EUROPEAN CIVIL AVIATION CONFERENCE

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(Issue 3)

COMMON EUROPEAN PROCEDURES FOR THE AUTHORIZATION OF CATEGORY II AND III OPERATIONS

(Issue 3)

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PREAMBLE

The first edition of this document issued in January 1979 contained all ECAC requirements applicable as of that date for the conduct of Category II and Category III operations which were additional to those contained in ICAO Circular 121-AN/90 (1974).

At its fourth meeting in 1981, the ICAO Operations Panel (OPSP) completed the development of material designed to give guidance to States on the authorization and subsequent control of all-weather operations when take-off and landing are performed in conditions where visual reference is limited by weather conditions. This guidance was issued in the ICAO Manual of All-Weather Operations (Doc No. 9365-AN/910) incorporating material relevant to Category II and III operations and superseding ICAO Circular No. 121-AN/90.

Although the first edition of ECAC.CEAC Doc No. 17 was taken into account by OPSP, the ICAO Manual of All-Weather Operations does not fully reflect procedures developed by ECAC Member States for the conduct of Category II and III operations. The ECAC Working Group on All-Weather Operations (AWO) therefore submitted proposals for supplementary material on the basis of which the second issue of this document was prepared and its implementing Recommendation INT.S/13-4 was developed by the Technical Committee and adopted by the Thirteenth Intermediate Session (INT.S/13, June 1983). Subsequently, endorsing additional proposals by the Technical Committee stemming from AWO's work, the Twelfth Triennial Session (ECAC/12, June 1985), and the Sixteenth Intermediate Session (INT.S/16, June 1987), amended Recommendation INT.S/13-4 with a view to incorporating in it operative clauses on the commencement and continuation of approach and on Category II and III operations by business aviation. Recommendation INT.S/13-4 amended accordingly is reproduced on pages A–3 and A–4 of the present third issue of ECAC.CEAC Doc No. 17 which also incorporates in its Part A all amendments approved by Plenary Sessions up to and including ECAC/13 (June 1988).

Part B of this document contains guidelines for the provision of facilities and the establishment of procedures for aircraft ground operations under limited visibility with a view to improving flight safety during ground manœuvring phases and to enhance runway protection, particularly during low-visibility operations. These guidelines were prepared by AWO under the guidance of the Technical Committee following concern expressed about the increasing number of ground accidents, some of which resulted in fatalities. The implementing Recommendation INT.S/15-2 adopted by the Fifteenth Intermediate Session (INT.S/15, June 1986) is reproduced on page B–3 of this document.

Part C of this document contains ECAC requirements for mutual acceptance of recurrent inspections flight simulators within ECAC Member States, developed by the AWO working group following a survey which had highlighted commonalities in Member States' flight simulators inspection procedures and taking into account regulations in the United States (FAA-AC/120-40) or in preparation in Europe. The implementing Recommendation INT.S/16-2 adopted by the Sixteenth Intermediate Session (INT.S/16, June 1987) is reproduced on page C–3 of this document.

Attention is drawn to the fact that ECAC requirements referred to in Recommendation INT.S/13-4 and Recommendation INT.S/15-2 are additional to those contained in ICAO Doc 9365-AN/910 (Manual of All-Weather Operations, hereinafter referred to as "the Manual") and in ICAO Doc 9476-AN/927 (Manual of Surface Movement Guidance and Control Systems). It is essential that the material contained in this document, which is a composite of requirements, narrative text and examples of States' practices, be read in conjunction with the above manuals and with any further relevant material which may be developed by ICAO.

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ICAO REFERENCES

Doc 8168	–	Procedures for Air Navigation Services – Aircraft operations PANS-OPS
Doc 9365-AN/910	–	Manual of All-Weather Operations
Doc 9328-AN/908	–	Manual of Runway Visual Range Observing and Reporting Practices
Doc 9476-AN/927	–	Manual of Surface Movement Guidance and Control Systems

