

training, airport facility equipment, waivers from published standards, proprietary criteria and restricted access. Special IFPs are not published in the Federal Register or printed in government Flight Information Publications.

**b.** Helicopters are capable of flying any published IFPs, for which they are properly equipped, subject to the following limitations and conditions:

**1.** Helicopters flying conventional (i.e. non-Copter) IAPs may reduce the visibility minima to not less than one-half the published Category A landing visibility minima, or  $1/4$  statute mile visibility/1200 RVR, whichever is greater, unless the procedure is annotated with “**Visibility Reduction by Helicopters NA.**” This annotation means that there are penetrations of the final approach obstacle identification surface (OIS) and that the 14 CFR Section 97.3 visibility reduction rule does not apply and you must take precaution to avoid any obstacles in the visual segment. No reduction in MDA/DA is permitted at any time. The helicopter may initiate the final approach segment at speeds up to the upper limit of the highest approach category authorized by the procedure, but must be slowed to no more than 90 KIAS at the missed approach point (MAP) in order to apply the visibility reduction. Pilots are cautioned that such a decelerating approach may make early identification of wind shear on the approach path difficult or impossible. If required, use the Inoperative Components and Visual Aids Table provided inside the front cover of the U.S. Terminal Procedures Publication to derive the Category A minima before applying the 14 CFR Section 97.3 rule.

**2.** Helicopters flying Copter IAPs should use the published minima, with no reductions allowed. Unless otherwise specified on the instrument procedure chart, 90 KIAS is the maximum speed on the approach.

**3.** Pilots flying Area Navigation (RNAV) Copter IAPs should also limit their speed to 90 KIAS unless otherwise specified on the instrument procedure chart. The final and missed approach segment speeds must be limited to no more than 70 KIAS unless otherwise charted. Military RNAV Copter IAPs are limited to no more than 90 KIAS throughout the procedure. Use the published minima; no reductions allowed.

**NOTE-**

*Obstruction clearance surfaces are based on the aircraft speed identified on the approach chart and have been designed on RNAV approaches for 70 knots unless otherwise indicated. If the helicopter is flown at higher speeds, it may fly outside of protected airspace. Some helicopters have a  $V_{MINI}$  greater than 70 knots; therefore, they cannot meet the 70 knot limitation to conduct these RNAV approaches. Some helicopter autopilots, when used in the “go-around” mode, are programmed with a  $V_{YI}$  greater than 70 knots. Therefore, those helicopters when using the autopilot “go-around” mode, cannot meet the 70 knot limitation for the RNAV approach. It may be possible to use the autopilot for the missed approach in other than the “go-around” mode and meet the 70 knot limitation. When operating at speeds other than  $V_{YI}$  or  $V_Y$ , performance data may not be available in the RFM to predict compliance with climb gradient requirements. Pilots may use observed performance in similar weight/altitude/temperature/speed conditions to evaluate the suitability of performance. Pilots are cautioned to monitor climb performance to ensure compliance with procedure requirements.*

**NOTE-**

*$V_{MINI}$  – Instrument flight minimum speed, utilized in complying with minimum limit speed requirements for instrument flight*

*$V_{YI}$  – Instrument climb speed, utilized instead of  $V_Y$  for compliance with the climb requirements for instrument flight*

*$V_Y$  – Speed for best rate of climb*

**4.** TBL 10-1-1 summarizes these requirements.

**5.** Even with weather conditions reported at or above minimums, under some combinations of reduced cockpit cutoff angle, approach/runway lighting, and high MDA/DH (coupled with a low visibility minima), the pilot may not be able to identify the required visual reference(s), or those references may only be visible in a very small portion of the available field of view. Even if identified by the pilot, the visual references may not support normal maneuvering and normal rates of descent to landing. The effect of such a combination may be exacerbated by other conditions such as rain on the windshield, or incomplete windshield defogging coverage.

**6.** Pilots should always be prepared to execute a missed approach even though weather conditions may be reported at or above minimums.

**NOTE-**

*See paragraph 5-4-21, Missed Approach, for additional information on missed approach procedures.*