

CHAPTER 59. APPROVE/AUTHORIZE CATEGORY I/CATEGORY II/ CATEGORY III OPERATIONS

SECTION 1. BACKGROUND

1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

- Category I Special Authorization: 1404
- Category II/III Approval: 1430
- Copter ILS Approaches Below 200 Feet DH: 1220

2. OBJECTIVE. The objective of this task is to determine if an operator of a civil aircraft has developed acceptable procedures to conduct safe instrument approaches to Special Category (CAT) I and CAT II descent minimums. Successful completion of this task results in acceptance or rejection of the operator's proposed CAT II procedures manual (if required) and issuance or denial of FAA Form 7711-1, Certificate of Waiver or Authorization, or operations specifications (OpSpecs) under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 125.

3. GENERAL.

A. Definitions.

(1) *Category A Aircraft.* A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at the maximum certificated landing weight, and that speed must be less than 91 knots. The Federal Aviation Administration (FAA) authorizes deviation for an operator of a small Category A aircraft (less than 12,500 lbs. certificated takeoff weight) to use such an aircraft in CAT II operations without meeting the requirements of 14 CFR part 91, §§ 91.189, 91.205(f), and 91.191.

(2) *CAT I Operations.* An instrument approach procedure which provides for approaches to a decision height (DH) above touchdown of not less than 200 feet and a visibility of not less than 1/2 mile or a runway visual range (RVR) of not less than 2400 feet (RVR 1800 feet with operative touchdown zone and runway centerline lights). This definition is for CAT I instrument landing system (ILS) operations only and does not include CAT I operations as defined in FAA Order 8400.10, Air Transportation Operations Inspector's Handbook.

(3) *Special CAT I Minimums.* Minimums resulting from an analysis by Flight Standards Service which indicates that Automatic Flight Control Guidance Systems (AFCGS) significantly reduce excursions from the ILS on-course signal when compared to a manually flown approach. By using these systems, operators are able to maintain separation from obstacles that pilots flying manually with reference to raw data are unable to maintain. At selected locations, authorized operators will be allowed to use the special minimums, provided an approved autopilot with automatic tracking capability (approach coupler), an approved Head-Up-Guidance System (HGS), or flight director (FD), approved for CAT I operations, is used on the approach.

(4) *Copter ILS Approach Approval.* Authorizations issued after a successful demonstration of this capability provides the holder the authority to descend to a DH of less than 200 feet with less than 1800 feet visibility, while conducting a Copter ILS approach CAT II ILS procedure. Operations of this type are currently considered only in the case of Copter ILS approaches as described in paragraph 4A.

(5) *CAT II Operations.* Precision approach and landing operations conducted with a DH of less than 200 feet (60 meters) but not less than 100 feet (30 meters) and an RVR of not less than 1200 feet (350 meters).

(6) *CAT III Operations.* Operations separated into three separate subcategories:

(a) CAT IIIa is a precision approach and landing operation with an RVR of less than 700 feet (200 meters) but not less than 150 feet (50 meters) and a DH of 50 feet (15 meters) or less, or an alert height (AH) of 100 feet (30 meters) or less. Both fail-passive and fail-operational airborne equipment can be used in CAT IIIa operations.

(b) CAT IIIb is a precision approach and landing operation with an RVR of not less than 700 feet (200 meters) without a DH, or with an AH of less than

100 feet (30 meters) or less. Fail-operational airborne equipment must be used for CAT IIIb operations.

(c) CAT IIIc is a precision approach and landing operation without a DH and without RVR limitations (zero-zero). No CAT IIIc operations are currently authorized.

B. Applicability. The information detailed in this chapter applies to the operators of all civil aircraft operating under part 91 who do not hold an operating certificate issued under 14 CFR parts 121, 129, or 135. This guidance also applies to operators who hold deviation authority issued under § 125.3 and persons holding a part 125 operating certificate. This chapter addresses concepts and national policy guidance to be used by an aviation safety inspector (ASI) when evaluating, approving, or denying requests for an authorization to conduct CAT II operations.

(1) Presently there is no specific guidance for issuing CAT III authorizations to a part 91 aircraft. There is no guidance in this chapter for CAT III ILS or lower than standard microwave landing system (MLS) operations. Presently the FAA is studying the use of MLS approaches to lower than standard minima at CAT I runways. Inspectors receiving inquiries for this type of authorization should contact the appropriate regional Flight Standards operations division for guidance and coordination with AFS-400.

