



EASA
European Aviation Safety Agency

SA CAT I approach Impact on aerodromes

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Current situation

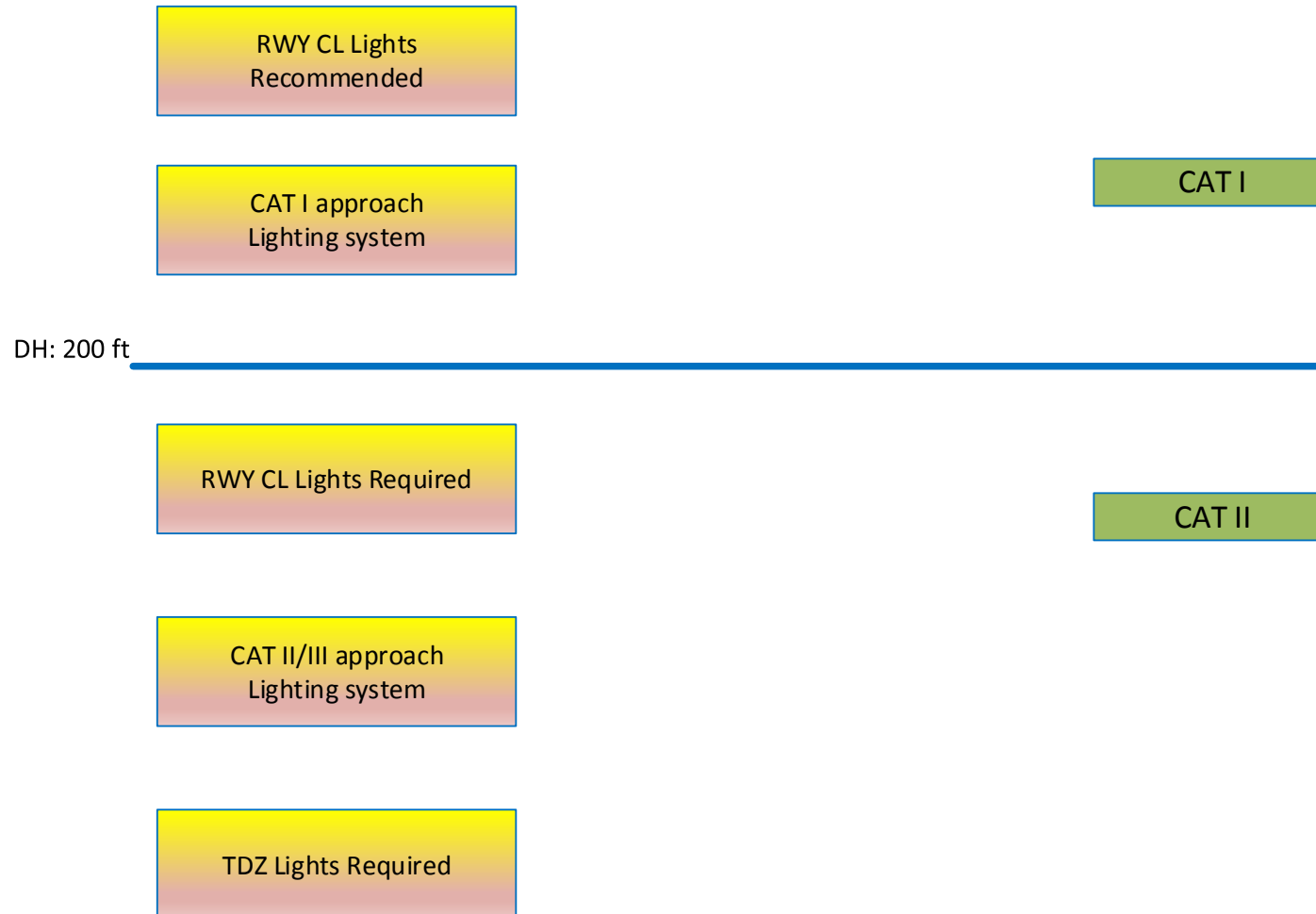
- According to ICAO, PA runways are categorized as follows
 - CAT I
 - CAT II
 - CAT III
- Categorization is based on the lowest DH and/or RVR values
- Different requirements between CAT I and CAT II/III runways
- Differences are mainly on:
 - Visual aids
 - Obstacle limitation surfaces
- Requirements are clearly defined in Annex 14



- Considered as more demanding CAT I
- Executed on a CAT I runway
- Air Operations rules foresee no change to
 - Visual Aids
 - Obstacle Limitation Surfaces
- But, no Certification Specifications are available
- We are interested on the visual segment of the flight (below DH)

