



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Advisory Circular

*Obsolete*

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

**Date:** 8/9/89  
**Initiated by:** AFS-220

**AC No:** 121.445-1C  
**Change:**

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 Section 121.445.
2. **CANCELLATION.** Advisory Circular 121.445-1B, Pilots in Command Qualifications for Special Area/Routes and Airports, Federal Aviation Regulations (FAR) Section 121.445, dated March 9, 1988, is cancelled.
3. **RELATED FAR SECTIONS.** FAR Sections 121.443 and 121.445.
4. **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 Section 121.445 to require pilots in command of all Part 121 certificate holders to meet special qualifications for certain airports and special types of navigation qualifications for certain areas or routes, or both, where the Administrator determines such qualifications are necessary. Amendment 121-159, which contains this regulatory change, became effective on August 31, 1980. This advisory circular provides industry with information necessary to meet the requirements of amended FAR Section 121.445 by identifying those areas/routes and airports where special pilot qualifications or special navigation qualifications are needed.
5. **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 FAR Section 121.445.

b. FAR Section 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 met 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.

## 6. SPECIAL AREA/ROUTES AND AIRPORTS.

a. Special Airports. Appendix 1 contains a listing of airports, by regions, where it has been determined that pilots require special airport qualifications. FAR Section 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.

b. Special Areas/Routes. Pilots who have qualified with a particular type of pilot-operated navigation system in one area/route may be considered qualified in any other area/route using the same navigation system. Special types of navigation qualifications for pilots in command should be required for operations conducted with pilot-operated navigation systems in accordance with FAR Section 121.445(d):

(1) When these systems are required by FAR Section 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 (e.g., LORAN, ADF) which is restricted to limited operational areas.

(4) These situations, 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 Section 91.20 for operations 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 Section 121.445, or to qualification/regualification by pictorial means.

(5) One of the acceptable methods in FAR Section 121.445(d) is by flying over a route or area as pilot in command under the supervision of a check airman using the special type of navigation system. This can also be accomplished under the supervision of a Federal Aviation Administration inspector.

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/her comments to the regional offices. The regions will provide updated information on these listings, as changes occur, to the Air Transportation Division, AFS-200, who will make appropriate changes periodically.

*DC Beaudette*

D. C. Beaudette  
Acting Director, Flight Standards Service

APPENDIX 1. SPECIAL AIRPORTSALASKAN 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 the 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

<u>AIRPORT</u>	<u>COMMENTS</u>
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.

U.S. MILITARY AIRPORTS (CONT'D)

AIRPORT

COMMENTS

Cape Romanzof, 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.
Tatlina 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, VA	Mountainous terrain.
Roanoke, VA	Mountainous terrain.
Huntington, WV	Mountainous terrain.
Washington, DC (National)	Special arrival/departure procedures.
Wilkes-Barre, PA	Mountainous terrain.
Binghamton, NY	Mountainous terrain.
Shenandoah Valley, VA (Stanton-Waynesboro-Harrisonburg)	Mountainous terrain.

EUROPEAN REGION

AIRPORT

COMMENTS

Berlin, Germany	Political sensitivity of corridor adherence.
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Appendix 1

EUROPEAN REGION (CONT'D)

AIRPORT

COMMENTS

Stuttgart, Germany

Complex ATC procedures; limited approach facilities.

Moscow, USSR

Complex approach procedures.

Delhi, India

Mountainous terrain.

Sondrestrom AB, Sondre Stromfjord  
Greenland

Terrain; missed approach procedures.

GREAT LAKES REGION

AIRPORT

COMMENTS

Marquette, MI

Mountainous terrain.

NEW ENGLAND REGION

AIRPORT

COMMENTS

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 MOUNTAIN REGION

AIRPORT

COMMENTS

Klamath Falls, OR

Mountainous terrain.

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.

NORTHWEST MOUNTAIN REGION (CONT'D)

AIRPORT

COMMENTS

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.
Eagle, CO	Mountainous terrain.
Telluride, CO	High field elevation.
Hailey, ID (Friedman Memorial)	Mountainous terrain; special arrival/departure procedures.
Hayden, Yampa Valley, CO	Mountainous terrain; no control tower; special engine-out procedures for certain large aircraft.

SOUTHERN REGION

AIRPORT

COMMENTS

Anniston, AL	Traffic complexity.
Ashville, NC	Mountainous terrain.
Beef Island, British Virgin	Terrain; night procedures.
Birmingham, AL	Mountainous terrain.
Fort DeFrance, Martinique	Terrain.
Guatemala City, Guatemala	High field elevation; mountainous terrain; unique departure restrictions.
Key West Florida Int'l. Airport	Lake effect upon thermals on short final to 4,800-foot runway.
La Paz, Bolivia	High altitude requires special performance.

SOUTHERN REGION (CONT'D)AIRPORTCOMMENTS

Las Americas, Santa Domingo

No radar environment; prohibited area and San Isidro Air Base Northeast of field.

Pointe-a-Pitre, Guadeloupe  
(in Leeward Islands)

Mountainous terrain.

Quito, Ecuador

Special approach procedure.

Rio de Janeiro, Brazil

Mountainous terrain; complexity of approaches; high traffic density.

San Jose, Costa Rica

Mountainous terrain; unreliable nav aids.

St. Thomas, Virgin Islands

Mountainous terrain.

Tegucigalpa, Honduras

Mountainous terrain.

SOUTHWEST REGIONAIRPORTCOMMENTS

Guadalajara, Mexico

High terrain; special departure procedure.

WESTERN-PACIFIC REGIONAIRPORTCOMMENTSHong Kong Int'l.  
(British Colony, S.E. China)

Special approach; mountainous terrain.

Lihue, Kauai, HI

High terrain; mountainous to 2,300 feet within 3 miles of the localizer.

Kahului, Maui, HI

Mountainous terrain.

Burbank, CA

Mountainous terrain.

Flagstaff, AZ

High terrain.

Pago Pago  
(Tutuila Island, U.S.)

Mountainous terrain.

Palm Springs, CA

Mountainous terrain.



WESTERN-PACIFIC REGION (CONT'D)

AIRPORT

COMMENTS

Reno, NV

High terrain.

Hilo (General Lyman), HI

Mountainous terrain.

San Diego, CA

Rising terrain close to runway.

South Lake Tahoe, CA

Unique approach.

Tribhuvan Int'l., Kathmandu,  
Nepal

Mountainous terrain; high field elevation  
and unique departure restriction.

Airports in the Peoples  
Republic of China

Limited information.

U.S. Department  
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