(2) There are three basic types of operators that might apply for CAT II authorization:

- (a) Part 91 Operators.
- (b) Part 125 Operators.

(c) Operators of Category A small aircraft requesting deviation under § 91.193.

(3) For parts 121, 129, and 135, refer to FAA Order 8400.10.

4. LOWER THAN STANDARD CAT I MINIMUMS AND COPTER ILS APPROACHES ON 14 CFR PART 97 COPTER ILS AND CAT II ILS PROCEDURES.

The DH and RVR for an aircraft on an ILS approach is specified on the part 97 standard instrument approach procedure chart. The DH for a CAT I ILS approach is 200 feet or more above the touchdown zone and RVR is 1800 feet or better. The FAA determined that altitude and visibility values could be lowered based upon the demonstrated skill of the flightcrew and the performance of the aircraft and ground based navigation equipment. The FAA has authorized certain operators to use lower than normal CAT I ILS minimums at specified airports after

demonstrating the ability to conduct safe instrument approaches.

A. Copter ILS approval will permit operators to fly to minima no lower than 100 feet height above touchdown and/or to visibilities no lower than 1200 feet RVR on published 14 CFR 97 Copter ILS and CAT II ILS procedures. For Copter ILS approach authorizations, apply the following to the existing guidance in this chapter for Special Category I approval.

B. Title 14 CFR part 97 and those incorporated by reference FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), as amended, provide the standards for development of Copter ILS approaches to minima below 200 feet HAT and 1800 RVR. In addition, part 97 CAT II ILS approach procedures provide the ground facility, signal in space and air traffic infrastructure required to support Copter ILS operations, and are acceptable for Copter ILS procedures.

(1) The applicant will complete a formal application letter; FAA Form 7711-2, Application for Certificate of Waiver or Authorization; identifying the aircraft and avionics configuration; and forward to the cognizant FSDO. The FSDO shall review the application package for completeness, verify the aircraft/ avionics data, and forward that data to ASW110/FTW-AEG for determination that the aircraft and installed equipment is suitable to support Copter ILS approaches, to minima lower than 200 feet HAT. Figure 59-1 contains a sample memorandum for this purpose. This determination eliminates the evaluation requirement of paragraph 10B.

(2) If necessary, ASW-110/FTW-AEG will stipulate operational limitations associated with their determination. Figure 59-2 contains sample response memorandums from ASW-110/FTW-AEG.

(3) Basic aircraft requirements include the following equipment in addition to that specified in paragraph 13(B)(1).

- (a) Autopilot (AP),
- (b) Flight Director (FD), or
- (c) HGS (approved for IFR approaches to 200 feet or below),
- (d) An alternate static source (or heated static source), and
- (e) Radar altimeter.

(4) The applicant must show satisfactory evidence of crewmember experience. The required experience for pilot-in-command (PIC) is:

(a) *Certificate and rating requirements.*

i. At least a private or commercial pilot certificate with a rotorcraft category and helicopter class rating, and an instrument helicopter rating, or

ii. An airline transport pilot certificate with a helicopter rating at the ATP level (not limited to VFR), and

iii. A type rating, if qualification is sought in an helicopter which requires a type rating.

(b) *Experience requirements.*

- 250 hours of PIC time
- 100 hours of PIC time in helicopters
- 50 hours of night flight time as PIC
- 75 hours of actual or simulated instrument flight time, including at least 25 hours of actual or simulated instrument flight time in a helicopter or a helicopter flight simulator

(c) *Recent Experience.* The PIC must have flight experience in Copter ILS, to the lowest authorized minima within the previous 60 days before conducting Copter ILS operations. This may be accomplished using a helicopter flight simulator or training device.

NOTE: If a second-in-command (SIC) is required, that pilot shall meet the certification and experience requirements of 14 CFR 61 to serve in that capacity.

