notice to AFS-52 at 202-267-0962.

Robert C. Carty
Deputy Executive Director, Flight Standards Service

## Appendix A. Sample OpSpec H101, Terminal Instrument Procedures—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct terminal instrument operations at U.S. airports using the procedures and minimums specified in these operations specifications provided they meet one of the following conditions:

(1) The terminal instrument procedures used are prescribed by these operations specifications;

(2) The terminal instrument procedures used are prescribed by 14 CFR Part 97, Standard Instrument Approach Procedures; or

(3) At authorized U.S. military airports, the terminal instrument procedures used are prescribed by the U.S. military agency operating the U.S. military airport.

b. Lower-than-standard takeoff minimums exercised by the foreign air carrier as described in these operations specifications must not be less than those lower-than-standard takeoff minimums authorized by the State of the Operator.

c. Weather conditions must be reported by the U.S. National Weather Service, a source approved by that service, or a source approved by the Administrator.

d. The following conversion tables must be used to convert takeoff and landing minimums expressed in the metric linear measurement system to the U.S. standard linear measurement system.

**Table 1**

| Runway Visual Range (RVR) Conversion | |
|---|---|
| **Feet** | **Meters** |
| 300 ft | 75 m |
| 400 ft | 125 m |
| 500 ft | 150 m |
| 600 ft | 175 m |
| 700 ft | 200 m |
| 1,000 ft | 300 m |
| 1,200 ft | 350 m |
| 1,400 ft | 450 m |
| 1,600 ft | 500 m |
| 1,800 ft | 550 m |
| 2,000 ft | 600 m |

**Table 2**

| Meteorological Visibility Conversion | |
|---|---|
| **Statute Miles** | **Meters** |
| 1/4 sm | 400 m |
| 3/8 sm | 600 m |
| 1/2 sm | 800 m |
| 5/8 sm | 1,000 m |
| 3/4 sm | 1,200 m |
| 7/8 sm | 1,400 m |
| 1 sm | 1,600 m |
| 1 1/8 sm | 1,800 m |
| 1 1/4 sm | 2,000 m |
| 1 1/2 sm | 2,400 m |
| 1 3/4 sm | 2,800 m |

**Table 1**

| Runway Visual Range (RVR) Conversion | |
|---|---|
| **Feet** | **Meters** |
| 2,100 ft | 650 m |
| 2,400 ft | 750 m |
| 3,000 ft | 1,000 m |
| 4,000 ft | 1,200 m |
| 4,500 ft | 1,400 m |
| 5,000 ft | 1,500 m |
| 6,000 ft | 1,800 m |

**Table 2**

| Meteorological Visibility Conversion | |
|---|---|
| **Statute Miles** | **Meters** |
| 2 sm | 3,200 m |
| 2 1/4 sm | 3,600 m |
| 2 1/2 sm | 4,000 m |
| 2 3/4 sm | 4,400 m |
| 3 sm | 4,800 m |

## Appendix B. Sample OpSpec H102, Basic Instrument Approach Procedure Authorizations—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct the following types of instrument approach procedures (IAP) when conducting rotorcraft operations at U.S. airports. If not listed in Table 1 below, the IAP type is not authorized.

**Table 1 – Authorized Instrument Approach Procedure Types**

| Nonprecision Approach (NPA) Procedures – Without Vertical Guidance | Precision-Like (Nonprecision) Approach Procedures – With Vertical Guidance (APV) | Precision Approach Procedures |
|---|---|---|
| [Dropdown List] | [Dropdown List] | [Dropdown List] |

b. Conditions and Limitations.

(1) All IAP types referenced in this operations specification must be adopted in accordance with 14 CFR Part 97.

(2) The use of any IAPs by the foreign air carrier are subject to any conditions or limitations imposed by the State of the Operator, provided such conditions or limitations are more restrictive than the minimum standards set forth in an approach adopted under Part 97.

(3) The nonprecision IAP types listed in column 1 of Table 1 above must be trained and conducted in accordance with an approved procedure that assures descent will not go below Minimum Descent Altitude (MDA) unless the required visual references for continuing the approach are present.

(4) The precision-like (nonprecision) approach procedure types listed in column 2 of Table 1 above authorize the foreign air carrier to conduct IAPs approved with vertical guidance that provides a precision-like approach. These type approaches must be trained using an approved method that allows descent to a published decision altitude (DA).

