

AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
Meeting 18-01 – April 24, 2018

RECOMMENDATION DOCUMENT

FAA Control # ACF-IPG RD 18-01-333

Subject: Special Authorization Category I (SA CAT I) and Special Authorization Category II (SA CAT II) Chart Note Change

Background/Discussion: Flight Standards has determined SA CAT I operations may be expanded to allow additional technologies other than a HUD for operations to as low as 150 feet Decision Height (DH) and 1400 feet runway visual range (RVR). The note currently included on all SA CAT I procedures states: “Requires specific OPSPEC, MSPEC, OR LOA approval and the use of HUD to DH.” This would preclude the authorization of equipment other than HUD as a basis for SA CAT I operations. Standard instrument approach procedures (SIAP) must retain the note: “Requires specific OPSPEC, MSPEC, OR LOA approval” while the current operational requirement that states “and use of HUD to DH” should be removed. Current operator authorization (C052) specifies HUD to DH. Any future expansion of equipment for SA CAT I will be included in the operator authorization. Since many SA CAT I and SA CAT II procedures are combined on the same chart, the SA CAT II note should be changed similarly, and where appropriate combined, in order to avoid confusion.

Recommendations: During routine updates to existing SA CAT I SIAPs and SA CAT II SIAPs, change SIAP note to the newly adjusted language: “Requires specific OPSPEC, MSPEC, OR LOA approval”. On combined SA CAT I/SA CAT II SIAPs, the two existing notes should be deleted and replaced with a single note using the same verbiage: “Requires specific OPSPEC, MSPEC, OR LOA approval”.

Comments: Current HUD authorized operators will continue to meet SA CAT I requirements while operators intending to conduct SA CAT I operations with new technology such as Synthetic Vision Guidance Systems (SVGS) will require transition time to meet new aircraft certification requirements and should not be impacted by any delay in implementing the new chart note.

Submitted by: Doug Dixon

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Date: April 24, 2018

17117

ILS RWY 17C (SA CAT I)
DALLAS-FORT WORTH INTL (DFW)

MISSED APPROACH: Climb on heading 176° to cross YUPRU/2.8 DME/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.

ALTERNATE MISSED APCH FIX

113.1 TTT
Chan 78

116.2 CVE
Chan 109

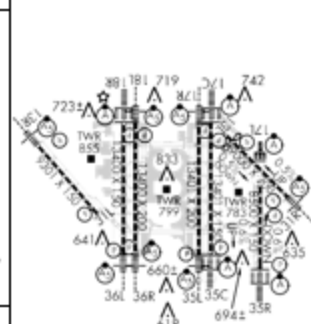
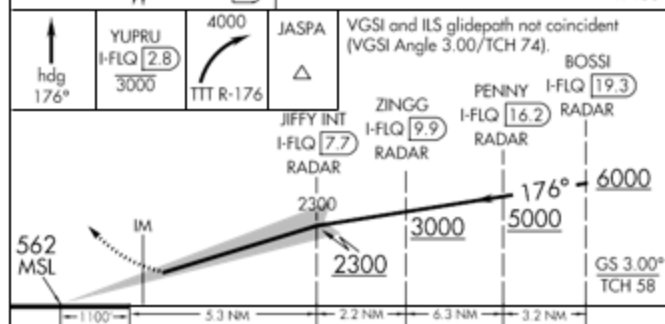
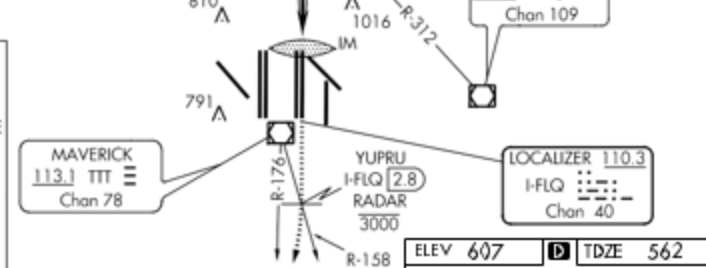
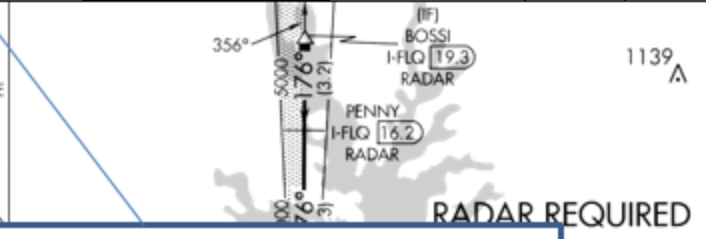
115.0 JEN
Chan 97

300 kHz

186 kHz

186 kHz

JASPA
CVE [37]



SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH INTL (DFW)
ILS RWY 17C (SA CAT I)

SC-2, 09 NOV 2017 to 07 DEC 2017

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Initial Discussion – Meeting 18-01: Doug Dixon (Flight Operations Group) presented the issue ([View](#)) requesting the removal of the equipment specific chart notes for SA CAT I and SA CAT II, since the Ops specs will identify what is required. This will normalize them with CAT II and CAT III, which do not have the notes and rely on Op Specs, Mil-Specs or LOAs to show required equipment for an operator or aircraft. This will require changes to FAA Orders 8400.13 and 8260.19. This change would be day forward, probably during periodic procedure reviews with abbreviated amendments as workload allows. John Bordy (Flight Procedure and Airspace Group) said since the ACF had no issue, then he would present the proposal at the US-IFPP.

Action Items: John Bordy will present the issue at the US-IFPP.

Status: Item open.

Meeting 18-02: John Bordy (Flight Procedures and Airspace Group) briefed this was introduced at US-IFPP 18-02, and there was no opposition to the new note that was proposed. This will remain open until the new note is incorporated into FAA Order 8260.19.

Action Item: John Bordy will report on status of incorporating the new note into FAA Order 8260.19.

Status: Item open.

Meeting 19-01: John Bordy, Flight Procedures and Airspace Group, briefed the issue directly from the [slide](#): discussing a summary and current status. Order 8400.13E was already published with the note change included. Draft Order 8260.19I has been drafted with new note format with target publication in August 2019. John Bordy asked Doug Dixon, Flight Operations Group, if this item could be closed; he indicated no objection to closure.

Action Item: NA

Status: Item closed.