PART A

COMMON EUROPEAN PROCEDURES FOR THE AUTHORIZATION OF CATEGORY II AND III OPERATIONS

RECOMMENDATION INT.S/13-4
COMMON EUROPEAN PROCEDURES FOR THE AUTHORIZATION OF CATEGORY II AND CATEGORY III OPERATIONS

(Adopted by the Thirteenth Intermediate Session on 4 June 1983 and amended by the Twelfth Triennial Session on 18 June 1985 and by the Sixteenth Intermediate Session on 16 June 1987)

WHEREAS ECAC Member States, having accepted an expressed need to facilitate all-weather operations by business aviation aeroplanes within the ECAC region, have agreed that these operations should be in accordance with mutually acceptable criteria for the conduct of Category II and Category III operations which recognize the differences between business aviation operations and those of commercial air transport;

WHEREAS they also agreed that the development of such standardized requirements or procedures should not overlap any related ICAO activities, they have recognized that the guidance material which has been developed by ICAO for authorization of Category II and Category III operations does not fully satisfy the need for standardized requirements which would facilitate the mutual acceptance among Member States of the various national regulations;

WHEREAS since the adoption by DGCA/40 on 14 December 1978 of a recommendation concerning common European procedures for the authorization of Category II and Category III operations by foreign aircraft, further progress has been made with respect to the development of such common procedures,

THE CONFERENCE RECOMMENDS that

1) the aerodrome facilities, the airborne equipment, the operating procedures utilized, the flight crew qualification and training and the establishment of aerodrome operating minima should be in compliance with the requirements for the authorization of Category II and Category III operations detailed in ECAC.CEAC Doc No. 17, Issue 2;

2) when considering Category II and III international operations by business aeroplanes, States should apply the provisions of Chapter 7 in ECAC.CEAC Doc No. 17, Issue 2, concerning business aviation

since, where necessary, it adds to or modifies the other requirements for the authorization of Category II and Category III operations detailed in that document;

3) the airworthiness certification of the aircraft and its equipment for Category II and Category III operations should be in compliance with Joint Airworthiness Requirements or Federal Airworthiness Regulations;

Note : *This is not meant to preclude acceptance of operations by aircraft types in current service which have been certificated in accordance with the requirements of France or the United Kingdom.*

4) when preparing regulations for the implementation of Category II and Category III operations, Member States should refer for guidance to the documents listed in ECAC.CEAC Doc No. 17, Issue 2, Chapter 8;

5) to facilitate Category II and Category III operations by operators of Member States at airports outside their State, each Member State should recognize regulations of other Member States when such regulations are formulated in compliance with the criteria in ECAC.CEAC Doc No. 17, Issue 2; where Member States require notification of aerodrome operating minima which is to be applied by foreign operators in their territory, the authorization to carry out Category II and Category III operations issued by the State of the operator should include a statement that the conditions and regulations under which the authorization is granted are in compliance with ECAC.CEAC Doc No. 17, Issue 2; this should entitle the operator to an automatic acceptance of the operation and the associated operating minima; and

6) in complying with ICAO Annex 6, Part 1, Chapter 4, paragraph 4.4.1.2, Member States should formulate rules and regulations in accordance with the criteria in ECAC.CEAC Doc No. 17, Issue 2, Chapter 3, paragraph 3.2, and

DECLARES that this recommendation supersedes Recommendation ECAC/10-17 (first adopted by DGCA/40 on 13-14 December 1978).

CHAPTER 1

AERODROME FACILITIES

1.1 Initial planning and safety assessment

1.1.1 When a runway is to be upgraded to make it suitable for Category II and/or Category III operations, the most important point to be appreciated, during the initial planning phase, is that the lower the visibility the less able the pilot will be to recognize and take action to avoid hazardous situations. It follows that in order to maintain the overall level of safety, a generally higher level of integrity must be achieved in the facilities and procedures which make up the ground environment. In a number of States it has been found that an effective way to ensure that all the elements in the ground environment are properly integrated into the total system is to form a working group composed of representatives of all the sections that are concerned with the improvement. These should normally include the aerodrome operating authority, air traffic services, meteorological services, the major operators and the section responsible for improving the approach aids. The task of such a working group is to establish a preparatory process which will include a timetable for the completion of the necessary preliminary studies, for the installation of visual and non-visual aids and for the development of the procedures required to ensure the safety of the operation. An alternative satisfactory procedure has been to nominate a coordinator who, in liaison with the sections concerned, has been responsible for the accomplishment of the whole task.

