NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.792

National Policy

Effective Date:
11/5/26

Cancellation Date:
11/5/27

SUBJ: Minor Revisions to A014, B037, B038, B043, C052, and P102 Authorizations, Driven by Issuance of New B033 and Revised B036 Authorizations

1. Purpose of This Notice. This notice announces minor revisions to the operations specifications (OpSpecs), management specifications (MSpecs), and Letters of Authorization (LOA) listed in Table 1 below. These revisions are necessary due to the recent issuance of a new B033, IFR En Route Operations, authorization, and the revision to the B036, Oceanic and High Remote Continental Operations (new title), authorization. This notice also announces minor changes to inspector guidance in Federal Aviation Administration (FAA) Order 8900.1, Flight Standards Information Management System. The revisions announced in this notice affect operators under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 121/135, 125 (including part 125 Letter of Deviation Authority (LODA) holders), 129, and 135. This notice also requires Safety Assurance offices to notify affected operators about these changes. This notice contains information that is administrative in nature.

Table 1. Authorizations Revised by This Notice

Paragraph	Title
A014	Special En Route IFR Operations in Class G/Uncontrolled Airspace *Part 91K MSpec title is different:* IFR Operations in Class G/Uncontrolled Airspace and at Airports Without an Operating Control Tower *(Note: Titles have changed.)*
B037	Operations in Central East Pacific (CEP) Airspace
B038	Operations in North Pacific (NOPAC) Airspace
B043	Special Fuel Reserves in International Operations
C052	Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All Airports
P102	Authorized Straight-In Instrument Approach Procedures

2. Audience. The primary audience for this notice is the Flight Standards (FS) Safety Assurance offices' principal inspectors (PI) and aviation safety inspectors (ASI) assigned to

operators under 14 CFR parts 91, 91K, 121, 121/135, 125 (including part 125 LODA holders), 129, and 135. The secondary audience includes all other FS personnel and 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. Background/Related Notices. Revisions to the authorizations listed in Table 1 were necessary because they included cross-references to authorizations discussed in the following notices:

a. Notice N 8900.754. Notice N 8900.754, Decommissioning of 14 CFR Part 129 OpSpec B035, and Revisions to OpSpecs A002 and A003 Authorizing Instrument Flight Rules (IFR) En Route Operations in United States (U.S.) Airspace Using Area Navigation (RNAV) Systems, dated December 3, 2025, decommissioned the 14 CFR part 129 B035 authorization.

b. Notice N 8900.757. Notice N 8900.757, Revised B030, B036, and B039 Authorizations, Decommissioned B054 Authorization for 14 CFR Parts 91K, 121, 121/135, 125, and 135, dated December 30, 2025, announced revisions to the B030, B036, and B039 authorizations, and decommissioned the B054 authorization.

c. Notice N 8900.758. Notice N 8900.758, New B033 Authorization, Revision to A002 Authorization, and Decommissioning of B031, B032, B034, and B035 Authorizations, dated December 29, 2025, announced the new B033, IFR En Route Operations, authorization; decommissioned the B031, B032, B034, and B035 authorizations; and announced associated A002 revisions, including changes applicable to air ambulance operators.

5. Guidance.

a. Authorization Templates. Appendices to this notice show the revised templates. The following table lists the appendices and includes a column indicating whether reissuance of A004 is required (see subparagraph 6a below) for the given authorizing document:

Appendix	Authorizing Document	Paragraph	Applicable to 14 CFR Part	Requires A004 Reissuance
A	MSpec	A014	91K	Yes
B	OpSpec	A014	121	Yes
C	OpSpec	A014	125	Yes
D	OpSpec	A014	135	Yes
E	OpSpec	A014	121/135	Yes
F	LOA	A014	125 LODA holder	Yes

Appendix	Authorizing Document	Paragraph	Applicable to 14 CFR Part	Requires A004 Reissuance
G	MSpec	B037	91K	–
H	OpSpec	B037	121	–
I	OpSpec	B037	125	–
J	OpSpec	B037	135	–
K	OpSpec	B037	121/135	–
L	LOA	B037	125 LODA holder	–
M	MSpec	B038	91K	–
N	OpSpec	B038	121	–
O	OpSpec	B038	125	–
P	OpSpec	B038	135	–
Q	OpSpec	B038	121/135	–
R	LOA	B038	125 LODA holder	–
S	OpSpec	B043	121	–
T	OpSpec	B043	125	–
U	OpSpec	B043	121/135	–
V	LOA	B043	125 LODA holder	–
W	LOA	C052	91	Yes
X	MSpec	C052	91K	Yes
Y	OpSpec	C052	121	–
Z	OpSpec	C052	125	–
AA	OpSpec	C052	135	Yes
BB	OpSpec	C052	121/135	–
CC	LOA	C052	125 LODA holder	–
DD	OpSpec	C052	129	–
EE	MSpec	P102	91K	–
FF	OpSpec	P102	135	–
GG	OpSpec	P102	121/135	–

b. Revisions to Order 8900.1. FS has revised inspector guidance in Order 8900.1, Volume 3, Chapter 18, Sections 3, 4, 5, and 9, and Volume 12, Chapter 4, Section 4, affecting the authorizations listed in Table 1 above.

6. Action. These are nonmandatory revisions to the A014, B037, B038, B043, C052, and P102 templates. Inspectors must complete reissuances within 12 months of the effective date of this notice (exception: current issuances of 14 CFR part 91 LOA C052 remain valid until further notice; however, new issuances of part 91 LOA C052 must use the latest template (revision 00e)). Due to the large number of revisions, the Safety Assurance System (SAS) Operations Safety System (OPSS) will not have all new templates available until 20 business days from the effective date of this notice. Inspectors are advised to wait until then to begin reissuance actions.

a. Reissue A004, Summary of Special Authorizations and Limitations. The A014 and C052 authorizations in subparagraph 5a above that require the reissuance of A004 (i.e., include "Yes" in the "Requires A004 Reissuance" column) are optional authorizations, and listed in automation as "Not Always Authorized." Reissuance of A004 is required when issuing the revised A014 and/or C052 authorizations because the associated A004 statements have changed. Refer to Order 8900.1, Volume 3, Chapter 18, Section 2, Subparagraph 3-705B, A004 for Optional Authorizations, for further explanation.

b. Authorizations for All 14 CFR Parts Addressed in This Notice, Except Parts 91 and 129.

