

ORDER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8260.31B

3/11/85

SUBJ: FOREIGN TERMINAL INSTRUMENT PROCEDURES

1. PURPOSE. The purpose of this order is to provide Flight Standards divisions with standardized guidelines for authorizing the use of Foreign Terminal Instrument Procedures (FTIP) by U.S. certificate holders operating into foreign airports under Federal Aviation Regulations (FAR) Parts 121, 125, and 135.

2. DISTRIBUTION. This order is distributed to all addressees on special distribution lists ZVS-826/ZVS-827, and to all International Aviation field offices.

3. CANCELLATION. Order 8260.31A, Acceptance of Aeronautical Information Publications (AIPs) and Foreign Instrument Approach Procedures (FIAPs), dated April 18, 1978, is canceled.

4. BACKGROUND. This revision contains new guidance for authorizing, restricting, or denying the use of FTIP by U.S. certificate holders, and deletes the requirement to list International Civil Aviation Organization (ICAO) member nations having Aeronautical Information Publications (AIP) that are acceptable to the Federal Aviation Administration (FAA). Amendable appendixes have been added which include lists of FTIP that are not authorized for use by U.S. certificate holders and those that are authorized only with FAA restrictions. The use of controlling region messages to notify other regions and the Air Transportation Division, AFO-200, of changes to the status of FTIP has been introduced. Methods used to establish landing minimums have been clarified.

5. DEFINITIONS.

a. Controlling Region. A "controlling region" is the FAA region that is responsible for the surveillance and inspection of foreign airports, as well as instrument landing system (ILS) Category II and III approaches at those airports, that are to be used or are being used by U.S. certificate holders. For the purpose of this order, the FAA Europe, Africa, and Middle East Office is considered to be a controlling region. It is expected that the Flight Inspection and Procedures Staff in the Flight Standards Division will be the program focal point in the controlling region. When appropriate, the controlling region may request assistance from an associated Flight Inspection Field Office (FIFO) in accordance with paragraph 109 of Handbook 8260.19A, Flight Procedures and Airspace.

b. Criteria. The term "criteria" includes ICAO or U.S. terminal instrument procedures development criteria. If a procedure complies with ICAO criteria, application of U.S. criteria is not appropriate, except when determining visibility minimums. Accordingly, application of ICAO criteria is

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not appropriate if a procedure is developed under U.S. criteria. U.S. criteria means Handbook 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), and all FAR, orders, advisory circulars, and notices that are applicable to terminal instrument procedures. ICAO criteria means PANS-OPS Document 8168-OPS/611, Procedures for Air Navigation Services - Aircraft Operations, Volume II (second edition 1982 and subsequent changes).

c. FTIP. Foreign Terminal Instrument Procedures (FTIP) include instrument approach and departure procedures developed and published for use in foreign nations using either ICAO or U.S. criteria. Irrespective of the existence or quality of an AIP, only the published procedures themselves are relevant when evaluating FTIP.

d. Certificate-Holding Office. The FAA district office or international field office responsible for the certificate and the operations specifications (OPS SPECS), and the regular inspection and surveillance of a U.S. certificate holder.

e. Certificate-Holding Region. The FAA region having supervisory responsibility for the certificate-holding office.

f. Certificate Holder. A U.S. air carrier or operator, operating under FAR Parts 121, 125, or 135, who holds either an air carrier operating certificate or an operating certificate.

6. FTIP DEVELOPED BY ICAO MEMBER NATIONS. (Appendix 1) The U.S. certificate holder has a responsibility for determining that a procedure complies with criteria. Except for the approval of Category II and III approach procedures covered in paragraph 11 below, controlling regions and certificate-holding regions and offices are not required to make initial or periodic reviews of procedures developed by ICAO member nations. Such procedures will be considered as being authorized for use by U.S. certificate holders. However, if discrepancies in the application of criteria are detected by the certificate-holding office or any other source, the controlling region shall be notified as soon as possible. When the controlling region becomes aware of a possible discrepancy or safety-of-flight problem, the affected FTIP will be fully evaluated, using all available data, and a determination will be made whether to permit continued use of the FTIP by U.S. certificate holders. Isolated and minor deviations from criteria can often be quickly corrected by advising the nation's aviation authority or by coordinating directly with the charting agency or service used by the concerned U.S. certificate holder. Before making a determination that an FTIP is not authorized for use by U.S. certificate holders, the following should be considered:

a. Some ICAO member nations do not maintain a current AIP. Instead, those nations maintain up-to-date procedures by means of Notices to Airmen (NOTAMS) and/or a reliable and regular correspondence with the charting agencies or services used by U.S. certificate holders. ICAO member nations' procedures that are known to be published in this manner are acceptable and should be considered authorized for use by U.S. certificate holders.

b. Some ICAO procedures may meet criteria in general, yet, contain variances in certain significant parts, such as the obstacle clearance altitude (OCA), obstacle clearance height (OCH), visibility minimums, minimum descent altitude (MDA), decision height (DH), or the missed approach. In these cases, the controlling region may apply a restriction or special provision which either results in compliance with criteria or in an equivalent level of safety. One way to obtain an equivalent level of safety might be to require a special provision such as aircrew training prior to use of a procedure. If a procedure can be used with restrictions or with special provisions, the controlling region shall issue notification in accordance with paragraph 12.

c. If the controlling region determines that any ICAO member nation's procedures are not authorized for use by U.S. certificate holders, notification shall be made in accordance with paragraph 12 of this order.

d. Proposed significant modifications of FTIP shall be coordinated with the host nation and should receive the concurrence of the host nation prior to use. However, emergency safety-of-flight restrictions should not be delayed pending coordination with the host nation.

7. NON-ICAO MEMBER NATION PROCEDURES. (Appendix 2) A U.S. certificate holder may, through its principal operations inspector (POI), request the FAA to evaluate a non-ICAO member nation's FTIP. If the controlling region determines that a non-ICAO nation's procedure complies with criteria or can be adjusted or restricted to provide an equivalent level of safety, notification will be given in accordance with paragraph 12, and the procedure will be listed in Appendix 2. Modifications of FTIP require the concurrence of the host nation. If sufficient data are not available to conduct a satisfactory evaluation, the controlling region shall not authorize use of the procedure, unless the certificate holder can develop and submit a procedure in accordance with paragraph 8 below and paragraph 19 of OPS SPECS. If the controlling region is aware that a non-ICAO member nation's FTIP meet criteria, that nation's FTIP will be listed in Appendix 2.

8. FTIP PROVIDED BY THE CONTROLLING REGION. (Appendix 3) The intent of this order is to discourage the development of foreign procedures by the FAA. Strict compliance with paragraphs 6, 7, and 8 will normally eliminate the need for the FAA to become involved in the actual development of the FTIP. If there are reasons why an FTIP should not be authorized using the provisions of the foregoing paragraphs, the FAA should not assume such a responsibility for the same reasons. However, there might be special reasons why a controlling region would find it mutually beneficial to approve the FAA development and maintenance of an FTIP. In such cases, the following applies:

a. An FAA-developed FTIP requires subsequent FAA monitoring and maintenance of the procedure to assure that the procedure is safe and up to date.

b. Authorization to develop and use the procedure will be obtained from the host nation by the controlling region prior to issuing the procedure for use by U.S. certificate holders.

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c. Either ICAO or U.S. criteria will be used in the development of the procedure depending upon the requirements of the host nation. U.S. criteria will be used to establish landing minimums unless the host nation requires higher minimums. (See paragraph 10.)

d. The controlling region shall provide a reliable and timely method of obtaining current aeronautical information from the host nation. This could be in the form of an agreement which includes direct telephone contact, messages, courier service, and/or special distribution of AIP data.

e. FTIP provided by the controlling region shall be distributed to AFO-200 and to all regional Flight Standards Divisions for redistribution to any U.S. certificate holder. Amendments or cancellations shall be distributed in the same manner. These FTIP and their amendments and/or restrictions will be listed in Appendix 3.

f. FTIP provided by the controlling region are to be coordinated with the Flight Procedures Branch (AVN-220), Aviation Standards National Field Office, for quality control and standardization prior to distribution to the user organizations.