(5) When conducting rotorcraft operations, the foreign air carrier must not accept precision runway monitor (PRM) approaches at any U.S. airport. If the foreign air carrier plans to conduct rotorcraft operations using U.S. airports as destination or alternates when PRM operations are active, the foreign air carrier must contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1-800-333-4286. If the foreign air carrier does not contact ATCSCC in advance, with the exception of safety-of-flight situations, it risks diversion to another airport.

## Appendix C. Sample OpSpec H103, Straight-In Category I Nonprecision Approach Procedures—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct rotorcraft straight-in Category (CAT) I nonprecision instrument approach procedures (IAP) at U.S. airports in accordance with the conditions and limitations of this operations specification.

b. The foreign air carrier must be authorized to conduct nonprecision approach (NPA) procedures in these operations specifications before conducting straight-in CAT I nonprecision IAPs.

c. Except as provided in this operations specification, the foreign air carrier must not use any CAT I instrument flight rules (IFR) landing minimum lower than that prescribed by any applicable published nonprecision IAP.

d. The IFR landing minimums prescribed in this operations specification are the lowest authorized (other than Airborne Radar approaches) for use at any U.S. airport.

e. Provided that the fastest approach speed used in the final approach segment is 90 knots or less, the foreign air carrier is authorized to conduct straight-in IAPs using the following:

(1) The published Category A minimum descent altitude (MDA) or decision height (DH), as appropriate.

(2) One-half of the published Category A visibility/runway visual range (RVR) minimum or the visibility/RVR minimums prescribed by this operations specification, whichever is higher.

f. The foreign air carrier must not use an IFR landing minimum for straight-in NPA procedures lower than that specified in Table 1 below.

g. Touchdown zone (TDZ) RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway (see NOTE 7).

**Table 1**

| Nonprecision Approaches (NPA) | | | | | |
|---|---|---|---|---|---|
| **Approach Light Configuration** | **HAT (See NOTES 1, 2, & 3)** | **Rotorcraft Operated at Speeds of 90 Knots or Less (See NOTE 6)** | | **Rotorcraft Operated at Speeds More Than 90 Knots** | |
| | | **Visibility In Statute Miles** | **TDZ RVR In Feet** | **Visibility In Statute Miles** | **TDZ RVR In Feet** |
| No Lights | 250 | 3/8 | 2,000 | 1 | 5,000 |
| ODALS or MALS or SALS | 250 | 3/8 (See NOTE 5) | 1,600 (See NOTE 5) | 3/4 | 4,000 |
| MALSR or SSALR or ALSF-1 or ALSF-2 | 250 | 1/4 (See NOTE 5) | 1,600 (See NOTE 5) | 1/2 (See NOTE 4) | 2,400 (See NOTE 4) |

| Nonprecision Approaches (NPA) | | | | | |
|---|---|---|---|---|---|
| **Approach Light Configuration** | **HAT (See NOTES 1, 2, & 3)** | **Rotorcraft Operated at Speeds of 90 Knots or Less (See NOTE 6)** | | **Rotorcraft Operated at Speeds More Than 90 Knots** | |
| | | **Visibility In Statute Miles** | **TDZ RVR In Feet** | **Visibility In Statute Miles** | **TDZ RVR In Feet** |
| DME ARC any light configuration | 500 | 3/4 | 4,000 | 1 | 5,000 |

**NOTE 1:** For Non-Directional Beacon (NDB) approaches with a final approach fix (FAF), add 50 ft to the height above touchdown (HAT).

**NOTE 2:** For NDB approaches without a FAF, add 100 ft to the HAT.

**NOTE 3:** For very high frequency omni-directional range (VOR) approaches without a FAF, add 50 ft to the HAT.

**NOTE 4:** For NDB approaches, the lowest authorized visibility is 3/4 and the lowest RVR is RVR 4000.

**NOTE 5:** For NDB approaches, the lowest authorized visibility is 3/8 and the lowest RVR is RVR 2000.

**NOTE 6:** A visual descent gradient of 6 degrees or more is required and must be used when operating with these minimums.

**NOTE 7:** The Mid RVR and Rollout RVR reports (if available) provide advisory information to pilots. The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

## Appendix D. Sample OpSpec H105, Alternate Airport IFR Weather Minimums—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to derive alternate airport weather minimums in accordance with this operations specification when conducting instrument flight rules (IFR) rotorcraft operations at U.S. airports. Alternate airport weather minimums is derived utilizing the values from Table 1 below:

**Table 1 – Alternate Airport IFR Weather Minimums**

| Approach Facility Configuration | Ceiling | Visibility |
|---|---|---|
| For airports with at least one operational navigational facility providing a straight-in nonprecision approach procedure, or a straight-in precision approach procedure, or, when applicable, a circling maneuver from an instrument approach procedure. | A ceiling derived by adding 200 feet to MDA(H) or DA(H), as applicable, for the approach to be flown. | At least 1 statute mile (1,600 meters) but never less than the published minimum visibility for the approach to be flown. |

b. Special Limitations and Provisions.

