

NOTICE TO ALL PILOTS

Thursday, July 3rd, 2008

from: Austin S. Collins, Chief Pilot

Be advised that the FAA has issued a revision to our Part 135 Operations Specifications (“Op Specs”) affecting approach and landing minima. As a practical matter, impact on our normal daily operations will be negligible; this is largely an administrative/semantic change.

You will soon be receiving a memo along with the update. The update consists of five new pages: two pages of the Section C Table of Contents (reflecting Amendment 2 to C74, dated 05/27/08) and three pages of C74 – C74-1, C74-2 and C74-3.

In the old version of C74, for precision instrument approach procedures with a runway/approach light configuration of either:

- MALSR with TDZ and CL or SSALR with TDZ and CL or ALSF-1/ALSF-2 with TDZ and CL
or
- MALS or MALSR or SSALR or ALSF-1/ALSF-2 or REILs and HIRL or RAIL and HIRL

. . . We (as an operator) were not authorized to use a HAT lower than 200 feet or an RVR value of less than 1800. Visibility in statute miles was not authorized, period. (This didn’t really matter, however, since for MALSR, SSALR or ALSF-1/ALSF-2 we could still use ½ statute mile, and besides, many airports with ILS approaches also have RVR.)

Under the new version, we are authorized to use a visibility of no less than ½ statute mile for all precision instrument approaches and light configurations listed above.

This brings our Op Specs more in line with Paragraph 5-4-20 of the FAA’s Aeronautical Information Manual, “Approach and Landing Minimums,” which states (in relevant part), “when converting 1800 RVR, use 2400 RVR with the resultant visibility of ½ statute mile.”

For those of you who are confused, let me sum it up like this: WE ARE ALLOWED TO USE ANY MINIMUM HAT AND MINIMUM VISIBILITY THAT IS PUBLISHED IN CONJUNCTION WITH ANY AUTHORIZED* AND AVAILABLE**
CATEGORY I INSTRUMENT APPROACH PROCEDURE (taking into consideration NOTAMs, inoperative components and all the other usual variables).

* “Authorized” means that it is one of the approved IAP types listed on page C52 of our Op Specs.

** “Available” means that it is in service, winds are favorable, the runway is open etc.

Please install this update, sign the memo and send it back to us. FAA SAFETY INSPECTORS MAY BE CONDUCTING RAMP CHECKS IN THE NEAR FUTURE TO VERIFY THAT THIS UPDATE HAS BEEN INSTALLED.

Thank you! Please do not hesitate to call or e-mail me if you have any further questions.

Glossary of Abbreviations:

MALSR – Medium Intensity Approach Lighting System

TDZ – Runway Touchdown Zone Lighting System

CL – Runway Centerline Lighting System

SSALR – Simplified Short Approach Lighting System

ALSF – Approach Lighting System (Note: ALSF-1 and ALSF-2 are the two most common at air carrier airports, with ALSF-2 having the more extensive red terminating bars.)

REIL – Runway End Identifier Lights

HIRL – High Intensity Runway Lights

RAIL – Runway Alignment Indicator Lights