1.1.2 No matter how the initial planning is carried out, a preliminary safety assessment must be carried out to establish whether an adequate level of safety can be achieved during low visibility operations. The aim of the assessment is to estimate the level of risk of accident occurring as a result of an inadvertent intrusion by an aircraft or a vehicle on the runway, which would result in a collision with an aircraft landing, or taking off, in low visibilities or which would result in a disturbance of the ILS signal large enough to result in an accident occurring to a landing aircraft. During this exercise the runway and taxiway lay-out should be examined to discover whether it is possible for aircraft taxiing or holding for take-off to be kept clear of the inner approach surface, the inner transitional surface and the balked landing surface as defined in Annex 14 (obstacle free zone) and also clear of the ILS sensitive areas. The road access points round the aerodrome perimeter should be studied to find out whether an inadvertent intrusion could occur in limited visibility, and a review should be carried out of the instructions to personnel who are authorized to drive vehicles on taxiways, aprons and associated access roads. This cannot be anything but an arbitrary assessment but if the use of the procedures and security arrangements normally used for Category I operations are judged inadequate for Category II or Category III operations, special procedures for the control of the ground movement of aircraft and vehicles will be required as well as special security arrangements.

1.2 Physical characteristics of aerodromes

1.2.1 Runways and taxiways

The requirements governing the physical characteristics of runways and taxiways should be those referred to in the ICAO Manual, Chapter 5, paragraph 5.2.2.1.

1.2.2 Obstacle clearance criteria

The requirements for obstacle clearance should be those referred to in the ICAO Manual, Chapter 5, paragraphs 5.2.2.2 and 5.4.

1.2.3 Pre-threshold terrain

The requirements governing the characteristics of pre-threshold terrain should be those contained in the ICAO Manual, Chapter 3, paragraph 3.2.2.3 and Chapter 5, paragraphs 5.2.2.3.1 and 5.2.2.3.2.

1.3 Visual aids

1.3.1 Approach lighting

The requirements for approach lighting should be those referred to in the ICAO Manual, Chapter 5, paragraph 5.2.3.1. Sequenced strobe lighting is considered to be not

compatible with Category II and Category III operations and where such lights are installed for other operations they should be switched off when Category II and Category III operations are in progress.

1.3.2 Runway lighting and marking

The requirements for runway threshold lights, runway edge lighting, end lighting and marking, centre-line lighting and marking and TDZ lighting and marking, should be those in the ICAO Manual, Chapter 5, paragraph 5.2.3.1.

1.3.3 Taxiway lighting and marking

1.3.3.1 The requirements for taxiway lighting and marking should be those in the ICAO Manual, Chapter 5, paragraphs 5.2.3.2 and 5.2.3.3. Experience has shown that taxiway edge lighting combined with centre-line marking is adequate for Category II operations and for Category III operations with RVR minima down to 150 metres, but for operations with RVR minima less than 150 metres, centre-line lights are essential to mark the runway exit point and at least one taxiway route between the runway and the apron. Experience has further shown that low intensity lights are of little use in daylight and that improved centre-line marking is required. Pattern coding of the centre-line markings so as to indicate the proximity and the direction of a curve has been found to be of value in some States. Centre-line lights with an intensity of 80 candelas have been found to be effective at night in RVRs down to 75 metres but higher intensity lights are required by day in visibilities of this order on complicated taxiway routes.

1.3.3.2 The need to give greater protection against intrusion on the runway and into the sensitive areas and the obstacle free zone (OFZ) during Category II and III operations makes it essential for clearly defined holding positions to be installed at entry points to the runway. For operations with RVRs down to 150 metres, taxi-holding position markings painted on the taxiway surface are not always by themselves adequate and they may need to be reinforced by some additional means of identifying the position such as flashing red lights on each side of the taxiway level with the holding position. For operations with RVRs less than 150 metres, remotely controlled stopbars made up of red lights across the width of the taxiway at the holding position are required unless runway security can be provided by other means such as suitable radar equipment for continuous monitoring of ground movement.

