

See correction

Advance copy pending
issuance of revised pages
for FARs 91 and 97

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 11200; Amdts. Nos. 91-68; and 97-803]

PART 91—GENERAL OPERATING AND FLIGHT RULES

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Helicopter Procedures

These amendments to Parts 91 and 97 of the Federal Aviation Regulations make a minor revision to IFR rules to accommodate helicopter minimums, add appropriate definitions and terminology concerning helicopter procedures, and add a new subpart to Part 97 to reference helicopter procedures that are published from time to time.

These amendments are based on a notice of proposed rule making, Notice 71-18, published in the Federal Register on July 8, 1971 (36 F.R. 12865). Six public comments were received in response to the notice and although all were in support, some recommendations for minor changes were received. One commentator stated that, as proposed, there was an inconsistency between § 97.3(d-1) and Table 7, Chapter 3 of TERP's in that the former associated 1,200 RVR with one-quarter mile visibility and the latter associated 1,600 RVR with one-quarter mile visibility.

The FAA does not believe that this requirement creates an inconsistency. RVR 1,200 and 1,600 have both been associated with one-quarter mile visibility depending on limiting conditions. For example, TERP's Chapter 11, section 3, paragraph 1128 authorizes the 1,200 RVR value for precision approach procedures where RVR is approved and minimums have been reduced to one-quarter mile. The RVR 1,200 value has also been approved with Category II ILS authorizations at one-quarter mile visibility. Accordingly, the FAA believes that the maneuverability of the helicopter permits use of RVR 1,200.

Another commentator recommended that the visibility prescribed in proposed § 97.3(d-1) be reduced to one-eighth mile. In response to this comment, it should be noted that, as adopted, § 97.3(d-1) applies to minimums published for aircraft in approach Category A. This does not preclude the publishing of lower minima at a later date with special considerations for helicopters if properly equipped. However, the FAA does not believe that a reduction to one-eighth mile visibility for helicopters is appropriate at this time.

In addition, as adopted, § 97.3(d-1) has been changed to indicate that helicopters may use the Category A decision height (DH) as well as the minimum descent altitude (MDA). Finally, as proposed, a new section has been adopted to make it possible for the establishment, in the future, of helicopter procedures. As adopted, that section is designated § 97.35 rather than § 97.34 as proposed, in order to maintain the numerical sequence of Subpart C. Also in this connection, § 97.23 has been amended to indicate that VORTAC procedures will be prescribed as a part of that section.

Interested persons have been given an opportunity to participate in the making of these amendments, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Parts 91 and 97 of the Federal Aviation Regulations are amended, effective April 27, 1972, as follows:

1. By amending the sixth sentence of paragraph (c) of § 91.117 and by adding a new subparagraph immediately following paragraph (c) (4) to read as follows:

§ 91.117 Limitations on use of instrument approach procedures (other than Category II).

(c) *Inoperative or unusable components and visual aids.* * * * Except as provided in subparagraph (5) of this paragraph or unless otherwise specified by the Administrator, if a ground component, visual aid, or RVR is inoperative, or unusable or not utilized, the straight-in minimums prescribed in any approach procedure in Part 97 of this chapter are raised in accordance with the following tables. * * *

(5) The inoperative component tables in subparagraphs (1) through (4) of this paragraph do not apply to helicopter procedures. Helicopter procedure minimums are specified on each procedure for inoperative components.

2. By amending § 97.3 to add the following definitions:

§ 97.3 Symbols and terms used in procedures.

(d-1) "Copter procedures" means helicopter procedures, with applicable minimums as prescribed in § 97.35 of this part. Helicopters may also use other procedures prescribed in Subpart C of this part and may use the Category A minimum descent altitude (MDA) or decision height (DH). The required visibility minimum may be reduced to one-half the published visibility minimum for Category A aircraft, but in no case may it be reduced to less than one-quarter mile or 1,200 feet RVR.

(h-1) "HAL" means height above a designated helicopter landing area used for helicopter instrument approach procedures.

(o-1) "Point in space approach" means a helicopter instrument approach procedure to a missed approach point that is more than 2,600 feet from an associated helicopter landing area.

3. By amending § 97.23 to read as follows:

§ 97.23 Very high frequency omnirange (VOR) and very high frequency distance measuring equipment (VOR/DME) (VORTAC) procedures.

4. By adding a new § 97.35 to read as follows:

§ 97.35 Helicopter procedures.

NOTE: The procedures set forth in § 97.35 are not carried in the Code of Federal Regulations. For FEDERAL REGISTER citations affecting these procedures see List of CFR Sections Affected.

(Sec. 307, 313(a), 601, Federal Aviation Act of 1958, 49 U.S.C. 1348, 1354(a), 1421; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on March 20, 1972.

K. M. SMITH,
Acting Administrator.

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**PART 97—STANDARD INSTRUMENT
APPROACH PROCEDURES**

Helicopter Procedures

Correction

In F.R. Doc. 72-4634 appearing at page 6286 in the issue of Tuesday, March 28, 1972, the first line of the Note in § 97.35, which now refers to "§ 97.34", should refer to "§ 97.35".