(5) The applicant must show satisfactory evidence of crewmember qualification through training and checking in Copter ILS procedures with 100 feet HAT. No Copter ILS operations may be conducted by a pilot (either PIC or SIC) unless, within the preceding 12 calendar months that pilot has:

(a) Satisfactorily completes a course of training conducted by a part 142 Training Center which includes training and evaluation in Copter ILS approaches to 100 feet HAT as a curriculum segment or module of an approved course or independent Copter ILS qualification course, or

(b) Received ground and flight training from an instructor qualified to conduct Copter ILS approaches to 100 feet HAT as PIC, and the instructor's

endorsement in the pilot's logbook that he/she is competent to conduct those approaches to 100 feet HAT as PIC.

(c) The training referenced in subparagraphs (a) and (b) must include ground training.

- The application of regulations concerning low visibility approach and landing operations (14 CFR §§ 91.175 and 97.3) and the limitations of the Certificate of Authorization, or, in the case of initial application, the proposed limitations of the certificate of Authorization
- Approach and runway lighting systems
- Approach procedure charting
- Visual Perceptions during low visibility approach and landing operations, including angle of view, speed and altitude cues, and visual illusions associated with low visibility approach and landing operations
- Aircraft and avionics systems appropriate to low visibility approach and landing operations, including fault detection, reversionary, and abnormal and emergency procedures
- Missed approach procedures
- Crew Resource Management as applied to low visibility approach and landing operations

(d) The training referenced in subparagraphs (a) and (b) must include flight training (including simulator training, if applicable).

- Use of aircraft systems and avionics in terminal area operations including low visibility approach, landing, and missed approach operations
- Identification of aircraft and avionics system faults, reversionary modes and abnormal and emergency procedures
- Approach procedures, landing from 100 feet DH low visibility approaches and missed approaches from 100 feet DH conducted in accordance with the limitations of FAA Form 77111, or, in the case of an initial application, the

proposed limitations of FAA Form 7711-1

- Crew Resource Management

(6) The airborne ILS avionics equipment will require a check, in accordance with paragraph 13(b)(5), within 30 days before conducting a Copter ILS minima below 200 feet HAT. This check may be accomplished by either a bench check or an authorized pilot flying a Copter ILS approach.

(7) The Operation Authorized portion of FAA Form 7711-1, shall contain at least the following information:

“Standard statement without ASW-100/AEG limitations:

Copter ILS operations on published 14 CFR part 97 Copter ILS and CAT II ILS procedures to minima no lower than 100 feet HAT and 1200 feet RVR, or the published minima, whichever is greater.”

Include the additional steps in subparagraph (a) through (f).

(a) Lowest minima authorized (no lower than 100 feet HAT, 1200 feet RVR, may be restricted by ASW-100/FTW-AEG limitations). See subparagraph (1).

(b) The required avionics configuration for each aircraft (as accepted by ASW-100/FTW-AEG). See subparagraph (1).

(c) Flightcrew certification and experience requirements. See subparagraph (3).

(d) Flightcrew training and qualification requirements. See subparagraph (4).

(e) Airborne ILS receiver check requirements. See subparagraph (5).

(f) Approach Deviation Limitations. Deviations beyond one quarter scale (1/4 scale) localizer or glide slope needle deflection upon arrival at 200 feet HAT, or at any time after passing 200 feet HAT, requires initiation of the missed approach procedure, unless the pilot has at least one of the following visual references in sight and otherwise meets the requirements of 14 CFR § 91.175(c).

C. Resources Available. The following sources for aviation weather technical support are available to operations inspectors in evaluating an applicant's request to conduct Copter ILS approaches to less than 200 feet DH.

Flight Technologies and Procedures Division, AFS-400
800 Independence Ave., SW
Washington, DC 20591
(202) 385-4586

National Resource Specialist for Rotorcraft Operations
General Aviation and Commercial Division, AFS-800
800 Independence Ave., SW
Washington, DC 20591
(202) 267-3771

Forth Worth Aircraft Evaluation Group, FTW-AEG
Southwest Region Headquarters
2601 Meacham Blvd.
Fort Worth, Texas 76137-4298
(817) 222-5270

Aircraft Certification Service, Rotorcraft Directorate
Rotorcraft Standards Staff, ASW-110
2601 Meacham Blvd.
Fort Worth, Texas 76137-4298
(817) 222-5111

5. CRITERIA FOR SPECIAL CAT I MINIMUMS. Both part 125 and part 91 operators may continue to use the standard CAT I minimums without alteration of current authorizations or procedures. Operators must, however, obtain FAA authorization to use the special CAT I minimums. To obtain this authorization, field offices will issue authorizations to general aviation operators by using FAA Form 7711-1, Certificate of Waiver or Authorization, and to part 125 operators by issuing OpSpecs.

