

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 09-01 – April 29-30, 2009

RECOMMENDATION DOCUMENT

FAA Control # 09-01-217

Subject: Category II Minima Depiction

Background/Discussion: Category II instrument approach charts currently depict landing minima as: DA/RVR HAT RA ###. This format is very similar to that used for Category I approaches, showing the DA and RVR in a large font. Guidance on Category II minima is found in Advisory Circular 120-29A, and says:
“4.3.4.3. Application of a DA(H), or equivalent (i.e., Inner Marker), for Category II. Procedures using Category II minima typically use a radio altimeter and the associated DH (of the specified DA(H)) for minima determination. Barometric altitude is advisory.”

Category II OpSpecs do not specifically require the use of a radar altimeter to determine DH, but imply it's use with the restriction:
“For CAT II “RA NA” (radar/radio altimeter not authorized) an inner marker to identify the DH.”

The current minima format introduces potential confusion in determining the actual minima used for a Category II approach. While the profile view correctly and clearly shows the minima as an RA DH, the minima line below appears to imply a DA Category I-type minima may be used. Since the accuracy of the barometric altimeter is much less than that of the radar altimeter, and can be off by as much as 75 feet on the only preflight check required, it would greatly reduce safety margins to use a barometric DA to determine a 100 foot HAT.

Recommendations:

Recommend that Category II minima be depicted as: RA ### / RVR DA ### (HAT)
As an example:

RA 95/12 DA 772 (100)

Comments: This recommendation affects the minima on all Category II approach charts.

Submitted by: Bryant Welch

Organization: AFS-410

Phone: 202-385-4539

FAX: 202-385-4653

E-mail: Bryant.welch@faa.gov

Date: March 11, 2009

MEETING 09-01: Mr. Bryan Welch, FAA/AFS-410, provided the briefing. NACO ILS CAT II instrument approach charts currently depict landing minimums as: DA/RVR HAT RA ###. This format is very similar to what is used for ILS CAT I instrument approaches showing the DA and RVR in large text. Although there are only +/- 40 ILS CAT II procedures in the US NAS, recent changes that allow the use of ILS CAT I instrument procedures down to RVR 1400 with RA or HUD presents possible pilot confusion due to the use of the same minima presentation. AFS-410 is concerned that the current NACO depiction, which is the same for both, introduces potential confusion in determining the landing minimums applicable to the CAT II approach (e.g. Radar Altimeter (RA) vs. Decision Altitude (DA) based on barometric altimeter).

The recommendation was to rearrange the order of the Minima or Cat II approaches. FAA/NACO and Flight Standards will coordinate a review the recommendation and report at the next ACF.

ACTION: Ms. Valerie Watson, FAA/NACO, will take up the issue with the IACC.

ACTION: Mr. Tom Schneider, FAA/AFS-420, will revise the Order 8260.19, paragraph 854k(1), accordingly.

ACTION: Mr. Bryant Welch, AFF/AFS-410, will write a Safety Memo.

MEETING 09-02: Ms. Valerie Watson, FAA/AeroNav Services, reported the 8260.19D changes in CAT II minima format and recommendation of the ACF has prompted the charted depiction of all current CAT II procedures minima be revised. The IACC Editorial Change (EC) to the specifications has been signed and the change will be implemented to all affected charts for the December 17, 2009 effective date cycle.

CLOSED