



## Special Airport Qualification List

Contiguous United States			
Airport & (Elevation)	Airport ID	Distinctive Characteristics	Restrictions
Aspen, CO (7837')	KASE	Mountainous terrain in immediate vicinity of airport, all quadrants: high climb gradient performance requirements; steep approach gradient; complicated missed approach procedure	<ul style="list-style-type: none"><li>• Review ASE Airport Familiarization and Training document in ForeFlight Docs</li><li>• <i>Actual or Forecast</i> weather required: <b>5500/10</b></li><li>• CAT A, B, C only</li><li>• Must have airport in sight by KICER on LOC DME-E approach to continue.</li><li>• Must have airport in sight by HEPEB on RNAV (GPS)-F approach to continue.</li><li>• Recommended that a/c is configured and at approach speed by Red Table (DBL)</li><li>• No night operations</li><li>• Land RWY 15, Depart RWY 33</li><li>• Flight crew must have had simulator training at KASE within 24 calendar months.</li><li>• Recommend that flight crew consist of one pilot with actual KASE experience</li></ul>



Bullhead City, AZ (701')	KIFP	Mountainous terrain	<ul style="list-style-type: none"> <li>• Must do instrument approach to 16 <b>at night</b>.</li> </ul>
Atlanta, GA (998')	KPDK	Displaced threshold on RWY 21L; Restricted APP to RWY 3R; Numerous tall towers SW within RWY 3R approach path	<ul style="list-style-type: none"> <li>• 80% rule for landing distance likely required due to displaced threshold on RWY 21L</li> <li>• Be alert for 200kt limit below Class B</li> <li>• Review FAA know before you go information in ForeFlight or <a href="https://www.faa.gov/pdk">https://www.faa.gov/pdk</a></li> </ul>
Burbank, CA (778')	KBUR	Mountainous terrain; Slam-dunk from ATC due to terrain and traffic; High incidence of unstable approaches, High incidence of TCAS RAs	
Chicago, IL (647')	KPWK	Special procedures airport: No instrument approach to RWY 34, it is circle to land only; high density aircraft operations in close vicinity to KORD	<ul style="list-style-type: none"> <li>• Be alert for 200kt limit below Class B</li> <li>• Early step downs on arrivals and low level off on departure</li> <li>• Review FAA know before you go information in ForeFlight or <a href="https://www.faa.gov/pwk">https://www.faa.gov/pwk</a></li> </ul>
Denver, CO (5885')	KAPA	High density light aircraft operations to closely spaced parallel runways; Potential for traffic conflicts/TCAS RA. On departure the first assigned altitude is usually under the B airspace.	



Eagle, CO (6547')	KEGE	Mountainous terrain; high climb gradient performance requirements	<ul style="list-style-type: none"> <li>• No night operations</li> <li>• Add 500' and 1 mile to required approach minimums</li> <li>• LDA DME CAT A, B, C only</li> </ul>
Gatlinburg-Pigeon Forge, TN (1014')	KGKT	Runway is only 75' wide x 5506' long and has a displaced threshold on runway 28. Only instrument approach is to runway 10 with a slope of -.14. Wet takeoff numbers will limit range of G280. G600 is too heavy/big for this airport. The Rwy 10 PAPI Glide Angle is 3.5° but the RNAV Rwy 10 Glide Path Angel is 3°. Being on the RNAV GP will put you below PAPI GA and it is a narrower than normal runway so visual illusions should be expected. Rwy 28 PAPI GA is 4.5°.	<ul style="list-style-type: none"> <li>• Circling at night not authorized</li> <li>• Review Obstacle DP</li> </ul>
Goodyear, AZ (969')	KGYR	<p>Airport in close proximity to Luke AFB, two-way communication required with Luke Approach;</p> <p>Airport in close proximity to KGEU, when arriving from north and landing RWY 21, ATC requires aircraft to delay descent until clear of KGEU airspace making a stable approach to RWY 21 difficult</p> <p>High density student training at KGYR</p>	