(1) Before issuing new A014, C052, or P102 authorizations, inspectors should ensure that the B033 authorization (refer to N 8900.758) has been issued.

(2) Before issuing new B043 authorizations, inspectors should ensure that the latest revision of the A002 authorization (refer to N 8900.758) has been issued.

(3) Before issuing new B037 or B038 authorizations, inspectors should ensure that the latest revision of the B036 authorization (refer to N 8900.757) has been issued.

c. Authorizations for 14 CFR Part 91 LOA C052. Current issuances for part 91 LOA C052 authorizations remain valid until further notice, so new issuances (which must use C052 template revision 00e or later) are optional. For new issuances, inspectors should also reissue LOA A001, Issuance and Applicability. The updated part 91 LOA C052 now designates the person listed in Table 1 of LOA A001 (revision 02c or later, per Notice N 8900.709, Revised Part 91 LOA A001 Template Affecting the "Responsible Person") as the Responsible Person. When issuing LOA C052, the inspector should confirm the operator's issued LOA A001 has the current Responsible Person information and (as applicable) reissue LOA A001 using the latest template revision.

d. Authorizations for 14 CFR Part 129 OpSpec C052 Only. Inspectors should issue part 129 OpSpec A003, Aircraft Authorized for Operations to the United States, revision 080 or later (refer to N 8900.754), before issuing the new C052.

7. Disposition. We have incorporated the information in this notice into Order 8900.1 with the publication of this notice. Direct questions or comments concerning the information in this notice to the Flight Technologies and Procedures Division (AFS-400) at 202-267-8790 or 9-AWA-AVS-AFS-400-Flight-Technologies-Procedures@faa.gov.

Leisha Bell for
Hugh J. Thomas
Executive Director, Flight Standards Service

Appendix A. Sample MSpec A014, IFR Operations in Class G/Uncontrolled Airspace and at Airports Without an Operating Control Tower: 14 CFR Part 91K

a. The program manager is authorized to conduct en route instrument flight rules (IFR) operations in Class G/uncontrolled airspace provided the following provisions are met:

(1) All such IFR operations are conducted within the areas of Class G/uncontrolled airspace specifically authorized for IFR flight in Management Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions.

(2) All such operations are conducted in accordance with the limitations and provisions of Management Specification B033, IFR En Route Operations.

b. The facilities and services necessary to safely conduct IFR operations in Class G/uncontrolled airspace are available and operational during the period of operation in Class G/uncontrolled airspace.

c. The program manager is authorized to conduct terminal area IFR operations in Class G/uncontrolled airspace and at airports without an operating control tower, provided that the program manager determines that:

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

(2) The airport has an approved source of weather data, or weather data in accordance with the provisions of the destination airport analysis authorization, if applicable.

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

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

d. The program manager is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G/uncontrolled airspace or at airports without an operating control tower provided that, at the time of any operation to that alternate or diversionary airport, the program manager determines that the provisions specified in subparagraphs c(1) through (4) are met.

Appendix B. Sample OpSpec A014, Special En Route IFR Operations in Class G/Uncontrolled Airspace: 14 CFR Part 121

a. The certificate holder is authorized to conduct en route instrument flight rules (IFR) operations in Class G/uncontrolled airspace in accordance with 14 CFR Part 121, § 121.93 or § 121.113, as applicable, provided the following provisions are met:

(1) All such IFR operations are conducted within the areas of Class G/uncontrolled airspace specifically authorized for IFR flight in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions.

(2) All such operations are conducted in accordance with the limitations and provisions of Operations Specification B033, IFR En Route Operations.

(3) The facilities and services necessary to safely conduct IFR operations in Class G/uncontrolled airspace are available and operational during the period of operation in Class G/uncontrolled airspace, and that traffic density is such that an adequate level of safety can be ensured.

(4) Except as provided in Operations Specification B051, Part 121 En Route Visual Flight Rules, Limitations, and Provisions, all Part 121 en route operations in Class G/uncontrolled airspace are conducted under IFR.

Appendix C. Sample OpSpec A014, Special En Route IFR Operations in Class G/Uncontrolled Airspace: 14 CFR Part 125

a. The certificate holder is authorized to conduct en route instrument flight rules (IFR) operations in Class G/uncontrolled airspace provided the following provisions are met:

(1) All such IFR operations are conducted within the areas of Class G/uncontrolled airspace specifically authorized for IFR flight in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions.

(2) All such operations are conducted in accordance with the limitations and provisions of Operations Specification B033, IFR En Route Operations.

(3) The facilities and services necessary to safely conduct IFR operations in Class G/uncontrolled airspace are available and operational during the period of operation in Class G/uncontrolled airspace.

Appendix D. Sample OpSpec A014, Special En Route IFR Operations in Class G/Uncontrolled Airspace: 14 CFR Part 135

a. The certificate holder is authorized to conduct en route instrument flight rules (IFR) operations in Class G/uncontrolled airspace in accordance with 14 CFR Part 135, § 135.215(b), provided the following provisions are met:

(1) All such IFR operations are conducted within the areas of Class G/uncontrolled airspace specifically authorized for IFR flight in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions.

(2) All such operations are conducted in accordance with the limitations and provisions of Operations Specification B033, IFR En Route Operations.