6. CRITERIA FOR CAT II AUTHORIZATION. The following steps must be accomplished to authorize an operator to conduct CAT II operations (Table 1):

A. Formal application to the appropriate Flight Standards District Office (FSDO).

B. Evaluation of CAT II aircraft equipment and instruments, if required.

C. An approved Maintenance/Inspection Program and Maintenance Manual, if required.

D. Approval of a CAT II manual, if required.

E. Authorization and special provisions or OpSpecs as applicable.

7. APPLICATION FOR DEVIATION. Section 91.193 provides for deviations to the requirements of §§ 91.189, 91.191, and 91.205(f). This authority applies to the operation of small Category A

aircraft which meet the requirements listed in § 97.3(b)(1). An applicant must complete an FAA Form 7711-2, Application for a Certificate of Waiver or Authorization, when requesting this deviation.

8. INITIAL CONTACT. Initial contact can take any of several forms; i.e., telephone conversation, in-person visit, by letter, submission of an application, etc. Before approval of a CAT II authorization, an operator must accomplish the following:

A. The applicant should submit a letter of intent (Figure 59-3) containing specific information about the proposed operation (e.g., the types of aircraft, schedule

of events, and if required, a description of the maintenance and inspection program.) Small Category A aircraft operators should state the extent of relief requested from the requirements of §§ 91.189, 91.205(f), or 91.191.

B. An applicant is responsible for the completion and submission of FAA Form 7711-2 to the FSDO having geographic jurisdiction over the area in which the operator is located. The application must be submitted a minimum of 30 days before the intended operations. For small Category A aircraft requesting deviation, the 30 day minimum may be reduced as appropriate.

TABLE 1. OPERATOR REQUIREMENTS FOR CAT II

TYPE OF OPERATOR	LETTER OF INTENT	7711-2 APP	EVAL IF REQ'D	CAT II OPS MANUAL	OPERATIONS SPECIFICATIONS	7711-1 AUTHORIZATION
PART 91 OPERATOR	X	X	X	X		X
PART 125 OPERATOR	X		X	X	X	
CAT A SMALL	X	X	X			X

C. For part 125 operators, the letter of intent meets the application requirement and FAA Form 7711-2 need not be submitted. The part 125 operator's amended OpSpecs become the authorization for CAT II operations.

which the instruments and equipment have been type certificated or supplemental type certificated for CAT II operations. The applicant must only present a manual for approval. This manual may have been developed by a manufacturer and adapted for a specific operator's use.

9. APPROACHES AUTHORIZED. Operators approved for CAT II approaches conducted under part 91 may conduct any CAT II approach listed in part 97. The specific approaches do not have to be listed on FAA Form 7711-1 or the OpSpecs.

B. *Demonstration of Flight Control Guidance System.* The equipment to be evaluated for approval will be the flight control guidance system. This program provides a method of approval for those airplane owners or operators having airplanes equipped with a flight control guidance system which is not approved for CAT II operations under an appropriate TC or STC. Satisfactory demonstration will show that the equipment performs to the standards with the reliability necessary for CAT II operations.

10. EVALUATION PROGRAM. An evaluation program will be conducted by the operator when the aircraft flight control guidance system required for CAT II operations is not approved under an appropriate type certificated (TC) supplemental type certificate (STC) (part 91, appendix A). Information derived from the evaluation program should be used to develop appropriate operational procedures and techniques in the CAT II manual. Approval by evaluation shall be requested as part of the application for approval of the CAT II manual. Request for deviation of the evaluation program must be coordinated with the regional office Flight Standards branch.

C. *Requirements for Conducting the Evaluation Program.* The procedures and requirements for conducting an evaluation program are prescribed in part 91, appendix A, section 3(e). The following should be considered:

A. *Evaluation Program Requirements.* An evaluation program is not required if an applicant has an aircraft in

(1) When inner marker receiving equipment is to be used as the primary means of identifying the 100-foot DH, it's use will be permitted when the ground equipment is operable. However, in the absence of operable inner marker ground equipment, it will be necessary to rely on barometric altimeters required by part 91, appendix A, section 2(a)(7).