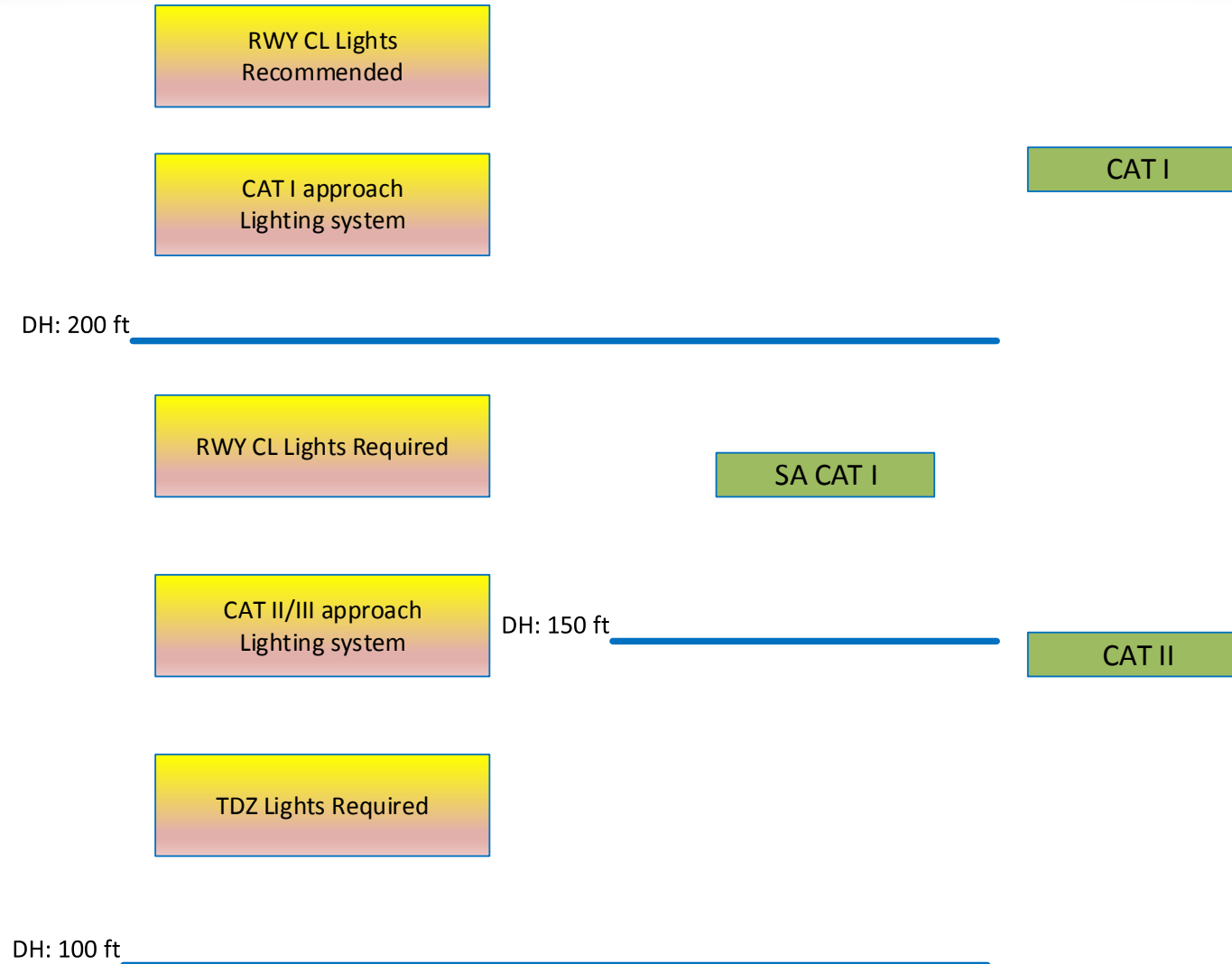


Visual aids for CAT I – CAT II/III





Visual aids for CAT I – SA CAT I – CAT II/III





Visual aids for CAT I – SA CAT I – CAT II/III

- SA CAT I DH falls within CAT II
- Normally requires a CAT II configuration, but...
- Approach proposed
 - Use CAT I as a basis
 - Identify CAT II elements that needs to be applied on a CAT I RWY
 - Keep in mind that at 150 ft DH the pilot is in a CAT II environment



Visual aids for CAT I – SA CAT I – CAT II/III

- RWY CL lights
 - Recommended on a CAT I RWY
 - SA CAT I more demanding → Propose to make them mandatory ?
- Approach Lights
 - Standard CAT I approach lighting
 - Shorter lighting system imposes restrictions on the DH
 - Proposal
 - CAT I approach lighting system with minimum length 720 m
- TDZ lights
 - Required for CAT II/III runways
 - New option at Annex 14: installation of Simple TDZ lights
 - Proposal
 - Simple TDZ lights



Visual aids for CAT I – SA CAT I – CAT II/III

➤ Switch-over times

- Different switch-over times between CAT I and CAT II/III runways
- Proposal
 - Apply the stricter switch-over times between CAT I and CAT II/III runways

➤ Serviceability levels

- Different serviceability levels between CAT I and CAT II/III runways
- Proposal
 - Apply the stricter serviceability levels between CAT I and CAT II/III runways



Obstacle limitation surfaces

- CAT I and CAT II/III runways have similar OLS
- OFZ is recommended for CAT I and required for CAT II/III
 - It protects the aircraft during balk landing
 - At 150 ft the requirements should be the same as CAT II
- Proposal
 - OFZ is required for CAT I RWY supporting SA CAT I



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Thank you

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