(3) The facilities and services necessary to safely conduct IFR operations in Class G/uncontrolled airspace are available and operational during the period of operation in Class G/uncontrolled airspace.

(4) All Part 135 turbojet operations in Class G/uncontrolled airspace are conducted under IFR.

Appendix E. Sample OpSpec A014, Special En Route IFR Operations in Class G/Uncontrolled Airspace: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct en route instrument flight rules (IFR) operations in Class G/uncontrolled airspace in accordance with 14 CFR Part 121, § 121.93 or § 121.113, or 14 CFR Part 135, § 135.215(b), as applicable, provided the following provisions are met:

(1) All such IFR operations are conducted within the areas of Class G/uncontrolled airspace specifically authorized for IFR flight in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions.

(2) All such operations are conducted in accordance with the limitations and provisions of Operations Specification B033, IFR En Route Operations.

(3) The facilities and services necessary to safely conduct IFR operations in Class G/uncontrolled airspace are available and operational during the period of operation in Class G/uncontrolled airspace, and that traffic density is such that an adequate level of safety can be ensured.

(4) Except as provided in Operations Specification B051, Part 121 En Route Visual Flight Rules, Limitations, and Provisions, all Part 135 turbojet and all Part 121 en route operations in Class G/uncontrolled airspace are conducted under IFR.

Appendix F. Sample LOA A014, Special En Route IFR Operations in Class G/Uncontrolled Airspace: 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 en route instrument flight rules (IFR) operations in Class G/uncontrolled airspace provided the following provisions are met:

a. All such IFR operations are conducted within the areas of Class G/uncontrolled airspace specifically authorized for IFR flight in Letter of Authorization (LOA) B050, Authorized Areas of En Route Operations, Limitations, and Provisions.

b. All such operations are conducted in accordance with the limitations and provisions of LOA B033, IFR En Route Operations.

c. The facilities and services necessary to safely conduct IFR operations in Class G/uncontrolled airspace are available and operational during the period of operation in Class G/uncontrolled airspace.

Appendix G. Sample MSpec B037, Operations in Central East Pacific (CEP) Airspace: 14 CFR Part 91K

a. The program manager is authorized to conduct operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this management specification are met.

b. Required Navigation Performance (RNP). The program manager is authorized to conduct operations in CEP airspace where RNP 10 and/or RNP 4 approval is required, provided that the program manager has been issued Management Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

c. Reduced Vertical Separation Minimum (RVSM). The program manager is authorized to conduct operations in CEP airspace where RVSM approval is required, provided that the program manager has been issued Management Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix H. Sample OpSpec B037, Operations in Central East Pacific (CEP) Airspace: 14 CFR Part 121

a. The certificate holder is authorized to conduct operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this operations specification are met.

b. Required Navigation Performance (RNP). The certificate holder is authorized to conduct operations in CEP airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

c. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in CEP airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix I. Sample OpSpec B037, Operations in Central East Pacific (CEP) Airspace: 14 CFR Part 125

a. The certificate holder is authorized to conduct operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this operations specification are met.

b. Required Navigation Performance (RNP). The certificate holder is authorized to conduct operations in CEP airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

c. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in CEP airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix J. Sample OpSpec B037, Operations in Central East Pacific (CEP) Airspace: 14 CFR Part 135

a. The certificate holder is authorized to conduct operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this operations specification are met.

b. Required Navigation Performance (RNP). The certificate holder is authorized to conduct operations in CEP airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

c. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in CEP airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix K. Sample OpSpec B037, Operations in Central East Pacific (CEP) Airspace: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this operations specification are met.

b. Required Navigation Performance (RNP). The certificate holder is authorized to conduct operations in CEP airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

c. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in CEP airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix L. Sample LOA B037, Operations in Central East Pacific (CEP) Airspace: 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 operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this Letter of Authorization (LOA) are met.

2. Required Navigation Performance (RNP). The operator/company is authorized to conduct operations in CEP airspace where RNP 10 and/or RNP 4 approval is required, provided that the operator/company has been issued LOA B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

3. Reduced Vertical Separation Minimum (RVSM). The operator/company is authorized to conduct operations in CEP airspace where RVSM approval is required, provided that the operator/company has been issued LOA B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix M. Sample MSpec B038, Operations in North Pacific (NOPAC) Airspace: 14 CFR Part 91K

a. The program manager is authorized to conduct operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this management specification.

b. Authorized Area of Operation. The NOPAC area of operation authorized by this management specification lies within the Anchorage and Fukuoka flight information regions (FIR). The southern lateral boundary of this area is 100 nautical miles (NM) south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Fukuoka FIRs. The vertical boundaries include the airspace between the minimum en route altitude (MEA) and the Maximum Authorized Altitude (MAA).

c. Required Navigation Performance (RNP) Requirements. The program manager is authorized to conduct operations in NOPAC airspace where RNP 10 and/or RNP 4 approval is required, provided that the program manager has been issued Management Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

d. Reduced Vertical Separation Minimum (RVSM). The program manager is authorized to conduct operations in NOPAC airspace where RVSM approval is required, provided that the program manager has been issued Management Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix N. Sample OpSpec B038, Operations in North Pacific (NOPAC) Airspace: 14 CFR Part 121

a. The certificate holder is authorized to conduct operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this operations specification.

b. Authorized Area of Operation. The NOPAC area of operation authorized by this operations specification lies within the Anchorage and Fukuoka flight information regions (FIR). The southern lateral boundary of this area is 100 nautical miles (NM) south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Fukuoka FIRs. The vertical boundaries include the airspace between the minimum en route altitude (MEA) and the Maximum Authorized Altitude (MAA).

c. Required Navigation Performance (RNP) Requirements. The certificate holder is authorized to conduct operations in NOPAC airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NOPAC airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix O. Sample OpSpec B038, Operations in North Pacific (NOPAC) Airspace: 14 CFR Part 125

a. The certificate holder is authorized to conduct operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this operations specification.

