

DATE 8/15/80

ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

FAR GUIDANCE MATERIAL

Subject: PILOT IN COMMAND QUALIFICATIONS FOR SPECIAL AREA/ROUTES
AND AIRPORTS, FEDERAL AVIATION REGULATION (FAR) 121.445

1. **PURPOSE.** This advisory circular provides information for all Part 121 certificate holders concerning those areas/routes and airports where the Administrator has determined that special qualifications are required of pilots in command as provided in FAR 121.445.
2. **RELATED FAR SECTIONS.** FAR 121.443 and 121.445.
3. **BACKGROUND.** The operating rules governing domestic and flag air carriers have for some time required pilots in command to be qualified over the routes and into airports where scheduled operations are conducted. The operations review program Notice No. 8 issued May 5, 1978 proposed, among other things, to eliminate the airport and route qualifications provisions for pilots in command operating under the domestic and flag rules. Further, it was proposed to amend FAR 121.445 to require pilots in command of all Part 121 certificate holders to meet special qualifications for certain airports and special type of navigation qualifications for certain areas or routes, or both, where the Administrator determined such qualifications are necessary. Amendment 121-159, which contains this regulatory change, becomes effective on August 31, 1980. This advisory circular provides industry with information necessary to meet the requirements of amended FAR 121.445 by identifying those areas/routes and airports where special pilot qualifications or special navigation qualifications are needed.
4. **GENERAL REQUIREMENTS.** FAR Part 121 now contains specific requirements for all certificate holders which govern pilot in command qualifications for certain routes and airports. FAR Section 121.443(a) requires:
 - a. Each certificate holder to provide a system acceptable to the Administrator for disseminating certain information specified to the

pilot in command and appropriate flight operations personnel. The system must also provide an acceptable means for showing compliance with Section 121.445.

b. FAR 121.445 requires, in part, that the pilot in command, or second in command, meet the airport qualifications specified by making a qualifying entry to that airport (including a takeoff and landing) while serving as a pilot flight crewmember. The pilot in command may also meet the airport qualification by using pictorial means that are acceptable to the Administrator for that airport. These qualifications are to be within the preceding 12 calendar months for those airports determined to be unique due to items such as surrounding terrain, obstructions, or complex approach or departure procedures. The pilot in command qualification requirements for special airports are applicable to all airports listed in Appendix 1. This regulation also requires a special type of pilot navigation qualification for certain areas/routes between terminals.

5. SPECIAL AREA/ROUTES AND AIRPORTS.

a. Special Airports. Appendix I of this circular contains a listing of airports, by regions, where it has been determined that pilots require special airport qualifications. FAR 121.443 requires, in part, for each certificate holder to provide a system acceptable to the Administrator for disseminating the information required therein to ensure that the pilots have adequate knowledge concerning the areas, and each airport and terminal area into which the pilot is to serve. Therefore, airports with congested areas and physical layouts such as John F. Kennedy in New York and O'Hare Field in Chicago, which do not have terrain problems, are not included in this circular.

b. Special Areas/Routes. Pilots who have qualified with a particular type of pilot-operated navigation system in one area may be considered qualified in any other area/route using the same navigation system. Special pilot in command qualifications should be required for operations conducted with pilot-operated navigation systems:

(1) When these systems are required by FAR 121.389 for the area/route to be flown,

(2) When operations are conducted, with systems other than INS, within the areas of magnetic unreliability, published in the Canadian Aeronautical Information Publication (AIP), or

(3) When operations are conducted over routes where the operations specifications require the use of special navigation procedures developed specifically for these routes, and the use of navigation equipment (i.e., LORAN, ADF) which is restricted to limited operational areas.

(4) The situations listed above, however, are not all inclusive, and do not delete or supersede any special navigation qualifications or requirements which may currently exist in a particular air carrier's operations specifications. In addition, the special navigation qualifications necessary to meet the navigation performance required by FAR 91.20 for operation in the Minimum Navigation Performance Specifications (MNPS) Airspace are initial qualification requirements, and as such, are not subject to the recurring 12 calendar month requirement of FAR 121.445, or to qualification/requalification by pictorial means.

c. Regional Input. Air carriers are encouraged to recommend additions or deletions to these listings. Recommendations, along with an explanation of the need for the addition or deletion, should be submitted to the assigned Principal Operations Inspector. The Principal Operations Inspector will forward the recommendation with his comments to the regional offices. The regions will provide updated information on these listings, as changes occur to the Air Transportation Division, AFO-200, who will make appropriate changes periodically.