1.4 Non-visual aids

1.4.1 The requirements for the ILS ground equipment should be those in the ICAO Manual, Chapter 5, paragraphs 5.2.4.1 to 5.2.4.6.

1.4.2 The signal-in-space may be degraded by re-radiated ILS signals and positive steps should be taken to minimize their effects. These include the use of wide aperture antenna systems for course sector coverage and clearance signal techniques to protect against the effects of re-radiation from structures on the airport and from aircraft on the ground. Standard procedures for the protection of ILS critical areas are defined in Annex 10 but the size and shape of sensitive areas will depend on the characteristics of the particular ILS and the configuration of the particular environment. For Category II operations protection of the OFZ normally provides adequate protection for the appropriate sensitive area. For Category III operations a larger area is required. At **Attachment A** to this chapter is a diagram of the area safeguarded by one Member State for all Category III operations, including those with no decision height utilizing a fail-operational roll-out system; the area safeguarded by another Member State for Category III operations with a decision height is shown in the diagram at **Attachment B** to this chapter.

1.4.3 Another possible cause of degradation of the signal-in-space, though less likely, is the presence of extraneous interfering signals such as those emanating from radio and television transmitters or from CB radios. Periodic measurements should be made and the level of any signals detected then compared with an accepted maximum level. Such measurements can be made by positioning a wide frequency band receiver in the vicinity of the middle marker. Complaints by flight crews of signal disturbances should be investigated and special flight checks should be made when there is reason to believe that serious interference is occurring.

1.4.4 3 digits are used to describe the ILS installations.

a) The first one (I, II or III) gives the compliance with performances described in Annex 10 (white pages) for both localizer and glide-path equipment.

b) The second one (A, B, C, T, D or E) indicates to which extent the localizer course structure (only) meets course structure requirements for performance Category III (Annex 10, para. 3.1.3.4.2).

c) The third one (1, 2, 3 or 4) indicates the level of integrity and continuity of service.

Note : This last digit is important to consider, from an operational point of view, in establishing the category of operations which the ILS can support (Cat. I, II or III).

1.4.5 Relationship between category of operation and ILS class

1.4.5.1 The first digit is I

For all classes of ILS, the requirement for course structure is the same up to the point A. The second digit is then at least A. If it is B, C, T, D or E that means that **only the course structure** is better than the minimum one required for Category I facility performance but other performance parameters (e.g., the monitoring alarm limit, the maximum duration of out of tolerance signal radiation, etc...) forbid Category II or III operations. Nevertheless, this second digit is very useful to know to which extent the autopilot can be used (without changing the Cat. I minimums).

1.4.5.2 The first digit is II

Annex 10 requirements imply that in this case the second digit must be at least T. If the second digit is D or E, the course structure is better than the minimum required. But other performance parameters forbid Category III operations.

However, Category II operations can only be contemplated if the third digit is at least 2.

1.4.5.3 The first digit is III

The course structure requirement implies that in this case the second digit must be only E. Nevertheless, a D is suitable for operation of Category III without automatic roll-out.

If the third digit is 1 or 2, Category I and respectively II operations can only be contemplated. If the level 3 is reached, the continuity of service is not adequate to cover the automatic roll-out. So, Category III operations have to be limited to Category III with DH. Level 4 is required to support fail-operational roll-out.

1.4.6 Operator's Information

To assist operators in determining the operational capabilities of an ILS installation, ECAC Member States should classify it in compliance with paragraph 1.4.4 and publish the basic status of the ILS installation in AIP.

1.5 Secondary power supplies

The requirements for secondary power supplies should be those referred to in the ICAO Manual, Chapter 5, paragraph 5.2.5.1.

1.6 Aerodrome services

1.6.1 Ground movement control

The requirements for the control of ground movements of aeroplanes and vehicles, including the requirement for security and surveillance procedures, should be those described in the ICAO Manual, Chapter 5, paragraphs 5.3.2.1 and 5.3.2.2.

1.6.2 Air traffic services

1.6.2.1 The following guidance material should be used in the preparation of specific instructions to air traffic controllers and to those responsible for the operation of the aerodrome.