b. Authorized Area of Operation. The NOPAC area of operation authorized by this operations specification lies within the Anchorage and Fukuoka flight information regions (FIR). The southern lateral boundary of this area is 100 nautical miles (NM) south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Fukuoka FIRs. The vertical boundaries include the airspace between the minimum en route altitude (MEA) and the Maximum Authorized Altitude (MAA).

c. Required Navigation Performance (RNP) Requirements. The certificate holder is authorized to conduct operations in NOPAC airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NOPAC airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix P. Sample OpSpec B038, Operations in North Pacific (NOPAC) Airspace: 14 CFR Part 135

a. The certificate holder is authorized to conduct operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this operations specification.

b. Authorized Area of Operation. The NOPAC area of operation authorized by this operations specification lies within the Anchorage and Fukuoka flight information regions (FIR). The southern lateral boundary of this area is 100 nautical miles (NM) south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Fukuoka FIRs. The vertical boundaries include the airspace between the minimum en route altitude (MEA) and the Maximum Authorized Altitude (MAA).

c. Required Navigation Performance (RNP) Requirements. The certificate holder is authorized to conduct operations in NOPAC airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NOPAC airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix Q. Sample OpSpec B038, Operations in North Pacific (NOPAC) Airspace: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this operations specification.

b. Authorized Area of Operation. The NOPAC area of operation authorized by this operations specification lies within the Anchorage and Fukuoka flight information regions (FIR). The southern lateral boundary of this area is 100 nautical miles (NM) south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Fukuoka FIRs. The vertical boundaries include the airspace between the minimum en route altitude (MEA) and the Maximum Authorized Altitude (MAA).

c. Required Navigation Performance (RNP) Requirements. The certificate holder is authorized to conduct operations in NOPAC airspace where RNP 10 and/or RNP 4 approval is required, provided that the certificate holder has been issued Operations Specification B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NOPAC airspace where RVSM approval is required, provided that the certificate holder has been issued Operations Specification B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix R. Sample LOA B038, Operations in North Pacific (NOPAC) Airspace: 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 operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this Letter of Authorization (LOA).

2. Authorized Area of Operation. The NOPAC area of operation authorized by this LOA lies within the Anchorage and Fukuoka flight information regions (FIR). The southern lateral boundary of this area is 100 nautical miles (NM) south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Fukuoka FIRs. The vertical boundaries include the airspace between the minimum en route altitude (MEA) and the Maximum Authorized Altitude (MAA).

3. Required Navigation Performance (RNP) Requirements. The operator/company is authorized to conduct operations in NOPAC airspace where RNP 10 and/or RNP 4 approval is required, provided that the operator/company has been issued LOA B036, Oceanic and High Remote Continental Operations, and is authorized RNP 10 (or better).

4. Reduced Vertical Separation Minimum (RVSM). The operator/company is authorized to conduct operations in NOPAC airspace where RVSM approval is required, provided that the operator/company has been issued LOA B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

Appendix S. Sample OpSpec B043, Special Fuel Reserves in International Operations: 14 CFR Part 121

a. The certificate holder is authorized, under a deviation as provided in 14 CFR Part 121, § 121.645, to conduct certain operations outside the 48 contiguous United States and the District of Columbia using the fuel supply specified in this operations specification. The certificate holder must not conduct international operations under this operations specification using fuel supplies less than those required by § 121.645 (without a deviation) unless those operations are conducted in accordance with the special limitations and provisions of this operations specification.

b. Required Fuel Supply. The certificate holder is authorized to conduct operations only within the areas of en route operation where this operations specification is referenced in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions, with at least the following fuel supply. Each aircraft used by the certificate holder must have enough fuel on board, considering the requirements of § 121.647 to accomplish all of the following:

(1) Fly to and land at the airport to which it is dispatched or released.

(2) After that, to fly for a period of 10 percent of that portion of the en route time (between the departure airport and the airport to which it was released) where One-Hour Reliable Fix (1HRF) operations are not possible.

(3) After that, to fly to and land at the most distant alternate airport specified in the dispatch or flight release, as applicable (if an alternate airport is required by § 121.621 or § 121.623, as appropriate).

(4) After that, to fly for 45 minutes at normal cruising fuel consumption.

c. Special Limitations and Provisions. The certificate holder must conduct operations that use the fuel supplies authorized by this operations specification in accordance with the following conditions:

(1) Require flightcrews to report immediately to the dispatcher (or flight follower, as applicable) any time the estimated time of arrival (ETA) at the destination exceeds 15 minutes beyond the flight plan ETA, the cruise altitude varies by 4,000 feet or more from the flight plan, or the airplane deviates more than 100 nautical miles (NM) from the flight-planned route.

(2) The certificate holder must report any declarations of emergency fuel to the Air Transportation Division (AFS-200) through its Principal Operations Inspector (POI). Additionally, the certificate holder will report any occurrence of a low fuel state which results in actions being taken by air traffic control (ATC) and/or dispatch in order to provide priority handling, even if no emergency is declared.

d. Training. Flight crewmembers and dispatchers or flight followers, as applicable, must be trained in the use of the procedures approved for this authorization.

Appendix T. Sample OpSpec B043, Special Fuel Reserves in International Operations: 14 CFR Part 125

a. The certificate holder is authorized, under a deviation as provided in 14 CFR Part 125, § 125.377(b), to conduct certain operations outside the 48 contiguous United States and the District of Columbia using the fuel supply specified in this operations specification. The certificate holder must not conduct international operations under this operations specification using fuel supplies less than those required by § 125.377(b) (without a deviation) unless those operations are conducted in accordance with the special limitations and provisions of this operations specification.

b. Required Fuel Supply. The certificate holder is authorized to conduct operations only within the areas of en route operation where this operations specification is referenced in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions, with at least the following fuel supply. Each aircraft used by the certificate holder must have enough fuel on board, considering the requirements of § 125.377(b) to accomplish all of the following:

(1) Fly to and land at the airport to which it is released.