Hailey, ID (5320')	KSUN	Mountainous terrain; special arrival/departure procedures	<ul style="list-style-type: none"> <li>• No night operations</li> <li>• CAT A, B, C only</li> <li>• Add 500' and 1 mile to required approach minimums</li> <li>• Land Rwy 31, Depart Rwy 13;</li> <li>• Circling not authorized</li> </ul>
Hayden, Yampa Valley, CO (6606')	KHDN	Mountainous terrain: 28 RNAV approach is offset by 20 degrees	<ul style="list-style-type: none"> <li>• Must do instrument approach at night</li> </ul>
Heber City, UT (5637')	KHCR	Mountainous terrain	<ul style="list-style-type: none"> <li>• No night operations</li> <li>• Add 500' and 1 mile to required approach minimums</li> <li>• CAT,A, B, C, only</li> </ul>
Hot Springs, VA (3797')	KHSP	Mountainous terrain; wildlife on and in vicinity of airport	<ul style="list-style-type: none"> <li>• No night operations</li> </ul>
Huntington, WV (828')	KHTS	Mountainous terrain	<ul style="list-style-type: none"> <li>• Circling at night not authorized</li> </ul>
Jackson Hole, WY (6451')	KJAC	Mountainous terrain, all quadrants	<ul style="list-style-type: none"> <li>• Circling not authorized</li> </ul>
Keene/Dillant-Hopkins, NH (488')	KEEN	Mountainous terrain	<ul style="list-style-type: none"> <li>• Circling at night not authorized</li> </ul>
Klamath Falls, OR (4095')	KLMT	Mountainous terrain	<ul style="list-style-type: none"> <li>• Circling at night not authorized</li> </ul>



Mammoth Lakes (Yosemite) , CA (7135')	KMMH	Mountainous terrain; limited maneuvering area; occasional strong winds, turbulence and windshear.	<ul style="list-style-type: none"> <li>• No night operations;</li> <li>• Add 500' and 1 mile Vis. to required approach minimums;</li> <li>• DP required for takeoff</li> </ul>
Rifle, CO (5537')	KRIL	Mountainous terrain	<ul style="list-style-type: none"> <li>• No night operations</li> <li>• IFR A, B, C only</li> <li>• Add 500' and 1 mile Vis. to required approach minimums;</li> </ul>
Salinas, CA (85')	KSNS	Mountainous terrain, all quadrants; straight-in IAP only available to Rwy 13/31 (4,825')	<ul style="list-style-type: none"> <li>• Circling at night not authorized</li> <li>• Circling IFR is not authorized, multiple restrictions for circling. Refer to approach charts for details.</li> <li>• 80% rule for landing distance likely required due to short runways and displaced threshold on Rwy 8</li> <li>• PCN for both runways 35/F/C/X/U= no restrictions for G600 operations</li> </ul>
Santa Monica, CA (177')	KSMO	UNUSABLE	<ul style="list-style-type: none"> <li>• UNUSABLE</li> </ul>
Scottsdale, AZ (1510')	KSDL	Mountainous terrain; no straight-in IAP; 4 Deg. PAPI to 100' wide runway; runway weight restrictions (G600)	<ul style="list-style-type: none"> <li>• ATC usually vectors aircraft in anticipation of visual approach but not straight in due to terrain, airport can be difficult to locate-look for bend in Pima Fwy</li> <li>• Aircraft operating weights greater than 75,000 lbs require prior permission from airport authority (No PPR for G600 when less than 75K)</li> </ul>



