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CLASSIFICATION OF INSTRUMENT APPROACH OPERATIONS

1. INTRODUCTION

1.1 ICAO has introduced a new method of classifying instrument approach operations. This new method is intended to simplify and more accurately describe the various types of approach and landing operations, harmonise the classification system with the introduction of performance-based navigation (PBN) approaches and optimise runway requirements in relation to all approach operations (PBN and conventional).

1.2 This classification system does not change the terminology used to describe instrument approach procedures, per se, but provides a better way to differentiate instrument approach operations from instrument approach procedures.

2. INSTRUMENT APPROACH CLASSIFICATION

2.1 Instrument approach procedures will continue to be identified by the type of navigation aid to be used; e.g. VOR, ILS, RNAV(GNSS). However, instrument approach operations are not concerned with the particular technology used to conduct the approach, but more broadly describe the parameters that apply to any instrument approach procedure.

2.2 Instrument approach operations will be classified on the basis of the designed lowest operating minima below which an approach

operation can only be continued with the required visual reference. Furthermore, two methods of executing instrument approach operations are identified.

2.3 The details of the classification system are contained in ICAO Annex 6, Part 1, Chapter 4. They are summarised below:

- a. Type A: a minimum descent height or decision height at or above 250FT; and
- b. Type B: a minimum descent height or decision height below 250FT. Type B instrument approach operations are further categorised as follows:
 - i) Category I (CAT I): a DH not lower than 200FT and either a visibility not less than 800M or an RVR not less than 550M;
 - ii) Category II (CAT II): a DH lower than 200FT but not lower than 100FT and an RVR not less than 300M;
 - iii) Category IIIA (CAT IIIA): a DH lower than 100FT, or no DH, and an RVR not less than 175M;
 - iv) Category IIIB (CAT IIIB): a decision height lower than 50FT, or no DH, and an RVR less than 175M but not less than 50M; and
 - v) Category IIIC (CAT IIIC): no DH and no RVR limitations.

2.4 Instrument approach operations may be executed as:

- a. Two-dimensional (2D) instrument approach operations, using lateral navigation guidance only, e.g. a VOR approach; or
- b. Three-dimensional (3D) instrument approach operations, using both lateral and vertical navigation guidance, e.g. an ILS approach.

2.5 The 2D and 3D terminology describes the manner in which the aircraft's vertical profile is managed and in most circumstances will naturally be associated with particular instrument approach procedures. However, ICAO has determined that an NPA with distance measuring (e.g. VOR/DME or RNAV(GNSS)) can be a 2D approach operation if the vertical advisory information is extracted from the instrument approach chart or a 3D approach operation if it is extracted from the aircraft navigation system. In the latter case, it is important to recognise that the aircraft navigation system does not supply the required terrain separation

and that the pilot must ensure the limitations for descent below the Segment Minimum Safe Altitudes and the requirements of the MDA are complied with.

2.6 When flying an NPA as a 3D operation (e.g. CDFA), pilots should initiate any missed approach at an altitude above the MDA to ensure the aircraft does not descend below published MDA.

3. CANCELLATION

3.1 This AIC provides information of an ongoing nature and has no cancellation date.

4. DISTRIBUTION

4.1 By Airservices Australia website only.