(2) After that, to fly for a period of 10 percent of that portion of the en route time (between the departure airport and the airport to which it was released) where One-Hour Reliable Fix (1HRF) operations are not possible.

(3) After that, to fly to and land at the most distant alternate airport specified in the flight release (if an alternate airport is required by § 125.367).

(4) After that, to fly for 45 minutes at normal cruising fuel consumption.

c. Special Limitations and Provisions. The certificate holder must conduct operations that use the fuel supplies authorized by this operations specification in accordance with the following conditions:

(1) Require flightcrews to report immediately to the flight follower any time the estimated time of arrival (ETA) at the destination exceeds 15 minutes beyond the flight plan ETA, the cruise altitude varies by 4,000 feet or more from the flight plan, or the airplane deviates more than 100 nautical miles (NM) from the flight-planned route.

(2) The certificate holder must report any declarations of emergency fuel to its Principal Operations Inspector (POI). Additionally, the certificate holder will report any occurrence of a low fuel state which results in actions being taken by air traffic control (ATC) in order to provide priority handling, even if no emergency is declared.

d. Training. Flight crewmembers and flight followers, as applicable, must be trained in the use of the procedures approved for this authorization.

Appendix U. Sample OpSpec B043, Special Fuel Reserves in International Operations: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct certain 14 CFR Part 121 operations outside the 48 contiguous United States and the District of Columbia using the fuel supply specified in this operations specification under a deviation as provided in 14 CFR Part 121, § 121.645. The certificate holder must not conduct international operations under this operations specification using fuel supplies less than those required by § 121.645 (without a deviation) unless those operations are conducted in accordance with the special limitations and provisions of this operations specification.

b. Required Fuel Supply. The certificate holder is authorized to conduct operations only within the areas of en route operation where this operations specification is referenced in Operations Specification B050, Authorized Areas of En Route Operations, Limitations, and Provisions, with at least the following fuel supply. Each aircraft used by the certificate holder must have enough fuel on board, considering the requirements of § 121.647 to accomplish all of the following:

(1) Fly to and land at the airport to which it is dispatched or released.

(2) After that, to fly for a period of 10 percent of that portion of the en route time (between the departure airport and the airport to which it was released) where One-Hour Reliable Fix (1HRF) operations are not possible.

(3) After that, to fly to and land at the most distant alternate airport specified in the dispatch or flight release, as applicable (if an alternate airport is required by § 121.621 or § 121.623, as appropriate).

(4) After that, to fly for 45 minutes at normal cruising fuel consumption.

c. Special Limitations and Provisions. The certificate holder must conduct operations that use the fuel supplies authorized by this operations specification in accordance with the following conditions:

(1) Require flightcrews to report immediately to the dispatcher (or flight follower, as applicable) any time the estimated time of arrival (ETA) at the destination exceeds 15 minutes beyond the flight plan ETA, the cruise altitude varies by 4,000 feet or more from the flight plan, or the airplane deviates more than 100 nautical miles (NM) from the flight-planned route.

(2) The certificate holder must report any declarations of emergency fuel to the Air Transportation Division (AFS-200) through its Principal Operations Inspector (POI). Additionally, the certificate holder will report any occurrence of a low fuel state which results in actions being taken by air traffic control (ATC) and/or dispatch in order to provide priority handling, even if no emergency is declared.

d. Training. Flight crewmembers and dispatchers or flight followers, as applicable, must be trained in the use of the procedures approved for this authorization.

Appendix V. Sample LOA B043, Special Fuel Reserves in International 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, under a deviation as provided in 14 CFR Part 125, § 125.377(b), to conduct certain operations outside the 48 contiguous United States and the District of Columbia using the fuel supply specified in this Letter of Authorization (LOA). The operator/company must not conduct international operations under this LOA using fuel supplies less than those required by § 125.377(b) (without a deviation) unless those operations are conducted in accordance with the special limitations and provisions of this LOA.

2. Required Fuel Supply. The operator/company is authorized to conduct operations only within the areas of en route operation where this LOA is referenced in LOA B050, Authorized Areas of En Route Operations, Limitations, and Provisions, with at least the following fuel supply. Each aircraft used by the operator/company must have enough fuel on board, considering the requirements of § 125.377(b) to accomplish all of the following:

a. Fly to and land at the airport to which it is released.

b. After that, to fly for a period of 10 percent of that portion of the en route time (between the departure airport and the airport to which it was released) where One-Hour Reliable Fix (1HRF) operations are not possible.

c. After that, to fly to and land at the most distant alternate airport specified in the flight release (if an alternate airport is required by § 125.367).

d. After that, to fly for 45 minutes at normal cruising fuel consumption.

3. Special Limitations and Provisions. The operator/company must conduct operations that use the fuel supplies authorized by this LOA in accordance with the following conditions:

a. Require flightcrews to report immediately to the flight follower any time the estimated time of arrival (ETA) at the destination exceeds 15 minutes beyond the flight plan ETA, the cruise altitude varies by 4,000 feet or more from the flight plan, or the airplane deviates more than 100 nautical miles (NM) from the flight-planned route.

b. The operator/company must report any declarations of emergency fuel to its Principal Operations Inspector (POI). Additionally, the operator/company will report any occurrence of a low fuel state which results in actions being taken by air traffic control (ATC) in order to provide priority handling, even if no emergency is declared.

4. Training. Flight crewmembers and flight followers must be trained in the use of the procedures approved for this authorization.

