

Attachment 30

Operational Factors Group Chairman's Factual Report

DCA00MA030

Pilot in Command Airport Qualifications, Special Airports, FAR 121.445



Page 10.40.06	Revised OCT 15-93	FLIGHT OPERATIONS TRAINING MANUAL
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MISCELLANEOUS APPROVALS

TRAINING

SPECIAL AIRPORT QUALIFICATION PROGRAM

Approved Use

Airports designated by FAR 121.443, 121.445, and Advisory Circular 121.445-1D require a special qualification. In order to meet the requirement, Southwest Airlines will provide a pictorial program that complies with the requirements of FAR 121.445 (b) (2).

Approved pictorial programs covering each special use airport will consists of:

1. Video Tape Briefing - A video briefing for each designated airport will be available for viewing in all SWA pilot domiciles and the Flight Operations Training Center.
2. Printed Pictorial Briefing - A set of pages for each designated airport will be available in section 19 of the Jeppesen Terminal charts.

Crewmembers may qualify for a Special Airport through one of three methods.

1. Made entry to the airport while serving as pilot flight crewmember.
2. View the video tape briefing.
3. Review the printed pictorial briefing pages in the Jeppesen Manual.

Notification concerning the expiration date of a flight crewmembers' airport qualification currency will be provided to each pilot crewmember the month before the training due month.

INITIAL APPROVAL DATE: _____	FINAL APPROVAL DATE: 11-8-93
EXPIRATION DATE: _____	
APPROVED BY: _____ (Principal Operations Inspector)	APPROVED BY: <i>[Signature]</i> (Principal Operations Inspector)

Flight Operations Training

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- P Aircraft will not be dispatched or flown into known or probable severe icing conditions. A combination of forecasts, PIREPs, aircraft types, times, locations, and altitudes must be considered in determining known or probable severe icing conditions.
- P Takeoffs and landings will not be attempted if moderate or heavy freezing rain is falling at the airport.
- AFM L CG Limits: Use approved weight and balance system.
- AFM L During taxi/takeoff/landing on revenue flights, all escape slide retention bars must be armed.
- AFM L (-700) Installation of handle covers on the overwing exits must be verified prior to taxi, takeoff, and landing whenever passengers are carried.
 - L Except in an emergency, disarm escape slide bars prior to opening any door.
 - L An approved Minimum Equipment List (MEL) will be used (OpSpec A4).
 - L Prior to arriving at or departing any airport designated as a "Special Airport," pilots will review the Jeppesen supplied pictorial representation of that airport.
 - L Under no circumstances will a warning horn or bell circuit breaker be pulled to silence a takeoff warning.
- AFM L (-200) Certified only for flaps 1, 2, 5, 10, and 15 takeoffs.
- AFM L (-300) Certified only for flaps 1, 5, and 15 takeoffs.
- AFM L (-500) Takeoff is not authorized at flap position 1 or 2.
- AFM L (-500) Certified only for flaps 5 and 15 takeoffs.
- AFM L (-700) Certified only for flaps 1, 5, 10, 15, and 25 takeoffs.
 - L Use of LNAV will be limited to SIDs, STARs, and enroute navigation above 3000 feet AGL.
 - L The VNAV function will not be engaged. However, VNAV information presented on displays may be used as advisory information.
- ✓ AFM L Pilots are authorized to deviate from an ATC clearance to the extent necessary to comply with the TCAS II Resolution Advisory (RA).
 - Turbulent Air Penetration Speeds:
 - P At or below 15,000 MSL
 - All 230-250 KIAS
 - L Above 15,000 MSL
 - 200 280 KIAS/0.70 Mach
 - 300 280 KIAS/0.73 Mach
 - 500 280 KIAS/0.73 Mach
 - 700 280 KIAS/0.76 Mach
 - L Pilots are not authorized to conduct contact approaches (OpSpec C53).
 - L Pilots are not authorized to conduct Precision Approach Radar (PAR) approaches, except in an emergency (OpSpec C52).