1.6.2.2 Low visibility procedures

1.6.2.2.1 The responsibilities of air traffic control during Category II and Category III operations do not differ from those in other operations. However, since the safety of the operation is much more dependent on the integrity of the ground system than it is in Category I or non-precision operations, additional safeguards are required. Furthermore, the greater complexity in the combinations of airborne and ground systems which are acceptable for Category II and Category III operations makes it essential that air traffic control be in a position to transmit to flight crews accurate and up-to-date information on the status of the various elements of the ground system. This does not mean that the air traffic control should be given the responsibility of deciding whether or not Category II or Category III operations may be carried out. This must always be a decision for the pilot-in-command to take : the function of air traffic control in this instance is to keep the flight crew informed as to the category of operations which the ILS can support (Cat. I, II or III), the quality of the visual aids and of the implementation of low visibility procedures and safeguarding.

1.6.2.2.2 The following are basic principles which should be used in establishing ATC procedures; these are strictly minimum requirements and the procedures must make some allowance to ensure that they are not infringed :

a) the OFZ must be clear of all obstacles, such as vehicles and aircraft, at all times that an aircraft making an approach (or carrying out a go-around) is below 200 ft;

b) as in Category I operations, the ILS critical areas must be clear of all vehicles and aircraft whenever the ILS is being used; and

c) the ILS sensitive areas must be clear of all vehicles and aircraft capable of causing reflection and/or refraction of the signals, at all times that an approaching aircraft is within 1 NM from touchdown until it has completed its landing run, and at all times that an aircraft taking off is using the ILS localizer for guidance during the take-off ground run (see, in particular, para. 1.6.2.2.4).

1.6.2.2.3 The need for procedures to provide security and surveillance against intrusion by vehicles is described in the ICAO Manual, Chapter 5, paragraph 5.3.2.2. At some aerodromes the security arrangements for normal operations may be adequate for Category II or Category III operations, (i.e. where there is a continuous security fence around the aerodrome and the only vehicle access to the manœuvring area is via the apron) but where there are uncontrolled access points then special procedures will be required to ensure that such access points are secured, e.g. by closing and locking gates, unless special surveillance equipment is available which can detect any vehicle intrusion. The monitoring of the manœuvring area with such equipment would normally be done by air traffic control, but the actual carrying out of special security procedures could be the responsibility of other appropriate authorities on the aerodrome provided that the air traffic service is kept fully informed. The procedures should also provide for the control of all services on an aerodrome which have access to the aprons and manœuvring areas including fire fighting and rescue services, fuelling services, catering services, etc.. Positive control of such vehicles should be maintained whenever they are in manœuvring areas.

1.6.2.2.4 The special ATC procedures which are necessary are referred to in the ICAO Manual, Chapter 5, paragraphs 5.3.3.1 to 5.3.3.4 and, to accord with the basic requirements detailed above, they should provide sufficient separation between successive approaching aircraft, normally to allow the leading aircraft to land, to turn off the runway and to clear the OFZ and the ILS sensitive areas before the following aircraft reaches a point 2 NM from touchdown. The actual size of the separation will depend upon the configuration of the runway and its exit points, but 10 NM between successive aircraft will generally be found to be adequate. At aerodromes where the traffic density is low, or where the range of the approaching aircraft cannot be monitored by radar, the separation may be increased to 12 NM to enable the leading aircraft to clear the runway and ILS sensitive areas before the following aircraft reaches a point 4 NM from touchdown, i.e. about the position of the outer marker. When departing aircraft are using the same runway as arriving aircraft, it is essential that the take-off aircraft pass over the ILS localizer transmitter antenna before the arriving aircraft reaches a point on the approach where the interference caused by the overflight will have a critical effect. The aim should be for the departing aircraft to pass over the localizer antenna before the approaching aircraft reaches a point 2 NM from touchdown. The experience in some Member States is that to achieve this, the departing aircraft must commence its take-off run before the approaching aircraft reaches a point 6 NM from touchdown. The procedures should also accommodate the requirement for aircraft using automatic landing equipment, to be able to carry out a stabilized approach; accordingly, they should allow approaching aircraft to intercept the ILS localizer at a range 10 NM or more from touchdown. Landing clearances should normally be given to approaching aircraft when the OFZ and the ILS sensitive area are clear, normally before the time it reaches a point 2 NM from touchdown; exceptionally a clearance may be delayed to 1 NM from touchdown provided that the flight crew are warned to expect late landing clearance and also provided that the position of the approaching aircraft can be monitored.