KENNETH S. HUNT
Director of Flight Operations

APPENDIX 1. SPECIAL AIRPORTS

ALASKAN REGION

<u>Airport</u>	<u>Comments</u>
Dutch Harbor, AK	Mountainous terrain.
Juneau, AK	Mountainous terrain.
Ketchikan, AK	Mountainous terrain on both sides of final approach.
Kodiak, AK	Airport is surrounded by mountainous terrain. Any go-around beyond ILS or GCA MAP will not provide obstruction clearance.
Petersburg, AK	Mountainous terrain in immediate vicinity of airport, all quadrants.
Sandpoint, AK	Mountainous terrain.
Seward, AK	Mountainous terrain in immediate vicinity of airport.
Sitka, AK	Obstructions in missed approach, all quadrants.
Valdez, AK	Mountainous terrain in immediate vicinity of airport.
Wrangell, AK	Mountainous terrain in immediate vicinity of airport, all quadrants.

U.S. MILITARY AIRPORTS

Adak, AK	Special conditions due to precipitous terrain.
Cape Lisburne AFS, AK	Mountainous terrain in approach zones; nonstandard instrument approach.
Cape Newenham AFS, AK	Runway located on mountain slope with high gradient factor; nonstandard instrument approach.

Cape Romanzof AFS, AK	Runway located on side of mountain; mountainous terrain both sides and north end of runway.
Indian Mountain AFS, AK	Mountainous terrain.
Sparrevohn AFS, AK	Mountainous terrain.
Tatalina AFS, AK	Unique approach/mountainous terrain.

EASTERN REGION

Airport

Comments

Beckley, WV	Mountainous terrain.
Bluefield, WV	Mountainous terrain.
Charleston (Kanawha), WV	Mountainous terrain.
Elmira (Chemung), NY	Mountainous terrain.
Harrisburg Int'l, PA	Mountainous terrain.
Hot Springs, WV	Mountainous terrain.
Roanoke, VA	Mountainous terrain, all quadrants.
Huntington, WV	Mountainous terrain.
Washington National	Special arrival/departure procedures.
Wilkes-Barre, PA	Mountainous terrain.
Binghamton, NY	Mountainous terrain.

EUROPEAN REGION

Airport

Comments

Berlin, Germany	Political sensitivity of corridor adherence.
Stuttgart, Germany	Complex ATC procedures, limited approach facilities.
Moscow, USSR	Complex approach procedures.

GREAT LAKES REGIONAirportComments

Marquette, MI

Mountainous terrain.

NEW ENGLAND REGIONAirportComments

Dillant-Hopkins, NH

Mountainous terrain.

Lebanon Regional
(Lebanon, NH)

Mountainous terrain.

Edward F. Knapp State
(Barre, VT)

Mountainous terrain.

Burlington Int'l, VT

Mountainous terrain.

NORTHWEST REGIONAirportComments

Klamath Falls, OR

Mountainous terrain.

PACIFIC REGIONAirportComments

Hong Kong Int'l

Special approach; mountainous terrain.

Lihue, Kauai

High terrain; no precision approach;
6,000-foot runway.

Pago Pago

Mountainous terrain.

Hilo (General Lyman)

Mountainous terrain.

Airports in the Peoples
Republic of China

Limited information.

ROCKY MOUNTAIN REGION

<u>Airport</u>	<u>Comments</u>
Aspen, CO	High terrain; special procedures.
Durango, CO	High terrain; no radar/ILS.
Gunnison, CO	VOR only; uncontrolled; numerous obstructions in airport area; complex departure procedures.
Butte, MT	Numerous obstructions; all nonprecision approaches; no tower.
Yellowstone, MT	Mountainous terrain.
Missoula, MT	Mountainous terrain; special procedures.
Cody, WY	Mountainous terrain; no approach control; FSS off airport; no tower; nonprecision approaches only.
Jackson Hole, WY	Mountainous terrain, all quadrants; complex departure procedures.

SOUTHERN REGION

<u>Airport</u>	<u>Comments</u>
Rio de Janeiro, Brazil	Mountainous terrain; complexity of approaches; high traffic density.
San Jose, Costa Rica	Mountainous terrain; unreliable nav aids.
Guatemala City, Guatemala	High field elevation; mountainous terrain; unique departure restrictions.
St. Thomas, VI	Mountainous terrain.
Anniston, AL	Traffic complexity.
Birmingham, AL	Mountainous terrain.
Asheville, NC	Mountainous terrain.

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Appendix 1

St. Maarten, Netherland
Antilles

Mountainous terrain.

Pointe A. Pitre, French
Antilles

Mountainous terrain.

SOUTHWEST REGION

Airport

Comments

Quito, Ecuador

Special approach procedure.

La Paz, Bolivia

High altitude requires special performance.

Guadalajara, Mexico

High terrain; special departure procedure.

WESTERN REGION

Airport

Comments

Flagstaff, AZ

High terrain.

Reno, NV

High terrain.

San Diego, CA

Rising terrain close to runway.

South Lake Tahoe, CA

Unique approach.

Palm Springs, CA

Mountainous terrain.

Burbank, CA

Mountainous terrain.

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