Airports Authorized for Scheduled Operations

AIRPORTS	Provisional Airport IDENT	AIRCRAFT AUTHORIZED
Airport Name, IDENT	B-737	
ALBANY COUNTRY, NY., U.S.; KALB	R	
ALBUQUERQUE/INTL, NM., U.S.; KABQ	R	
AMARILLO INTL, TX., U.S.; KAMA	R	
AUSTIN/BERGSTROM AFB, TX., U.S.; KAUS	R	
BALTIMORE-WASHINGTON INTL, MD., U.S.; KBWI	R	
BIRMINGHAM, AL., U.S.; KBHM	R	
BOISE AIR TERMINAL/GOWEN FLD , ID., U.S.; KBOI	R	
BUFFALO/GREATER BUFFALO INTL, NY., U.S.; KBUF	R	
BURBANK/GLENDALE-PASSADENA, CA., U.S.; KBUR	R	
CHICAGO/CHICAGO MIDWAY, IL., U.S.; KMDW	R	
CLEVELAND/CLEVELAND-HOPKINS INTL, OH., U.S.; KCLE	R	
COLUMBUS/PORT COLUMBUS INTL, OH., U.S.; KCMH	R	
CORPUS CHRISTI/INTL, TX., U.S.; KCRP	R	

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C070-2
Southwest Airlines Co.

CERTIFICATE NO.: SWAA304A

§ 121.445 Pilot in command airport qualification: Special areas and airports.

(a) The Administrator may determine that certain airports (due to items such as surrounding terrain, obstructions, or complex approach or departure procedures) are special airports requiring special airport qualifications and that certain areas or routes, or both, require a special type of navigation qualification.

(b) Except as provided in paragraph (c) of this section, no certificate holder may use any person, nor may any person serve, as pilot in command to or from an airport determined to require special airport qualifications unless, within the preceding 12 calendar months:

(1) The pilot in command or second in command has made an entry to that airport (including a takeoff and landing) while serving as a pilot flight crewmember; or

(2) The pilot in command has qualified by using pictorial means acceptable to the Administrator for that airport.

(c) Paragraph (b) of this section does not apply when an entry to that airport (including a takeoff or a landing) is being made if the ceiling at that airport is at least 1,000 feet above the lowest MEA or MOCA, or initial approach altitude prescribed for the instrument approach procedure for that airport, and the visibility at that airport is at least 3 miles.

(d) No certificate holder may use any person, nor may any person serve, as pilot in command between terminals over a route or area that requires a special type of navigation qualification unless, within the preceding 12 calendar months, that person has demonstrated qualification on the applicable navigation system in a manner acceptable to the Administrator, by one of the following methods:

(1) By flying over a route or area as pilot in command using the applicable special type of navigation system.

(2) 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.

(3) By completing the training program requirements of Appendix G of this part.

[Doc. No. 17897, 45 FR 41594, June 19, 1980]

AC 121.445-1D - PILOT IN COMMAND QUALIFICATIONS FOR SPECIAL AREA/ROUTES AND AIRPORTS, FEDERAL AVIATION REGULATIONS (FAR) SECTION 121.445

Department of Transportation
Federal Aviation Administration

6/20/90

Initiated by: AFS-220

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 121.445-1C, Pilot in Command Qualifications for Special Area/Routes and Airports, Federal Aviation Regulations (FAR) Section 121.445, dated August 9, 1989, is canceled.

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 should be required for operations conducted with pilot operated navigation system 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 (such as 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 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/requalification 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 his/her regional Flight Standards Division. The regional Flight Standards Divisions will provide updated information on these listings, as changes occur, to the Air Transportation Division, AFS-200, who will make appropriate changes periodically.

/s/

D. C. Beaudette

Director

Flight Standards Service

WESTERN-PACIFIC REGION

AIRPORT: Hong Kong International (British Colony, S.E. China)
COMMENTS: Special approach; mountainous terrain.

AIRPORT: Lihue, Kauai, HI
COMMENTS: High terrain; mountainous to 2,300 feet within 3 miles of the localizer.

AIRPORT: Kahului, Maui, HI
COMMENTS: Mountainous terrain.

AIRPORT: Burbank, CA
COMMENTS: Mountainous terrain.

AIRPORT: + Santa Barbara, CA
COMMENTS: Mountainous terrain.

AIRPORT: Flagstaff, AZ
COMMENTS: High terrain.

AIRPORT: Pago Pago (Tutuila Island, U.S.)
COMMENTS: Mountainous terrain.

AIRPORT: Palm Springs, CA
COMMENTS: Mountainous terrain.

AIRPORT: + Ontario, CA
COMMENTS: Mountainous terrain and extremely limited visibility in haze conditions.

AIRPORT: Reno, NV
COMMENTS: High terrain.

AIRPORT: Hilo (General Lyman), HI
COMMENTS: Mountainous terrain.

AIRPORT: San Diego, CA
COMMENTS: Rising terrain close to runway.

AIRPORT: South Lake Tahoe, CA
COMMENTS: Unique approach.