Appendix W. Sample LOA C052, Straight-In Nonprecision, APV, and CAT 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

Registration Number	Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for RNAV Global Positioning System (GPS) approaches may be extended to include approval for "RNAV (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The operator should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to 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 (localizer performance with vertical guidance (LPV), Localizer Performance (LP), and SBAS-based lateral navigation (LNAV)/vertical navigation (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 (DA)/decision height (DH) at or above 200 feet height above touchdown (HAT).

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 mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

(2) Visibility values below ½ statute mile 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 Ground Based Augmentation System (GBAS) Landing System (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 Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, or equivalent to U.S. standards are authorized for nonprecision, approaches with vertical guidance (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/DH is not provided, the lowest authorized MDA or DA/DH must be obtained as follows:

(1) When an Obstacle Clearance Limit (OCL) is specified, the authorized MDA or DA/DH 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/DH 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/DH, 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 (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(6) Runway end identification lights (REIL).

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. The Responsible Person for this authorization is listed in Table 1 of LOA A001 (revision 02c or later).

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 2 below; otherwise, the Responsible Person will be listed in Table 1 of LOA A001 (revision 02c or later).

a. The POC is the individual the FAA should contact first 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 2 below.

Table 2 – Point of Contact

Name	Email Address	Telephone Number

Appendix X. Sample MSpec C052, Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All Airports: 14 CFR Part 91K

a. The program manager is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below, and must not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The program manager should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Conditions and Limitations.

(1) Unless otherwise authorized by these management specifications, the program manager must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The program manager may not use decision altitude (DA) in lieu of minimum descent altitude (MDA) unless Management Specification C073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by these management specifications, the program manager may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The program manager is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Management Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Reduced Precision Category (CAT) I Landing Minima.

(1) Reduced Landing Minima – 200 feet decision height (DH) and 1800 RVR. The program manager is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved flight director (FD), autopilot (AP), or Head-Up Display (HUD) approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glideslope) as applicable, and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD; or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in instrument landing system (ILS), Ground-Based Augmentation System (GBAS) Landing System (GLS), and/or RNAV (GPS)

with LPV DA/height above touchdown (HAT) less than 250 feet approaches to minimums using the FD, AP, or HUD, as applicable.

(d) The Part 97 Standard Instrument Approach Procedure (SIAP) must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these management specifications, the program manager must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3 or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The DH/MDA must not be below 200 feet HAT unless authorized by these management specifications.

(2) The program manager may not conduct operations using RNP AR unless the program manager is authorized Management Specification C384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR).

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

(4) For straight-in landing minima at foreign airports where a minimum descent altitude (height) (MDA(H)) or DA/DH is not provided, the lowest authorized MDA(H) or DA/DH must be obtained as follows:

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

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

(5) When conducting an IAP outside the United States, the program manager must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Approaches to runways with published minima as low as 1800 RVR (550 meters) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraphs c(1)(a) through (c) of this management specification are met.

☐ e. Precision Runway Monitor (PRM) Approaches. The program manager is authorized to conduct PRM approaches.

Appendix Y. Sample OpSpec C052, Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All Airports: 14 CFR Part 121

a. The certificate holder is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below, and must not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use decision altitude (DA) in lieu of minimum descent altitude (MDA) unless Operations Specification C073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Operations Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Reduced Precision Category (CAT) I Landing Minima.

(1) Reduced Landing Minima – 200 feet decision height (DH) and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized aircraft must be equipped with an approved flight director (FD), autopilot (AP), or Head-Up Display (HUD) approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glideslope) as applicable, and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD; or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in instrument landing system (ILS), Ground-Based Augmentation System (GBAS) Landing System (GLS), and/or RNAV (GPS) with LPV DA/height above touchdown (HAT) less than 250 feet approaches to minimums using the FD, AP, or HUD, as applicable.

(d) The Part 97 Standard Instrument Approach Procedure (SIAP) must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The DH/MDA must not be below 200 feet HAT unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP AR unless the certificate holder is authorized Operations Specification C384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR).

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

(4) For straight-in landing minima at foreign airports where a minimum descent altitude (height) (MDA(H)) or DA/DH is not provided, the lowest authorized MDA(H) or DA/DH must be obtained as follows:

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

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

(5) When conducting an IAP outside the United States, the certificate holder must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Approaches to runways with published minima as low as 1800 RVR (550 meters) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraphs c(1)(a) through (c) of this operations specification are met.

☐ e. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.

Appendix Z. Sample OpSpec C052, Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All Airports: 14 CFR Part 125

a. The certificate holder is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below, and must not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use decision altitude (DA) in lieu of minimum descent altitude (height) (MDA(H)) unless Operations Specification C073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Operations Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Reduced Precision Category (CAT) I Landing Minima.

(1) Reduced Landing Minima – 200 feet decision height (DH) and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved flight director (FD), autopilot (AP), or Head-Up Display (HUD) approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glideslope) as applicable, and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD; or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in instrument landing system (ILS), Ground-Based Augmentation System (GBAS) Landing System (GLS), and/or RNAV (GPS) with LPV DA/height above touchdown (HAT) less than 250 feet approaches to minimums using the FD, AP, or HUD, as applicable.

(d) The Part 97 Standard Instrument Approach Procedure (SIAP) must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The DH/MDA must not be below 200 feet HAT unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP AR unless the certificate holder is authorized Operations Specification C384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR).

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

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

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

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

(5) When conducting an IAP outside the United States, the certificate holder must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Approaches to runways with published minima as low as 1800 RVR (550 meters) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraphs c(1)(a) through (c) of this operations specification are met.

☐ e. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.

Appendix AA. Sample OpSpec C052, Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All Airports: 14 CFR Part 135

a. The certificate holder is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below, and must not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use decision altitude (DA) in lieu of minimum descent altitude (height) (MDA(H)) unless Operations Specification C073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Operations Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Reduced Precision Category (CAT) I Landing Minima.