(1) The foreign air carrier must designate a published instrument approach procedure (IAP) for use at an alternate airport.

(2) The foreign air carrier must not use any IAP that specifies alternate airport weather minimums are not authorized.

(3) The foreign air carrier must not use an alternate airport weather minimum lower than any applicable weather minimum derived from Table 1 above.

(4) All conditional forecast elements below the applicable operating minimums must be taken into account. Additives are applied only to the height (H) value and rounded up to the next 100-foot value (if not already a multiple of 100) to determine required ceiling.

(5) When dispatching a flight under the provisions of the minimum equipment list (MEL), those MEL limitations affecting instrument approach minimums must be considered in determining alternate minimums.

c. Use of Global Positioning System (GPS)-Based IAP Minimums at an Alternate Airport.

(1) Use of GPS-based IAPs at the alternate airport requires planning use of IAPs at the original destination airport.

(a) Exception: Rotorcraft eligible for Required Navigation Performance Approach (RNP APCH) operations to localizer performance with vertical guidance (LPV) lines of minima may plan to fly Area Navigation (RNAV) (GPS) IAPs to LPV lines of minima at both the destination and alternate airports.

(2) The foreign air carrier may plan to use GPS-based IAPs at an alternate airport (e.g., RNAV (GPS) approaches to lateral navigation (LNAV) or LNAV/vertical navigation (VNAV) or Localizer Performance (LP) or LPV lines of minima, or GLS approaches) in accordance with the IAPs authorized in these operations specifications.

(3) If the foreign air carrier is operating rotorcraft ineligible for RNP APCH operations and intends to utilize RNAV substitution or alternate means or techniques to use RNAV to join final approach, the foreign air carrier must be issued operations specifications H101 and H103.

## Appendix E. Sample OpSpec H106, IFR Standard Takeoff Minimums—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct rotorcraft instrument flight rules (IFR) departures at U.S. airports utilizing the standard takeoff weather minimums at or above those published for the airport in accordance with the limitations and provisions of this operations specification.

b. When takeoff minimums are not prescribed for a particular airport, the standard takeoff minimums to be used for rotorcraft operations are 1/2 statute mile (sm) visibility or runway visual range (RVR) 2400.

(1) RVR reports, when available for a particular runway, must be used for all takeoff operations on that runway.

(2) All takeoff operations, based on RVR, must use RVR reports from the locations along the runway.

c. When a takeoff minimum is not published, the foreign air carrier may use the standard takeoff minimum of 1/2 sm visibility or RVR 2400 and any lower-than-standard takeoff minimums authorized by these operations specifications. When standard takeoff minimums or greater are used, the touchdown zone (TDZ) RVR report, if available, is controlling.

d. When a published takeoff minimum is greater than the standard takeoff minimum of 1/2 sm visibility or RVR 2400 and an alternate procedure (such as a minimum climb gradient compatible with aircraft capabilities) is not prescribed, the foreign air carrier may not use a takeoff minimum lower than the published minimum. The TDZ RVR report, if available, is controlling.

e. When takeoff minimums are less than the standards takeoff minimum of 1/2 sm visibility or RVR 2400, the foreign air carrier is authorized to use a takeoff minimum equal to the lowest authorized straight-in Category (CAT) I IFR landing minimum applicable to the foreign air carrier for that particular airport. The TDZ RVR report, if available, is controlling.

## Appendix F. Sample OpSpec H113, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace—Nonscheduled Passenger and All-Cargo Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct nonscheduled passenger and all-cargo special terminal area instrument flight rules (IFR) rotorcraft operations in Class G U.S. airspace in accordance with the limitations and provisions of this operations specification. The foreign air carrier must not conduct any other special terminal area IFR operations under this operations specification.

b. The foreign air carrier is authorized to conduct these operations provided that the foreign air carrier determines that:

(1) The airport is served by an authorized instrument approach procedure (IAP);

(2) The airport's source of weather is the U.S. National Weather Service, a source approved by that service, or a source approved by the Administrator;

(3) The airport has a suitable means for the pilot in command (PIC) to acquire air traffic advisories and the status of airport services and facilities; and

(4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

c. The foreign air carrier is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G U.S. airspace provided that at the time of any operation to that alternate or diversionary airport, the foreign air carrier determines that the provisions specified in subparagraphs b(1) through (4) are met.