g. Emergency safety-of-flight restrictions or amendments shall be handled in accordance with paragraph 12.

h. FTIP provided by the controlling region and amendments to those procedures are not mandatory upon a certificate holder who has authority to use procedures already developed for the same host nation runway in accordance with paragraph 9, unless the controlling region determines the existence of major safety-of-flight differences which cannot be resolved. (See paragraph 9h.) In such cases, coordination with the POI is necessary to cancel the authority to use the FTIP developed by the certificate holder. As defined in paragraph 5b, the fact that a procedure developed using ICAO criteria has major differences with U.S. criteria is not grounds for making an FAA-developed procedure mandatory.

9. FTIP DEVELOPED BY U.S. CERTIFICATE HOLDERS. (Appendix 4) When a controlling region does not authorize the use of a non-ICAO procedure (reference paragraph 7) or when any FTIP does not comply with criteria and cannot be reasonably corrected, modified, or properly restricted, the certificate holder may develop his own procedure and submit it to the FAA for review in accordance with paragraph 19 of OPS SPECS. In such cases, the following are required:

a. The development of new procedures or the modification of existing procedures will be accomplished in compliance with ICAO or U.S. criteria. These criteria shall not be mixed, except that U.S. criteria shall be used to determine visibility minimums for procedures developed with ICAO criteria.

b. Host nation authorization to use the new or modified procedures will be obtained by the certificate holder.

c. The certificate holder will certify (in writing) to the certificate-holding office that the procedures meet criteria (stating what criteria were used), and that the host nation has approved use of the procedures. The certificate holder will forward the following supporting documentation, along with the above, to the certificate-holding office.

(1) A copy of the developed or modified procedure charts.

(2) A topographic or other reliable chart that depicts or defines the controlling obstacles within each segment of the procedures.

(3) For precision approaches, a profile view of the final approach area that depicts the obstacles between the DH point and the runway threshold.

d. The certificate holder may use the submitted procedures pending review by the controlling region. Following the review, the controlling region retains the authority to deny or restrict the use of the procedure in accordance with paragraph 19 of OPS SPECS.

e. The certificate-holding office will forward the submitted procedures and data, along with a copy of the certificate holder's written certifications, to the Flight Standards Division of the controlling region.

f. The controlling region will review the procedures to verify compliance with the criteria that were used to develop the procedures. Because the certificate holder will have certified that the procedures comply with criteria, the review may be predicated on only the data submitted and will be concerned with confirmation of minimum altitudes and visibility minimums in relation to the controlling obstructions depicted or listed in the data. When available and appropriate, other reliable source data may be used in the review, including the results of any on-site evaluations that might have been conducted.

g. The POI shall be advised of the results of the review. If more data are required to adequately review the procedures, the controlling region shall notify the POI directly, specifying what is required.

h. If the review results in a determination that a significant deviation from criteria exists, the controlling region shall notify the POI directly and by the most expeditious means and shall provide the changes and/or restrictions necessary to comply with criteria or achieve an equivalent level of safety. If there are differences that cannot be resolved with the certificate holder, the POI shall either place the restriction (or change) in the certificate-holder's OPS SPECS or deny use of the procedures.

i. The FAA review establishes only that criteria have been properly applied to the data submitted and that the certificate holder has an adequate system of data collection and procedure development. Acceptance of the certificate holder's developed procedures does not constitute FAA approval or responsibility for the procedures. The controlling region's Flight Standards representative will not indicate approval of the procedures on any of the forms or charts submitted by the certificate holder. The certificate holder retains

the responsibility to keep the procedures up to date and in accordance with criteria. The POI shall require the certificate holder to notify the FAA whenever the procedure changes or whenever the certificate holder no longer intends to use the procedure.

j. When a review has been completed, the controlling region shall return the procedures to the POI and inform AFO-200, by message, to include the procedures in the list in Appendix 4.

k. An FTIP developed by a certificate holder is for the exclusive use of that certificate holder and shall not be redistributed by the FAA to any other operator. This does not preclude the sharing of procedures between certificate holders. Whether or not a procedure is shared, all certificate holders using the same procedure shall each be required to submit the procedure for review in accordance with paragraph 19 of OPS SPECS and shall be individually responsible for notifying the FAA whenever the procedure changes or whenever the certificate holder no longer intends to use the procedure. In such cases, each certificate holder and the procedure shall be listed in Appendix 4.