(1) Reduced Landing Minima – 200 feet decision height (DH) and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved flight director (FD), autopilot (AP), or Head-Up Display (HUD) approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glideslope) as applicable, and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD; or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in instrument landing system (ILS), Ground-Based Augmentation System (GBAS) Landing System (GLS), and/or RNAV (GPS) with LPV DA/height above touchdown (HAT) less than 250 feet approaches to minimums using the FD, AP, or HUD, as applicable.

(d) The Part 97 Standard Instrument Approach Procedure (SIAP) must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The DH/MDA must not be below 200 feet HAT unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP AR unless the certificate holder is authorized Operations Specification C384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR).

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

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

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

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

(5) When conducting an IAP outside the United States, the certificate holder must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Approaches to runways with published minima as low as 1800 RVR (550 meters) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraphs c(1)(a) through (c) of this operations specification are met.

☐ e. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.

Appendix BB. Sample OpSpec C052, Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All Airports: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below, and must not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use decision altitude (DA) in lieu of minimum descent altitude (height) (MDA(H)) unless Operations Specification C073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Operations Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Reduced Precision Category (CAT) I Landing Minima.

(1) Reduced Landing Minima – 200 feet decision height (DH) and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved flight director (FD), autopilot (AP), or Head-Up Display (HUD) approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glideslope) as applicable, and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD; or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in instrument landing system (ILS), Ground-Based Augmentation System (GBAS) Landing System (GLS), and/or RNAV (GPS) with LPV DA/height above touchdown (HAT) less than 250 feet approaches to minimums using the FD, AP, or HUD, as applicable.

(d) The Part 97 Standard Instrument Approach Procedure (SIAP) must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The DH/MDA must not be below 200 feet HAT unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP AR unless the certificate holder is authorized Operations Specification C384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR).

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

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

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

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

(5) When conducting an IAP outside the United States, the certificate holder must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Approaches to runways with published minima as low as 1800 RVR (550 meters) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraphs c(1)(a) through (c) of this operations specification are met.

☐ e. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.

Appendix CC. Sample LOA C052, Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All Airports: 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 operations using the types of instrument approach procedures (IAP) listed in Table 1 below, and must not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The operator/company should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

2. Conditions and Limitations.

a. Unless otherwise authorized by Letter of Authorization (LOA), the operator/company must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(1) It is promulgated under 14 CFR Part 97;

(2) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(3) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

b. Runway Visual Range (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 mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

(2) Visibility values below ½ statute mile 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. The operator/company may not use decision altitude (DA) in lieu of minimum descent altitude (height) (MDA(H)) unless LOA C073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

d. Unless otherwise authorized by LOA, the operator/company may not conduct any RNP AR operations.

e. Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The operator/company is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in LOA B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(1) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

3. Reduced Precision Category (CAT) I Landing Minima.

a. Reduced Landing Minima – 200 feet decision height (DH) and 1800 RVR. The operator/company is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(1) The authorized airplane(s) must be equipped with an approved flight director (FD), autopilot (AP), or Head-Up Display (HUD) approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glideslope) as applicable, and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(2) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD; or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(3) The flightcrew must demonstrate proficiency in instrument landing system (ILS), Ground-Based Augmentation System (GBAS) Landing System (GLS) and/or RNAV (GPS) with LPV DA/height above touchdown (HAT) less than 250 feet approaches to minimums using the FD, AP, or HUD, as applicable.

(4) The Part 97 Standard Instrument Approach Procedure (SIAP) must have an 1800 RVR minimum.

4. Limitations and Provisions for IAPs at Foreign Airports.

a. Unless otherwise authorized by LOA, the operator/company must not use any IFR IAP at any foreign airport unless:

(1) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(2) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation. or ICAO Doc 9365, Manual of All-Weather Operations; and

(3) The DH/MDA must not be below 200 feet HAT unless authorized by LOA.

b. The operator/company may not conduct operations using RNP AR unless the operator/company is authorized LOA C384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR).

c. Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

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

(1) When an Obstacle Clearance Limit (OCL) is specified, the authorized MDA(H) or DA/DH is the sum of the OCL and the airport elevation. The MDA(H) 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(H) or DA/DH is equal to the OCA/OCH as adjusted by any operational requirement to increase the altitude/height. For nonprecision approaches, the authorized MDA(H) may be expressed in intervals of 10 feet.

e. When conducting an IAP outside the United States, the operator/company must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH,

unless the aircraft 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 (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 (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(6) Runway end identification lights (REIL).

f. Approaches to runways with published minima as low as 1800 RVR (550 meters) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraphs 3a(1) through (3) of this LOA are met.

☐ 5. Precision Runway Monitor (PRM) Approaches. The operator/company is authorized to conduct PRM approaches.

Appendix DD. Sample OpSpec C052, Straight-In Nonprecision, APV, and CAT I Precision Approach and Landing Minima – All U.S. Airports: 14 CFR Part 129

a. The foreign air carrier is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below, and must not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the foreign air carrier must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) Unless otherwise authorized by these operations specifications, the foreign air carrier may not conduct any Required Navigation Performance approaches with Authorization Required (RNP AR) operations.

☐ (4) Approach Procedures Using Global Positioning System (GPS) or GPS Wide Area Augmentation System (WAAS). The foreign air carrier is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved Area Navigation (RNAV) system described in Operations Specification A003, Aircraft Authorized for Operations to the United

States, if "GPS" or "RNAV (GPS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Reduced Precision Category (CAT) I Landing Minima.

(1) Reduced Landing Minima – 200 feet decision height (DH) and 1800 RVR. The foreign air carrier is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved flight director (FD), autopilot (AP), or Head-Up Display (HUD) approved for at least CAT I operations that provides guidance to decision altitude (DA). The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glideslope) as applicable, and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD; or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in instrument landing system (ILS), Ground-Based Augmentation System (GBAS) Landing System (GLS), and/or RNAV (GPS) with LPV DA/height above touchdown (HAT) less than 250 feet approaches to minimums using the FD, AP, or HUD, as applicable, in accordance with their State of the Operator-approved training program.