These altimeters will be acceptable under that section if:

(a) the altimeters and their static systems meet the requirements of § 91.411 within the past 12 months; and

(b) altimeter correction data, which considers both scale error and main landing gear wheel height of the airplane, is available to the PIC. Scale error is determined by an altimeter test and inspection under 14 CFR part 43, appendix E, and the wheel height correction is necessary if the wheel-to-instrument height is in excess of 10 feet presently allowed for in U.S. Weather Bureau altimeter settings provided for aircraft. For instance, a large aircraft which has a 19-foot wheel-to-instrument height would require a nine-foot correction under this rule. Barometric altimeters meeting the requirements above are acceptable for CAT II operations to establish DHs down to 150 feet.

(2) If a success rate of 90 percent is not achieved during 50 approaches, additional demonstration approaches may be conducted. (This is not required for Category A aircraft; see paragraph 13 following.) The demonstration approaches should be recorded on a suitable form developed by the operator in order to facilitate evaluation. See Figure 59-4 for an example.

(3) At least half of the approaches required by part 91, appendix A, section 3(e)(2) must be observed by an FAA inspector. Ideally, inspectors from avionics, operations, and airworthiness should participate in the evaluation program.

(4) If the evaluation program is not producing the desired degree of success, the operator should coordinate a reevaluation with the district office.

(5) It is desired that at least one of the three ILS facilities referred to in part 91, appendix A, meet CAT II criteria.

(6) The evaluation program is used to develop and establish appropriate operational procedures and techniques for inclusion in the CAT II manual.

(7) All evaluation approaches must be conducted under simulated instrument conditions after prior arrangement with the controlling air traffic control (ATC) facility. When conducting approaches the phrase "coupled approach or auto land approach" will be used with ATC to ensure that vehicles or other aircraft on the surface will not move into the ILS

critical area. An aircraft or vehicle in the ILS critical area could cause momentary deviations to ILS course or glide slope signals.

(8) Flags, lights, aural warnings, and other displays associated with normal and abnormal functioning of the flight control guidance system should be evaluated to determine if they provide the crew with information suitable for a CAT II operation.

(9) The PIC conducting an evaluation program is not required to meet the CAT II pilot requirements of 14 CFR part 61, § 61.67.

11. INSTRUMENTS AND EQUIPMENT APPROVAL. Criteria for approving the aircraft instruments and equipment are found in part 91, appendix A. Small Category A aircraft operated under a deviation are not required to meet the standards in part 91, appendix A.

A. Currency of Maintenance. Before presenting an aircraft for approval of the instruments and equipment, it must be shown that, since the beginning of the 12th calendar month before the date of submission, the equipment required in part 91, appendix A, section 2(a), has been checked, tested, or inspected according to the standards and methods contained in appendix A, section 3.

B. Listed CAT II Instruments. A list of installed CAT II instruments and items of equipment, including make and model of those specified in part 91, appendix A, section 2(a), must be included in CAT II manuals. If there is a change of installed equipment or instruments, the aircraft and manual may require reevaluation.

C. Operational Checks. The equipment may be operationally checked by ramp test equipment or in a functional flight check conducted by a pilot with CAT II authorization during an approach (Figure 59-4 may be used to record these checks). If an aircraft has gone more than 15 hours and/or 15 days since the last functional check was performed and recorded, the aircraft shall not be used in CAT II operations until the above check is completed. The inspector should be aware that single flight director systems with dual displays in which the second display only repeats the ILS information on the pilot's display will not meet the requirements for two independent dual displays.

12. MANUAL REQUIREMENTS. The following information and procedures should be included in the

CAT II Manual (refer to part 91, appendix A, section 1(b)):

A. Aircraft Identification. Registration number, serial number, make and model of the aircraft to which it applies.

B. Maintenance Program. A maintenance program as specified in part 91, appendix A, section 4.

C. Procedures. The procedures and instructions related to:

- (1) DH.
- (2) Use of runway visual range information.
- (3) The decision region (the region between the middle marker and DH).
- (4) The maximum permissible deviations of the basic ILS indicator within the decision region.
- (5) A missed approach.
- (6) Use of equipment, minimum altitude for use of autopilot.
- (7) Instrument and equipment failure warning systems.
- (8) Instrument failure.
- (9) Other procedures, instructions, and limitations that may be found necessary by the Administrator.