10. LANDING MINIMUMS. Part C of OPS SPECS reflects the lowest landing minimums that can be authorized. Controlling regions may require higher minimums when deviations from criteria are detected. In such cases, the controlling region will provide notification in accordance with paragraphs 12 and 13. In addition, the following applies:

a. When a host nation's approach procedure does not contain landing minimums, the published OCA/OCH shall become the DH/MDA. An MDA is rounded up to the next higher 20-foot increment. Visibility shall be determined using U.S. criteria. The resultant minimums shall not be lower than authorized in OPS SPECS. The responsibility to assure compliance with U.S. visibility criteria remains with the certificate holder. This does not preclude the use of a charting service to calculate and publish visibility values for the certificate holder.

b. When an approach procedure contains visibility values published by the host nation, a U.S. certificate holder may use those visibility values provided:

(1) The visibility values are not lower than authorized in OPS SPECS.

(2) The descent gradient in the final approach segment does not exceed the maximum allowed by criteria.

c. Landing minima values (e.g., MDA and visibility) shall be expressed in the same terminology used by the foreign country when broadcasting the weather to pilots (e.g., meters, feet, nautical miles, etc.).

11. FOREIGN CATEGORY II and III APPROACH PROCEDURES.

a. When requested by a U.S. certificate holder through the appropriate POI, the controlling region will determine which foreign Category II and III approach procedures are authorized for use by U.S. certificate holders.

Advisory Circular 120-29, Criteria for Approving Category I and Category II Landing Minima for FAR 121 Operators, which is applicable to all operators holding operating certificates issued under FAR Parts 121, 125, and 129 and Part 135 if operations are conducted using aircraft with a passenger-seating capacity of 10 or more, is governing when the host nation has used U.S. criteria to develop the Category II procedure. When the procedure was developed using ICAO criteria, only that portion of AC 120-29 which controls visibility and the lowest authorized DH will be used. Obstacle clearance, including obstacle penetration of the approach light plane, will be treated in accordance with ICAO criteria. Category III approvals will be in accordance with AC 120-28C, Criteria for Approval of Category III Landing Weather Minima, and Order 8400.8, Procedures for Approval of Facilities for FAR Part 121 and Part 135 CAT III Operations.

b. The following shall apply when processing a certificate holder's request for ILS Category II and III approach authorization at foreign airports:

(1) The POI will forward the request to the controlling region with a copy to AFO-200.

(2) The controlling region will provide an evaluation of foreign Category II and III operations through available host nation data, as well as an on-site inspection to assure that the ILS is equivalent to U.S. standards and to determine the lowest landing minimums that can be authorized.

(3) If Category II or III operations are authorized, the controlling region will send a message to all regions and AFO-200 that includes the effective date, the lowest Category II landing minimums that can be authorized and, if appropriate, authorization for Category III operations and applicable minima.

(4) AFO-200 will list the Category II and III authorizations in the Category II/III semi-annual status report.

(5) Once Category II and III operations are authorized, the controlling region will continue to provide for the monitoring of the host nation data and, when appropriate, will send a message to all regions and AFO-200 whenever the landing minimums change or there is a significant change to the status of the procedure that has not already been advertised by a host nation international NOTAM.

12. DETECTING AND HANDLING FTIP DEVIATIONS FROM CRITERIA. As stated in paragraph 6, this order presumes that FTIP developed by an ICAO member nation is in compliance with criteria and, therefore, does not require initial or periodic review by the FAA, except when processing requests for Category II and III authorizations. However, the air carrier inspector who conducts periodic surveillance of foreign airports used by U.S. certificate holders and inspectors who accompany the aircrews during operations into those airports, are in a position to observe the airport's approach and departure environment. These inspectors should be a valuable source of information for the controlling region regarding safety-of-flight discrepancies. When a controlling region becomes aware of a significant safety-of-flight discrepancy which is not already