South Lake Tahoe, CA (6264')	KTVL	Mountainous terrain	<ul style="list-style-type: none"> <li>• No Night operations</li> <li>• Land Rwy 18, Dept. Rwy 36</li> <li>• Add 500' and 1 mile to required approach minimums</li> </ul>
Telluride, CO (9070')	KTEX	Mountainous terrain; strong vertical turbulence in area of mesa edge	<ul style="list-style-type: none"> <li>• No Night operations</li> <li>• Add 500' and 1 mile to required approach minimums</li> </ul>
Teterboro, NJ (8')	KTEB	<p><b>ILS RWY 6 circle to Rwy 01</b> used by ATC in VFR conditions only; circling at MDA not required or recommended; ATC anticipates pilots starting circle to RWY 1 upon crossing TORBY, doing so will allow turn to final to occur outside of MetLife Stadium and Xanadu Center and allow for stabilized approach; use caution for radio towers</p> <p>TFR for events at Met stadium does not prohibit landing aircraft to overfly stadium as long as they are in contact w/ ATC</p> <p><b>ILS RWY 19 circle to RWY 24-</b> Recommend starting circle to Rwy 24 upon crossing TUGGZ</p> <p>Close proximity to KWER, <u>pay close attention to mandatory altitudes on approaches and SIDs.</u></p>	<ul style="list-style-type: none"> <li>• Review ForeFlight docs visual circle procedures found in the tab under TFS Special Airports. <ul style="list-style-type: none"> <li>• TFS TEB ILS 19 Land 24</li> <li>• TFS TEB ILS 6 Land 1</li> </ul> </li> </ul>



Truckee, CA (5901')	KTRK	Mountainous terrain	<ul style="list-style-type: none"><li>• No Night operations</li><li>• CAT A, B, C only</li><li>• Add 500' and 1 mile Vis. to required approach minimums</li><li>• Restrictions for circling, refer to approach charts for details.</li></ul>
Washington, DC (15')	KDCA	Special Arrival/Dep. Procedures, Restricted Access; prohibited airspace in close proximity	<ul style="list-style-type: none"><li>• See DCA documents in ForeFlight docs</li><li>• River Visual Rwy 19- plan to be on speed, configured and at 3000' when 10 DME from DCA VOR, then start a continuous 3 deg. descent for the runway (approx. 700 fpm) observing recommended Alts.</li><li>• Use caution when lining up for Rwy 19 as Rwy 15 is in close proximity and can be confused for 19</li></ul>



## Alaska & Hawaii

Special Qualification Airport	Airport ID	Distinctive Characteristics	Restrictions
Hilo, HI	PHTO	Mountainous terrain	
Juneau, AK	PAJN	Mountainous terrain	
Kahului, HI	PHOG	Mountainous terrain	
Ketchikan, AK	PAKT	Mountainous terrain	
Kodiak, AK	PADQ	Mountainous terrain	
Lihue, HI	PHLI	Mountainous terrain	
Petersburg, AK	PAPG	Mountainous terrain	
Sand Pont, AK	PASD	Mountainous terrain; short runway	
Seward, AK	PAWD	Mountainous terrain; short runway	<ul style="list-style-type: none"><li>• VFR only</li><li>• No night operations</li></ul>





## Canada

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Special Qualification Airport	Airport ID	Distinctive Characteristics	Restrictions
Castlegar, BC (1626')	CYCG	Mountainous terrain	<ul style="list-style-type: none"> <li>No night operations</li> <li>Add 500' and 1 mile to required approach mins</li> </ul>
Kelowna, BC (1420')	CYLW	Mountainous terrain	<ul style="list-style-type: none"> <li>No night operations</li> <li>Add 500' and 1 mile to required approach mins</li> <li>Some approaches are Restricted and require Ops Spec</li> </ul>
Kamloops, BC (1133')	CYKA	Mountainous terrain	<ul style="list-style-type: none"> <li>No night operations</li> <li>Add 500' and 1 mile to required approach mins</li> <li>Some approaches are Restricted</li> </ul>
Medicine Hat, BC (2351')	CYXH		<ul style="list-style-type: none"> <li>80% Landing rule likely</li> </ul>
Cranbrook, BC (3084')	CYXC	Mountainous terrain; Complicated departure procedures	<ul style="list-style-type: none"> <li>No night operations</li> <li>Add 500' and 1 mile to required approach minimums</li> </ul>
Nanaimo, BC (92')	CYCD	Rapidly rising Terrain surrounding airport; Complicated Departure Procedures	<ul style="list-style-type: none"> <li>No night operations</li> <li>Add 500' and 1 mile to required approach mins</li> <li>Some approaches are Restricted</li> </ul>
Campbell River, BC (357')	CYBL	Rapidly rising terrain surrounding airport; Complicated Departure Procedures	<ul style="list-style-type: none"> <li>80% Landing rule may be required on Runway 12 due to runway slope</li> </ul>