(d) The Part 97 Standard Instrument Approach Procedure (SIAP) must have an 1800 RVR minimum.

☐ d. Precision Runway Monitor (PRM) Approaches. The foreign air carrier is authorized to conduct PRM approaches.

Appendix EE. Sample MSpec P102, Authorized Straight-In Instrument Approach Procedures: 14 CFR Part 91K

a. The program manager is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below and must not conduct operations using any other types unless authorized by Management Specification P108, Category II and Category III Instrument Approach and Landing Operations; P118, Circle-to-Land Operations; or P119, Category I Contact Approach Procedures, as applicable.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approaches Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The program manager should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Provisions and Limitations.

(1) Unless otherwise authorized by these management specifications, the program manager must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The program manager may not use decision altitude (DA) in lieu of minimum descent altitude (MDA) unless Management Specification P073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by Management Specification P384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR), the program manager may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The program manager is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Management Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Provisions and Limitations for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these management specifications, the program manager must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3 or other criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The decision height (DH)/MDA must not be below 200 feet height above touchdown (HAT) unless authorized by these management specifications.

(2) The program manager may not conduct operations using RNP AR unless the program manager is authorized P384.

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

(4) For straight-in landing minima at foreign airports where a minimum descent altitude (height) (MDA(H)) or DA/DH is not provided, the lowest authorized MDA(H) or DA/DH will be obtained as follows:

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

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

(5) When conducting an IAP outside the United States, the program manager must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Except as provided in Management Specification P103, Straight-In Category I Approach Minima, the program manager must not conduct approaches to runways with published minima as low as 1800 RVR (550 meters).

☐ d. Precision Runway Monitor (PRM) Approaches. The program manager is authorized to conduct PRM approaches.

Appendix FF. Sample OpSpec P102, Authorized Straight-In Instrument Approach Procedures: 14 CFR Part 135

a. The certificate holder is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below and must not conduct operations using any other types unless authorized by Operations Specification P108, Category II and Category III Instrument Approach and Landing Operations; P118, Circle-to-Land Operations; or P119, Category I Contact Approach Procedures, as applicable.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approaches Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Provisions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use decision altitude (DA) in lieu of minimum descent altitude (MDA) unless Operations Specification P073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by Operations Specification P384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR), the certificate holder may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Operations Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Provisions and Limitations for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3 or other criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The decision height (DH)/MDA must not be below 200 feet height above touchdown (HAT) unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP AR unless the certificate holder is authorized P384.

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

(4) For straight-in landing minima at foreign airports where a minimum descent altitude (height) (MDA(H)) or DA/DH is not provided, the lowest authorized MDA(H) or DA/DH will be obtained as follows:

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

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

(5) When conducting an IAP outside the United States, the certificate holder must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Except as provided in Operations Specification P103, Straight-In Category I Approach Minima, the certificate holder must not conduct approaches to runways with published minima as low as 1800 RVR (550 meters).

☐ d. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.

Appendix GG. Sample OpSpec P102, Authorized Straight-In Instrument Approach Procedures: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct operations using the types of instrument approach procedures (IAP) listed in Table 1 below and must not conduct operations using any other types unless authorized by Operations Specification P108, Category II and Category III Instrument Approach and Landing Operations; P118, Circle-to-Land Operations; or P119, Category I Contact Approach Procedures, as applicable.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approaches Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures

Note: Approval for Area Navigation (RNAV) Global Positioning System (GPS) approaches may be extended to include approval for "RNAV Global Navigation Satellite Systems (GNSS)" and/or "Required Navigation Performance (RNP)" titled approaches in foreign States. The certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with Authorization Required (AR).

b. Provisions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any instrument flight rules (IFR) IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97;

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other criteria approved by the Flight Technologies and Procedures Division (AFS-400); or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

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

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

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

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use decision altitude (DA) in lieu of minimum descent altitude (MDA) unless Operations Specification P073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA), is authorized.

(4) Unless otherwise authorized by Operations Specification P384, Required Navigation Performance (RNP) Procedures With Authorization Required (AR), the certificate holder may not conduct any RNP AR operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved RNAV system described in Operations Specification B033, IFR En Route Operations, if "…or GPS," "GPS," or "RNAV (GPS) or RNAV (GNSS)" is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The RNAV system to be used must be approved for IFR operations, certified for the intended operation (localizer performance with vertical guidance (LPV), lateral navigation (LNAV)/vertical navigation (VNAV), Localizer Performance (LP), or LNAV), and must contain current navigation data.

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

c. Provisions and Limitations for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder must not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3 or other criteria approved by the Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations;

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, or the applicable European Union (EU) or European Union Aviation Safety Agency (EASA) regulation or ICAO Doc 9365, Manual of All-Weather Operations; and

(c) The decision height (DH)/MDA must not be below 200 feet height above touchdown (HAT) unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP AR unless the certificate holder is authorized P384.

(3) Foreign approach lighting systems compliant with the Standards and Recommended Practices (SARPs) in ICAO Annex 14, Aerodromes, 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.

(4) For straight-in landing minima at foreign airports where a minimum descent altitude (height) (MDA(H)) or DA/DH is not provided, the lowest authorized MDA(H) or DA/DH will be obtained as follows:

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

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

(5) When conducting an IAP outside the United States, the certificate holder must not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA/DH, unless the aircraft 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:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) TDZ, TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI)).

(f) Runway end identification lights (REIL).

(6) Except as provided in Operations Specification P103, Straight-In Category I Approach Minima, the certificate holder must not conduct approaches to runways with published minima as low as 1800 RVR (550 meters).

☐ d. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.