

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 12-01 – April 25-26, 2012

RECOMMENDATION DOCUMENT

FAA Control # 12-01-253

Subject: Category III a/b/c Minima

Background/Discussion:

Minima are currently established as CAT IIIa RVR 07, CAT IIIb RVR 06 or RVR 03, CAT IIIc NA for every procedure. This was a useful format when aircraft were certified and operators authorized using the CAT IIIa, b and c definitions. This is no longer the case. The CAT III definitions are not cited in certification or authorizations. Operator authorizations are given in Operations Specification (OpSpec) C060, which relates operator training and aircraft capability to the lowest allowed minima for that operator.

Lowest publishable RVR should now be determined based only on the performance classification of the ILS equipment. The ILS equipment performance classification is determined by FAA Tech Ops in accordance with FAA Order 6750.24, and the RVR associated with each classification is given in AFS-400 memo of Aug. 16, 2011, *Interim Criteria for Precision Approach Obstacle Assessment and Category II / III Instrument Landing System (ILS) Requirements*, (See Appendix 1, paragraph 7.2).

Operators determine the minima for a particular approach by comparing the lowest minima shown on the chart with the lowest minima they are allowed in their OpSpec. They use minima no lower than the higher of the two numbers. Therefore, there is no need to show any minima on the chart other than the lowest allowed based on the ILS equipment classification.

Recommendations:

Change CAT III charted minima to show only the lowest minima allowed for the ILS installation, in accordance with the ILS classification. No mention of CAT IIIa, b or c is necessary.

Comments:

This recommendation affects FAA Order 8260.19 and IACC charting specifications.

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Date: March 27, 2012

MEETING 12-01: FAA/AFS-410 was asked to brief the Forum following a Federal Register announcement that removes Category IIIa, IIIb and IIIc definitions from use.

Mr. Chris Hope, FAA/AFS-410, briefed the issue. Mr. Hope [showed the audience current FAA CAT III](#) minima on IAP charts, which consists of minimums for CAT III a/b/c. He then showed the proposed CAT III minima, which consists of a single RVR value which reflects the lowest minima allowed based on the performance classification of the ILS equipment. The a/b/c notations no longer apply.

Mr. Hope's presentation included an explanatory discussion involving updated Operation Specifications (the revision of OpSpec C060).

Based on these changes, AFS-410 has proposed revision of the information provided with in the approach minimums table on CAT III approaches plates. The proposed change would impact approximately 120 FAA Public-use CAT III approach procedures.

Mr. Ted Thompson, Jeppesen, commented that Jeppesen tailors to airlines and that he estimates that the proposed change would impact 500 to 600 Jeppesen charts. Mr. Thompson asked when and at what rate would the 8260 procedure source documents be revised.

Mr. Brad Rush, FAA/AJV-3B, responded that the procedures would not all be changed at once via P-NOTAM (as is often done in cases like this), but the changes would be incorporated as procedures are updated for other reasons or are worked for biennial review.

Mr. Tom Schneider, FAA/AFS-420, stated that the 8260.19 Change 3, due for a March 2103 release, would contain the revised guidance for CAT III minima procedure annotation.

Mr. Mike Frank, FAA/AFS-52, spoke about his concerns with the change going directly to Final Rule without prior internal coordination and his concerns with the fact that the change is not compliant with ICAO standards. He stated that the current recommendation can be adopted, but will require the U.S. to file a difference with ICAO as other ICAO member states follow ICAO Annex 6 with regards to CAT III a/b/c.

Mr. Hope said that the FAA is working with ICAO to see if other countries will consider adopting the changes proposed by the FAA. To date, ICAO has asked for more time to consider the proposed changes.

Mr. Frank asked if the final rule is implemented in June, how does the FAA intend to accommodate international users? Would the FAA publish two charts - one for U.S. users and one for international operators?

Mr. Rush stated that the FAA would only publish one chart for all users.

Mr. Frank added that the rule change needs to go through the NRPM process and that until that process is completed, that the proposed RD should be put on hold.

It was noted that Boeing has submitted a comment to the proposed changes that a NPRM period is warranted in order to allow input from international operators.

Mr. Ed Ward, Southwest Airlines, asked that the FAA inform and educate pilots regarding any changes made impacting CAT III charts. Mr. Rush agreed, stating that the FAA would inform and educate pilots through the release of Safety Alerts.

STATUS: OPEN

ACTION: Mr. Thomas Schneider, FAA/AFS-420, to work on the 8260.19 Change 3 revision.

ACTION: Mr. Brad Rush, FAA/AJV-3B, following 8260.19 revision, will work to implement changes to ILS CAT III procedures. He will initiate a Safety Alert by Terminal to inform and educate pilots when the first revised procedures appear.

ACTION: Ms. Valerie Watson, FAA/AJV-3B, will process an EC to revise the IACC specifications.

MEETING 12-02:

Brad Rush, FAA/AJV-3B, provided an update. He reported that, as opposed to the current CAT III a/b/c minima, in the future only a single line of CAT III minima with the lowest RVR, will be shown on ILS CAT III procedures. He added that the CAT III procedures will not be updated for this change all at once or via P-NOTAM, but would be revised as the procedures are amended for other reasons.

Valerie Watson, FAA/AJV-3B, commented that a Specification change has gone through the MPOC/IACC approval process.

Ted Thompson, Jeppesen, inquired as to whether the changes were in conflict with ICAO standards.

Bruce McGray, FAA/AFS-410, responded that there had been discussion between the FAA and ICAO regarding the changes being made at the FAA regarding ILS Category III a/b/c Minima and ICAO had no objections to the FAA's changes. Bruce went on to state that each member state at ICAO may have their own variation of how they provide such information on their ILS Cat III approach plates, but he was not clear as to whether this is an ICAO standard that the US will need to file a difference to.

Ted inquired as to who would be the main point of contact regarding any further inquiries regarding the matter. Brad volunteered to serve as the main point of contact.

STATUS: CLOSED