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advertised in the international NOTAM system or if a significant deviation from criteria is detected, the controlling region shall assure the following action:

a. Evaluate the alleged discrepancy or deviation with available data and, if appropriate, arrange for the correction of the problem through the aviation authority of the host nation or through the charting service as appropriate.

b. If the discrepancy or deviation is not or cannot be corrected, the controlling region shall determine what procedural restrictions or special provisions (if any) are necessary to achieve an equivalent level of safety or to comply with criteria. In such cases, the controlling region shall transmit a message to all regions, AFO-200, and the USAF Instrument Flight Center, Randolph AFB, Texas, 78150, Attn: Instrument Procedures Section, containing the applicable restrictions. If known, the certificate-holding offices should be addressees on the message. Otherwise, the certificate-holding region is responsible for notifying the certificate-holding office of the message text. The certificate-holding office shall notify the assigned certificate holders that the procedure is authorized for use only if the certificate holder complies with the restrictions. The controlling region shall include in notifying messages the specific reasons as to why the restrictions or special provisions are needed. If procedural restrictions are not practical, or if an equivalent level of safety (in accordance with criteria) cannot be obtained through restrictions or special provisions such as aircrew training, the controlling region shall notify all regions, AFO-200, and the USAF Instrument Flight Center, Randolph AFB, Texas, 78150, Attn: Instrument Procedures Section, by message, that the procedure or procedures are not authorized for use by U.S. certificate holders. In these cases, the controlling region will specifically state in the notifying message the reasons why the procedure does not meet U.S. or ICAO criteria and why an equivalent level of safety cannot be obtained through restrictions or special provisions.

c. Controlling regions shall maintain a file of current messages that restrict or deny use of FTIP in its area of responsibility, and shall take action to cancel the restrictions by another message to all addressees who received the initial message whenever the reason for the restriction has been removed or no longer applies. This will require a regular review of outstanding messages and a periodic followup study of the affected procedures.

d. If practical, the controlling region should advise the proper aviation authorities of the host nation whenever restrictions are applied or canceled.

13. CONTROL AND MAINTENANCE OF THE APPENDIXES.

a. Messages generated by the controlling regions that authorize, cancel, deny use of, or restrict FTIP will be the ongoing source documents for the listings in the four appendixes to this order. The appendixes will be amended

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by AFO-200, as needed, or at least once each calendar year. The appendixes will contain the following lists:

(1) ICAO member nations' FTIP that are not authorized for use by U.S. certificate holders or that are authorized to be used with FAA restrictions or special provisions (Appendix 1).

(2) Non-ICAO member nations' FTIP that are authorized for use by any U.S. certificate holder (Appendix 2).

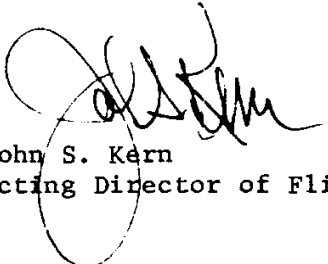
(3) FTIP that have been developed by the controlling regions and that are authorized for use by any U.S. certificate holder (Appendix 3).

(4) Exclusive use FTIP provided by U.S. certificate holders (Appendix 4).

b. Only those FAA-developed FTIP listed in Appendix 3 are authorized for use by U.S. certificate holders. FTIP developed by the FAA under previous orders which are not listed in Appendix 3 are hereby canceled. Only those restrictions listed in Appendixes 1 and 2 are applicable to U.S. certificate holders and any previously applied restrictions to a country's FTIP are no longer effective.

14. ICAO CRITERIA DOCUMENTS. Information regarding relevant ICAO documents may be obtained by writing or telephoning the Distribution Officer of ICAO Headquarters.

International Civil Aviation Organization
1000 Sherbrooke Street West
Suite 400
Montreal, Quebec, Canada H3A 2R2
Telephone (FTS off net): 832-6501
(ask for (514) 285-8026)



John S. Kern
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APPENDIX 1. ICAO MEMBER NATION FTIP

1. The following ICAO member nations' FTIP are not authorized for use by U.S. certificate holders.

Afghanistan
Socialist Republic of Vietnam
Iran (Islamic Republic of)

2. Only the FTIP listed below, with restrictions as indicated, are authorized for use by U.S. certificate holders for the following ICAO member nations.

