



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

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Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Category I (CAT I) 1800 Runway Visual Range (RVR), Special Authorization Category I (SA CAT I) and Special Authorization Category II (SA CAT II) Instrument Landing System (ILS) Approaches

Purpose: This InFO serves to increase the awareness among operators of CAT I 1800 RVR, SA CAT I, and SA CAT II ILS instrument approaches.

Discussion: An increasing number of lower visibility ILS approaches are being introduced into the National Airspace System (NAS). These approaches include standard CAT I ILS to 1800 RVR, SA CAT I ILS, and SA CAT II ILS. The authorization to conduct these approaches is predicated upon very specific aircraft equipment, flightcrew training, and runway/ILS facility requirements. To be eligible for any of these lower visibility minima, the runways must have or be qualified for a Title 14 of the Code of Federal Regulations (14 CFR) part 97 Standard Instrument Approach Procedure (SIAP). The minima, equipment and authorization requirements will be specifically annotated on the SIAP. Operators can reference Federal Aviation Administration (FAA) Order 8400.13D for the full requirements to conduct these approaches.

Existing CAT I ILS approaches which did not qualify for 1800 RVR due to the absence of touchdown zone (TDZ) or runway centerline (RCL) lighting can be amended to include 1800 RVR visibility provided the approach is flown using an aircraft flight director (FD) or autopilot (AP) with an approach coupler or head-up display (HUD) to decision altitude (DA). The instrument approach plate will include the following chart note: "RVR 1800 Authorized with use of FD or AP or HUD to DA". The inoperative components table in the U.S. terminal procedures publications have also been amended to allow RVR 1800 at runways when TDZ and/or RCL lighting is installed but inoperative as long as the authorized operator uses FD, AP, or HUD to DA. See Figure 1 for a depiction of the chart note and minima.

An SA CAT I ILS is a CAT I approach with a DH as low as 150 feet Height Above Threshold (HATH) using radar altimeter (RA) minima and a visibility minimum as low as RVR 1400 at runways with reduced lighting, using a HUD to DH. Only those operators authorized for CAT II operations using aircraft operationally approved for CAT II operations and equipped with an operable CAT II or better HUD are eligible for this operation. Operators are approved for this

operation by the appropriate Operations Specification (OpSpec)/Management Specification (MSpec) or Letter of Authorization (LOA). Single pilot operations are not permitted to use SA CAT I landing minimums. See Figure 2 for an example of an SA CAT I ILS approach plate.

SA CAT II differs from standard CAT II primarily by decreased Runway Lighting requirements (i.e., TDZ lighting and RCL not required). A Medium Intensity Approach Lighting System with RAIL (MALSR) or a Simplified Short Approach Lighting System with RAIL (SSALR) can be substituted for (normally required) Approach Lighting System with Sequenced Flashing Lights (ALSF-1/2). Operators must be authorized for SA CAT II operations via OpSpec/MSpec/LOA and must use aircraft currently operationally approved for autoland or HUD with guidance to touchdown capability. Operators who are authorized to conduct SA CAT II ILS approaches may also continue CAT II operations at runways with standard CAT II/III lighting and a CAT II minimum when TDZ and/or RCL lights fail as long as the authorized operator uses autoland or HUD to touchdown. See Figure 3 for an example of an SA CAT II ILS approach plate.

The runways approved for SA CAT I and SA CAT II operations are located at the AFS-410 website: http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs410/status_lists/.

Recommended Action: Directors of safety, directors of operations, chief pilots, fractional ownership program managers, training managers, and operators of aircraft should ensure that their flightcrews are familiar with the contents of this InFO. Operators must verify with their Principal Operations Inspector (POI) or appropriate Flight Standards District Office (FSDO) representative that they have the proper authorization before conducting these operations.

Contact: Questions or comments regarding this InFO should be directed to Chris Hope, AFS-410, Flight Technologies and Procedures Division, at 202-385-4586.