## Appendix G. Sample OpSpec H116, IFR Lower Than Standard Takeoff Minimums—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct rotorcraft Instrument Flight Rule (IFR) departures using lower-than-standard takeoff minimums at U.S. airports in accordance with the conditions and limitations of this operations specification.

b. The standard takeoff minimums for rotorcraft are defined as 1/2 statute mile (sm) visibility or runway visual range (RVR) 2400.

(1) RVR reports, when available for a particular runway, must be used for all takeoff operations on that runway.

(2) All takeoff operations, based on RVR, must use RVR reports from the locations along the runway specified in this operations specification and those specified for rotorcraft IFR departures utilizing the standard takeoff weather minimums at or above those published for the airport, authorized in these operations specifications.

c. Lower-than-standard takeoff minimums exercised by the foreign air carrier under these operations specifications must not be less than those lower-than-standard takeoff minimums that are authorized by the State of the Operator.

d. When takeoff minimums are less than the standard takeoff minimums and the operation is conducted in compliance with the provisions and limitations of subparagraph e below, the foreign air carrier is authorized to use the following lower-than-standard minimums:

(1) Visibility or Runway Visibility Value (RVV) 1/4 sm or touchdown zone (TDZ) RVR 1200, provided at least one of the following visual aids is available. The TDZ RVR report, if available, is controlling. The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(a) Operative High Intensity Runway Lights (HIRL).

(b) Operative runway centerline (CL) lights.

(c) Runway centerline markings (RCLM).

(d) In circumstances when none of the above visual aids are available, visibility or RVV 1/4 sm may still be used, provided the other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff run.

(2) TDZ RVR 600 (beginning of takeoff run), Mid RVR 600, and Rollout RVR 600, provided all of the following visual aids and RVR equipment are available. The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(a) Operative runway CL lights,

(b) RCLMs, and

(c) Operative TDZ and Rollout RVR reporting systems serving the runway to be used, both of which are controlling, or three RVR reporting systems serving the runway to be used, all of which are controlling. However, if one of the three RVR reporting systems has failed, a takeoff is authorized, provided the remaining two RVR values are at or above the appropriate takeoff minimum as listed in this subparagraph.

e. The foreign air carrier must conduct all operations using the lower-than-standard takeoff minimums described in subparagraph d above in compliance with the following limitations:

(1) Each aircraft must be operated with a flightcrew consisting of at least two pilots. Use of an autopilot in lieu of a required second in command (SIC) is not authorized.

(2) Each pilot station must have operational equipment, which displays a reliable indication of the following:

(a) Aircraft pitch and bank information, from a gyroscopic source.

(b) Aircraft heading, from a gyroscopic source.

(c) Vertical speed.

(d) Airspeed.

(e) Altitude.

(3) Each pilot station must have an independent source of power for the equipment required in subparagraphs e(2)(a) and e(2)(b) above.

(4) Each pilot in command (PIC) must have at least 100 hours flight time as PIC in the specific make and model rotorcraft used under this authorization and must have satisfactorily completed the foreign air carrier's approved training program for the minimums authorized by subparagraph d which includes the methods used to ensure compliance with the performance limitations in subparagraph e(6), when applicable.

(5) Any SIC authorized by the foreign air carrier to manipulate the flight controls during takeoff (using the minimums authorized by subparagraph d) must have at least 100 hours flight time as a pilot in the specific make and model rotorcraft and must have satisfactorily completed the foreign air carrier's approved training program for those minimums.

(6) For takeoffs when the RVR is less than TDZ RVR 1200 and Rollout RVR 1000, each rotorcraft used must be operated at a takeoff weight not greater than the weight at which the rotorcraft, with an engine failure at any point in the takeoff path can meet either subparagraph e(6)(a) or e(6)(b) below.

(a) Return to, and stop safely on, the takeoff area.

(b) Continue the takeoff and clear all obstacles along the takeoff path by either a height of 35 feet vertically or 200 feet horizontally within the airport boundaries and 300 feet horizontally after passing the airport boundaries. In these operations specifications, the takeoff path extends from a standing start to a point in the takeoff at which the rotorcraft is 1,500 feet above the takeoff surface, or a point at which the transition from the takeoff configuration to the en route configuration is completed, whichever is higher.

