

Special Restrictions for Foreign Terminal Instrument Approaches (FTIP)

OpSpecs: C052 and C058

Updated: **Aug 28, 2012**

These instrument approaches are approved for use by U.S. certificate holders operating under 14 CFR parts 91 subpart K, 121, 125 (including part 125 Letter of Deviation Authority (LODA) operators), and 135.

The special restrictions listed in the following table are necessary for the foreign terminal instrument procedures specified in this paragraph to be equivalent to ICAO (PANS-OPS) or U.S. (TERPS) criteria. The certificate holder shall conduct all operations at these airports, using these instrument procedures, in accordance with the restrictions specified for that airport.

NOTE: Only the approaches listed in the table were reviewed for compliance with criteria. **The ABSENCE of an approach on this spreadsheet DOES NOT guarantee that the approach complies with criteria or is safe to fly.** The certificate holder/operator still has the responsibility to review each FTIP for aircraft compatibility and compliance with established safety standards.

Ident	Airport (Country)	Procedure Identification	Region	Restrictions
MGGT	La Auroa Intl (Guatemala)	ILS DME 1 RWY 01 ILS DME 2 RWY 01 ILS DME ARC RWY 01	ASW	For all ILS approaches to RWY 01, missed approach climb gradient required is 378 ft/nm to 10,000' MSL. Circling MDA: CAT A 5500 CAT B 5500 CAT C 5970 CAT D N/A ILS DME 1 RWY 01 and ILS 2 DME RWY: Recommend turn back to the airport be commenced at 5 DME in order to assure the aircraft remains within the AUR 7 DME. Crews need to closely monitor groundspeed to assure aircraft remains within the AUR 7.0 DME arc for terrain clearance. ILS DME ARC RWY 01: Raise the minimum altitude from AUR R-100/7 DME to AUR R-138/7 DME from 8200 to 8600 (terrain). Maximum speed on all transitions to 7 DME ARC is 210 KIAS. Lead radial for turn to final is LR-175. Crews need to closely monitor groundspeed to assure aircraft remains within the AUR 7.0 DME arc for terrain clearance.
RJ	All Japanese Civil Airports	All Instrument Procedures	AWP	Japan primarily uses ICAO PANS-OPS for procedure design but does have significant differences published in their AIP. The differences include circling area calculations, speeds for procedure calculations and the method for reducing the Obstacle Clearance Altitude (Height). Since they do not entirely follow one set of design criteria, commercial charting services may not indicate PANS-OPS or TERPS as the procedure design indicator on the approach chart. The Japanese design criteria has been reviewed and approved for use by U.S. certificate holders.

Red lettering denotes a new listing within 30 days of date listed at top of spreadsheet. **BOLD RED** indicates the latest update

Please email questions or comments to: edwin.ctr.brown@faa.gov