13. SMALL CATEGORY A AIRCRAFT SPECIAL PROVISIONS. For operators of small Category A aircraft holding authorization for deviation, the following special provisions will be listed on FAA Form 7711-1, as appropriate.

A. Exceptions to § 91.189. The provisions of § 91.189 apply to all operations conducted in accordance with this authorization. However, when a second-in-command (SIC) is not required by the aircraft type design, the SIC requirements of § 91.189(a)(1) are not applicable.

B. Exceptions to § 91.205(f). The provisions of § 91.205(f) do not apply with the following exceptions:

(1) For operations under the terms of this authorization, the instruments and equipment specified

in § 91.205(d) are required together with the following instruments and equipment:

(a) a communication system that does not affect the operation of the ILS systems;

(b) a marker beacon receiver that provides distinctive aural and visual indications of the outer and middle marker;

(c) one sensitive altimeter adjustable for barometric pressure having a placarded correction for altimeter scale error, in the absence of a radio altimeter;

(d) one vertical speed indicator;

(e) for operations with DH's below 150 feet, either a marker beacon receiver providing aural and visual indications of the inner marker or a functioning radio altimeter;

(f) warning systems for immediate detection by the pilot of system faults in the ILS and the radio altimeter (if required);

(g) an externally vented static pressure system with an alternate static pressure source; and

(h) a heat source for the airspeed system pilot tube installed or an equivalent means of preventing malfunctioning because of icing of the pilot system.

(2) No passengers or property may be carried for compensation or hire.

(3) The following minimums apply for ILS approaches to CAT II runways: DH RVR.

(4) This authorization applies only to the following: [*insert the aircraft make, model, registration, and serial number.*]

(5) Operations under the terms of this authorization shall not be conducted unless the required ILS equipment has been operationally checked within the preceding fifteen hours of flight time and within 15 days before flight and found to perform satisfactorily for the type of operation authorized. The check may be performed using ramp test equipment, a functional flight check conducted by a pilot holding a CAT II authorization, or by an actual approach. Such checks shall be recorded in the aircraft logbook or aircraft maintenance records by the person performing the check as provided in § 91.407(b).

14. AUTHORIZATION OF CAT I MINIMUMS.

Before issuing an authorization to use special CAT I minimums, inspectors shall ensure that each operator meets the following conditions:

A. Aircraft and Associated Aircraft Systems. The authorized aircraft must be equipped with an approved autopilot approach coupler, HUD, or FD system that provides guidance to DH. Inspectors must establish that the approach coupler, HUD, or FD are certified for use down to an altitude of 200 feet above ground level (AGL) or lower.

B. Flightcrew Procedures. The PIC must use the AFCGS, HUD, or FD to DH or to the initiation of a missed approach, unless visual references with the runway environment are established, allowing safe continuation to a landing. If the AFCGS, HUD, or FD malfunctions or becomes disconnected, the PIC may not descend below standard minimums unless the runway environment is in sight.

C. Flightcrew Qualifications. PICs must have demonstrated proficiency using the AFCGS, HUD, or FD (as appropriate) on the most recent instrument proficiency check required by § 125.291 or the PIC proficiency check required by § 61.58 (as applicable). For operations to which §§ 125.291 and 61.58 do not apply, the applicant must have demonstrated instrument proficiency in accordance with the standards in the Airline Transport Pilot and Type Rating Practical Test Standards within the preceding 12 calendar-months.

D. Part 125 Operators. POIs having certificate management responsibility for operators requesting approval for use of CAT I Special Minimums should contact the regional Flight Standards division to obtain instructions and the specific pages necessary to issue the OpSpecs subparagraph for Special Aircrew, Aircraft Authorized Minimums. POIs shall record adding subparagraph C53f to the operators' OpSpecs by using PTRS code 1404 and by placing "SPELCAI" in the National Use field. Entries into this data field are purposely specific in nature and used for analysis of certain kinds of inspections and safety trends. Extreme caution should be exercised in making exact entries into the National Use field.

E. Part 91 Operators. General Aviation operators may be issued FAA Form 7711-1 authorizing use of special CAT I minimums. A separate form is required for each aircraft.