Figure 1

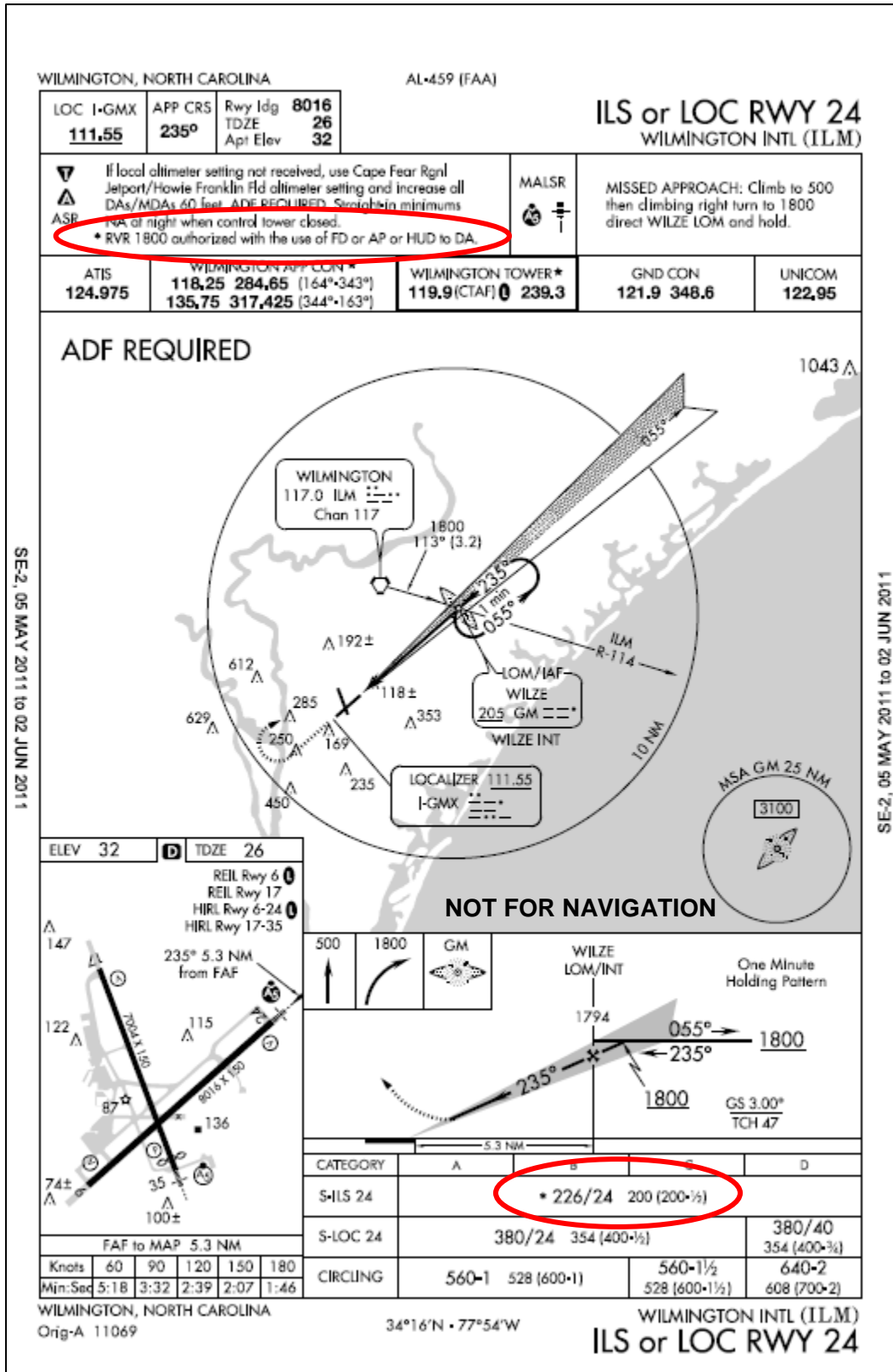