## Appendix H. Sample OpSpec H117, Straight-In Category I Precision Instrument Approach Procedures—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct rotorcraft straight-in Category (CAT) I precision instrument approach procedures (IAP) at U.S. airports in accordance with the conditions and limitations of this operations specification.

b. The foreign air carrier must not use any CAT I instrument flight rules (IFR) landing minimum lower than that prescribed by any applicable published IAP. The IFR landing minimums prescribed in this operations specification are the lowest authorized (other than Airborne Radar approaches) for use at any U.S. airport. Provided that the fastest approach speed used in the final approach segment is 90 knots or less, the foreign air carrier is authorized to conduct rotorcraft straight-in CAT I precision IAP using the following:

(1) The published Category A minimum descent altitude (MDA) or decision height (DH), as appropriate.

(2) One-half of the published Category A visibility/runway visual range (RVR) minimum or the visibility/RVR minimums prescribed by this operations specification, whichever is higher.

c. Straight-In CAT I Precision Approach Procedures. The foreign air carrier must not use an IFR landing minimum for straight-in precision approach procedures lower than that specified in the following table. Touchdown zone (TDZ) RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway. (See NOTE 2.)

**Table 1**

| **Precision Approaches** | **Full Instrument Landing System (ILS) (See NOTE 1) or Precision Approach Radar (PAR)** | | | | |
|---|---|---|---|---|---|
| **Approach Light Configuration** | **HAT** | **Rotorcraft Operated at Speeds of 90 Knots or Less** | | **Rotorcraft Operated at Speeds More Than 90 Knots** | |
| | | **Visibility In Statute Miles** | **TDZ RVR In Feet** | **Visibility In Statute Miles** | **TDZ RVR In Feet** |
| No Lights or ODALS or MALS or SSALS | 200 | 3/4 | 3,500 | 3/4 | 4,000 |
| MALSR or SSALR or ALSF-1 or ALSF-2 | 200 | 1/4 | 1,600 | 1/2 | 2,400 |
| MALSR with TDZ and CL or SSALR with TDZ and CL or ALSF-1/ALSF-2 with TDZ and CL | 200 | 1/4 | 1,600 | 1/2 | 1,800 |

**NOTE 1:** A full ILS requires an operative Localizer (LOC), Glideslope (GS), and outer marker (OM) or final approach fix (FAF). A precision or surveillance radar fix, a Non-Directional Beacon (NDB), very high frequency omni-directional range (VOR), distance measuring equipment (DME) fix, or a published minimum Glideslope Intercept Altitude (GSIA) fix may be used in lieu of an OM.

**NOTE 2:** The Mid RVR and Rollout RVR reports (if available) provide advisory information to pilots. The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

## Appendix I. Sample OpSpec H118, Category I IFR Landing Minimums—Circle-to-Land Approach Maneuver—Rotorcraft Operations: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct rotorcraft circle-to-land approach maneuvers using Category (CAT) I instrument flight rules (IFR) landing minimums at U.S. airports in accordance with the conditions and limitations of this operations specification. Except as provided in this operations specification, the foreign air carrier must not use any CAT I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure (IAP). The IFR landing minimums prescribed in this operations specification are the lowest authorized (other than Airborne Radar approaches) for use at any U.S. airport.

b. Conditions and Limitations.

(1) The foreign air carrier must not conduct circle-to-land maneuvers when the ceiling is less than 1,000 feet or the visibility is less than 3 statute miles (sm), unless the maneuver has been specifically authorized by the State of the Operator, and appropriate pilot training and checking has been accomplished by the foreign air carrier for circling maneuvers.

(2) The foreign air carrier must not use a speed during the circle-to-land maneuver, which is slower than the approved Instrument Flight Minimum Speed ($V_{MINI}$) specified in the FAA-approved Rotorcraft Flight Manual (RFM) or foreign equivalent if applicable.

(3) When conducting an IAP which requires a circle-to-land maneuver to the runway of intended landing, the foreign air carrier must not use a landing minimum lower than the minimum prescribed for the applicable circle-to-land maneuver or a landing minimum lower than specified in the table below, whichever is higher.

(4) The lowest authorized IFR landing minimum for instrument approaches which require a circling maneuver to the runway of intended landing will be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circle-to-land maneuver.

**Table 1 – Lowest Authorized IFR Landing Minimums for Instrument Approaches Which Require a Circling Maneuver to the Runway of Intended Landing**

| Speed Category | Height Above Airport (HAA) | Visibility in Statute Miles |
|---|---|---|
| Less than 91 kts | 350 | 1 |
| 91 to 120 kts | 450 | 1 |
| 121 to 140 kts | 450 | 1 1/2 |
| 141 to 165 kts | 550 | 2 |
| Above 165 kts | 1,000 | 3 |