(1) The operator must apply for authorization by using FAA Form 7711-2, Application for a Certificate of Waiver or Authorization.

(a) Block 5 of the application should contain a request for authorization to conduct straight-in CAT I ILS approaches using "Special Aircrew and Aircraft Authorization Required" minimums.

(b) Block 6 of the application may indicate specific locations or all locations at which, Special Aircrew and Aircraft Authorization Required, minimums are published.

(c) Block 8(a) must list the aircraft make and model. Pilot names and addresses in blocks 8(b) through 8(d) should be left blank.

(2) Inspectors shall prepare FAA Form 7711-1 in accordance with the procedures in section 2.

(3) The Certificate of Authorization will expire 24 calendar-months after the date of issuance. The certificate may be renewed upon receipt of a new application, provided the certificate holder retains operational control of the aircraft and maintains an acceptable safety record.

(4) Inspectors shall record the issuance of the certificate using PTRS code 1404 and place SPELCAI in the National Use field. Entries into this data field are purposely specific in nature and used for analysis of certain kinds of inspections and safety trends. Extreme caution should be exercised in making exact entries into the National Use field.

15. APPROVAL, RENEWAL, AND TRANSFER OF OWNERSHIP FOR CAT II MINIMUMS.

A. Approval. The authorization shall be for 24 calendar-months and shall expire at the end of the twenty-fourth calendar month. Authorization shall be for specific aircraft by registration and serial number (see part 91, appendix A).

(1) The district office manager, or designated representative, signs FAA Form 7711-1 upon approval. FAA Form 7711-1 and any special provisions are issued to the applicant. The original of FAA Form 7711-1 shall be carried on board the aircraft when conducting CAT II operations.

(2) For part 125 operators, OpSpecs must be issued. A limited number of requests for these authorizations are expected. The OpSpecs are not automated at this time and must be issued by the FSDO after examining the letter of intent and

determining eligibility for authorization (see volume 2, chapter 76). A copy of the OpSpecs which authorize CAT II operations shall be carried on board the aircraft when conducting CAT II operations.

B. Renewal. An operator may renew authorization by submitting an application one month before the expiration date. If the operator's application for renewal is approved, a Certificate of Authorization may be issued for 24 calendar-months.

C. Transfer of Ownership. The regulations under which CAT II airborne equipment and systems are approved and authorized for use does not address the transfer of ownership of the aircraft in which the equipment is installed. The authorization to conduct CAT II operations by the new owner does not require reapproval of the airborne equipment or the procedures, limitations, and maintenance program described in the approved CAT II manual for the aircraft involved. It follows that the aircraft purchaser should arrange for transfer of the approved CAT II manual with the airplane. Before engaging in CAT II operations, the new owner must review the approved CAT II manual to determine if the manual contents, including the maintenance program, are compatible with the operator's capability and operational requirements. If the CAT II manual requires revisions which are necessary or are desirable, the operator should submit those revisions to the FSDO having geographic responsibility for the operator before conducting any CAT II operations.

16. REVIEW FAA FORM 7711-2. Pertinent items are discussed below for purposes of clarity and uniformity. The application should be reviewed upon receipt for obvious discrepancies. The information

submitted by the applicant on FAA Form 7711-2 MUST NOT be altered by the issuing office.

A. Items 1 and 2. If the applicant is a representative of an organization, the organization's name should appear in item 1. The name of the individual and his/her position or authority to represent the organization (e.g., the "responsible person") should appear in item 2. If the applicant is not representing others, the term "N/A" should be entered in item 1 and the applicant's name entered in item 2.

B. Item 4. In many instances the applicant does not know or is not sure which sections of the regulations are involved. A conference with the applicant before acceptance of the application may be necessary.

C. Item 5. It is sufficient for the applicant to use the phrase "CAT II operations" to describe the type of operation.

D. Item 6. A detailed description of any city, town, county, and/or state over which CAT II operations will be conducted and the minimum altitudes essential to accomplish the operation should be included in this item.

E. Item 7. The applicant should list the beginning date and hour and ending date and hour for the operation in this item. The dates requested must not exceed 24 calendar-months.

F. Item 8. At the time the application for an authorization is submitted, the applicant may not know the names of the pilots or the aircraft to be used in a particular operation. The application may be accepted with a notation in item 8 that a list will be provided at a later, specified date.