Figure 2

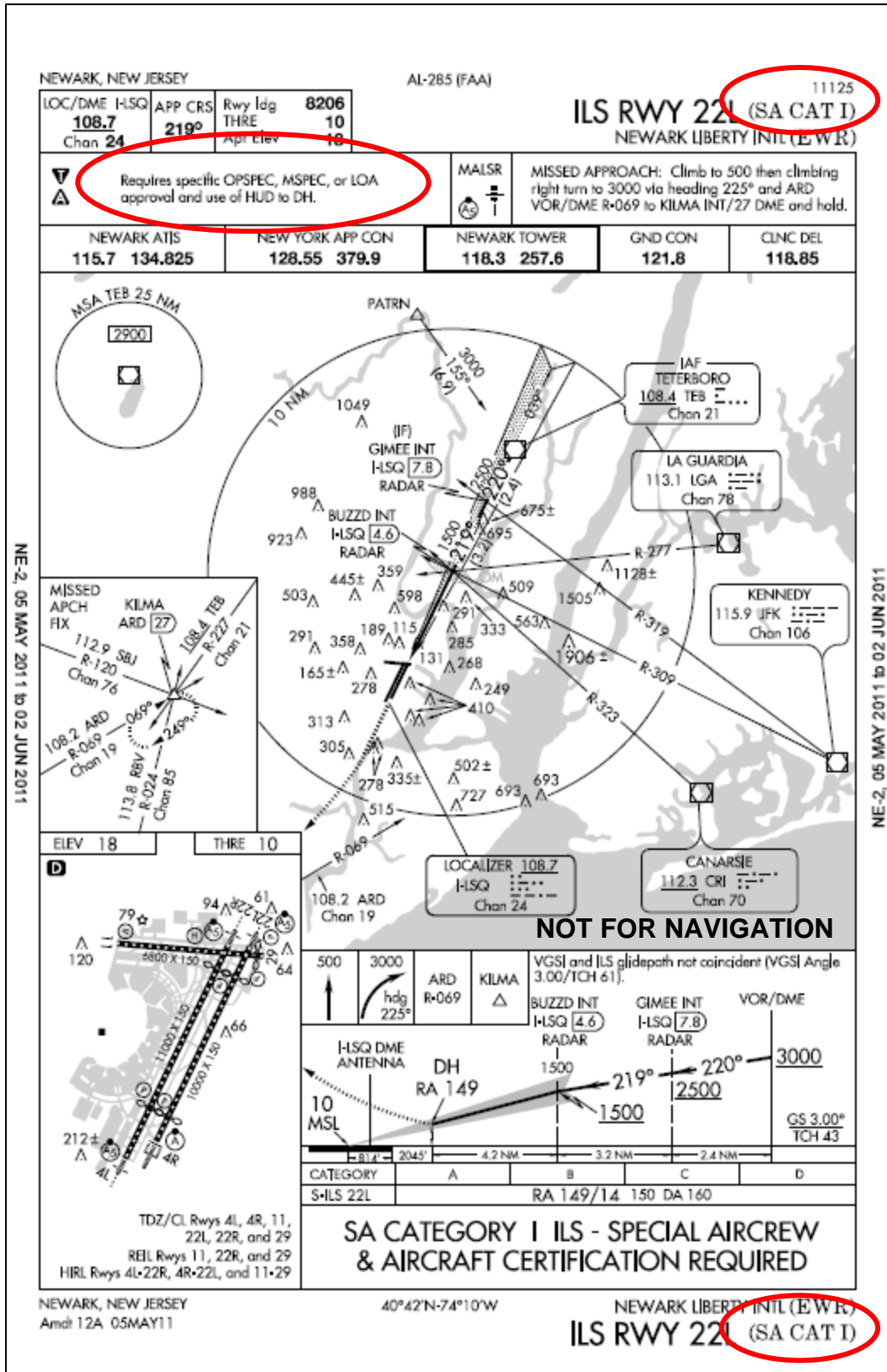


Figure 3