<u>Country/ Airport</u>	<u>Procedure Identification</u>	<u>Region</u>	<u>Restrictions</u>
Peoples' Republic of China#			
Beijing (Peking) Capitol	ILS DME Rwy 18R NDB Rwy 36L	AWP	DH 318 ft. MDA 500 ft.; raise altitude inbound over "DG" to 1,100 ft.
Guangzhou (Canton) Baiyun	ILS Rwy 03 2 NDB Rwy 03	AWP	DH 235 ft.; 135ft. obstacle at MAP MDA 1,010 ft.; 807 ft. obstacle in final segment. Raise altitude inbound over "FO" to 1,340 ft.
	2 NDB Rwy 21		MDA 980 ft.; 725 ft. obstacle in intermediate segment and 774 ft. obstacle in final segment. Raise altitude inbound over "QX" to 1,230 ft.
Hangzhou (Hangchow) Jianqiao	ILS Rwy 07 2 NDB Rwy 25	AWP	DH 220 ft. MDA 350 ft.

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<u>Country/ Airport</u>	<u>Procedure Identification</u>	<u>Region</u>	<u>Restrictions</u>
Peoples' Republic of China			
Shanghai	ILS Rwy 18	AWP	DH 240 ft.; 122 ft. obstacle at MAP
Hongqiao	ILS Rwy 36		DH 272 ft.
	2 NDB Rwy 18		MDA 340 ft.; raise altitude inbound over "CU" to 880 ft.
	2 NDB Rwy 36		MDA 340 ft.; raise altitude inbound over "BF" to 840 ft.
Tianjin	2 NDB Rwy 16	AWP	MDA 360 ft.
Zhangguizhuang	2 NDB Rwy 34		MDA 360 ft.

#NOTE: All approaches for Peoples' Republic of China noted in item 2 above require special aircrew training and operative dual ADF receivers. The approaches listed above for Peoples' Republic of China are authorized for use by U.S. certificate holders pending further clarification.

NOTE: In addition to the countries noted in item 1 above, further restrictions may be imposed for ICAO member and non-ICAO member nations as noted in the "International Notices to Airmen" publication and/or the "International Flight Information Manual."

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Appendix 2

APPENDIX 2. NON-ICAO MEMBER NATION FTIP

The following non-ICAO member nations' FTIP are authorized for use by U.S. certificate holders.

<u>Country/ Airport</u>	<u>Procedure Identification</u>	<u>Region</u>	<u>Restrictions</u>
Taiwan All	All	AWP	None
#Dominica All	All	ASO	None
#St. Vincent All	All	ASO	None
#Grenada All	All	ASO	None
#St. Kitts All	All	ASO	None
#Montserrat All	All	ASO	None
Belize, C.A. Belize Int'l	NDB RWY 7	ASO	U.S. operator Must develop FTIP

#NOTE: These countries are represented in ICAO through local agreements. Operators must monitor the Eastern Caribbean AIP and NOTAM's from this region for continued authorization to use the FTIP in the Eastern Caribbean AIP.

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Appendix 3

APPENDIX 3. FAA DEVELOPED FTIP

The following FTIP have been developed by the FAA and are authorized for use by any U.S. certificate holder.

<u>Country/ Airport</u>	<u>Procedure Identification</u>	<u>Region</u>	<u>Effective Date</u>
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NOTE: For a procedure to be listed in this appendix, an FAA Form 8260-7, Special Instrument Approach Procedure, must be completed and on file.

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Appendix 4

APPENDIX 4. U.S. CERTIFICATE HOLDER DEVELOPED FTIP

The following FTIP have been developed by the U.S. certificate holder indicated in accordance with its operations specifications and paragraph 9 of this order.

<u>Country/ Airport</u>	<u>Procedure Identification</u>	<u>U.S. Certificate Holder</u>
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NOTE: With the exception of those operators listed under U.S. Certificate Holder Developed FTIP above, the procedures listed in this appendix may not be used by any other U.S. certificate holder. (See paragraph 9k.)