1.6.2.2.5 Runway exit points should be kept clear to allow landed aircraft to move out of the OFZ and the localizer sensitive area with no delay; instructions to air traffic controllers should state that if a landed aircraft cannot clear the OFZ and/or the localizer sensitive area, then the runway is not usable for Category II or Category III operations even though the obstructing aircraft may be well clear of the runway itself. If aerodrome surface surveillance radar is available, the procedures should require that it be used to monitor the clearance of the OFZ and/or the ILS sensitive area, but if it is not available traffic should be directed to leave the runway where there is a positive indication to the flight crew that the aircraft is clear of the OFZ and ILS sensitive area, and flight crews be required to report when the aircraft is clear of these areas. This requirement need not be applied where traffic levels are so low as to make it unnecessary to use the minimum separation between aircraft of 10-12 NM.

1.6.2.2.6 With regard to the control of ground movement of departing aircraft and the movement of vehicles, the instructions to ATC should make it clear which taxiway routes may be utilized during Category II or Category III operations and which holding points at runway entries are to be utilized when these differ from those in use during Category I operations. All vehicles in the manœuvring area should be under radio control and drivers should be informed of any special requirements in the relevant low visibility procedures.

1.6.2.2.7 The responsibility for authorizing the initiation of, and subsequent cancellation of, low visibility procedures should be allocated to an appropriate authority at the aerodrome. In some Member States it has been found that if delay to aircraft operations is to be avoided, the initiation of such procedures should be authorized when the RVR falls to 800 metres or less, or the cloud ceiling is 200 ft or less, but if the weather is deteriorating rapidly, the procedures may be initiated at a higher value of RVR, the precise value being a matter for judgement based on experience at the aerodrome.

1.6.2.2.8 The procedures should include a description of the responsibilities of the various sections which have a part to play, for example :

a) the sections responsible for the functioning of the visual and non-visual aids should be informed by ATC when low visibility procedures are in force;

b) they in turn should immediately advise ATC if the performance of those aids deteriorates below the level promulgated;

c) ATC should advise the sections responsible for the implementation of any safeguarding requirements that low visibility procedures are to be implemented; and

d) they in their turn should advise ATC when such safeguarding actions are complete.

1.6.2.2.9 ATC instructions should ensure that air traffic controllers are fully informed as to the information that should be passed to flight crews of arriving aircraft. This must include the current RVR values for the landing runway, which should always be given in the order TDZ, midpoint and stopend when multiple reports are available. The value for the TDZ position should always be given but reports for the other positions should normally only be given when either or both the midpoint or stopend values are :

a) less than the TDZ and less than 800 metres; or

b) less than 400 metres.

When values for three positions are passed, the positions need not be identified provided that the values are given in the correct order, but when only two reports are given the positions should be identified. If it is not possible to report the RVR for any reason, the meteorological visibility should be given instead. It is an obvious requirement that information on the status of the ground system should be passed as rapidly as possible when any part falls below its promulgated status, but it must also be recognized that in the final stages of a Category II or Category III approach, flight crews will wish to receive only that information which is essential. Any information should be given in a manner which conforms with the requirements for the promulgation of facilities contained in paragraph 1.6.4 below and ATC instructions should make it clear that the responsibility of the air traffic controllers is to make an accurate report to the flight crew of the category of operations which the ILS can support (Cat. I, II or III). As a general rule, the instructions should indicate that a change in the category of operations which the ILS can support (Cat. I, II or III) and changes in the status of aerodrome lighting and RVR assessment equipment should be reported to the flight crews of aircraft that have not passed the outer marker. Failure of circuits of the aerodrome lighting need not be reported provided not more than one third of the lamps are affected and provided the lighting pattern is not distorted. The information to be given to aircraft that have passed the outer marker should be limited to such items as failure of more than one third of the approach, threshold, TDZ, centre-line lights or runway edge lights or a change in the category of operations which the ILS can support (Cat. I, II or III). When the aircraft is 1 NM or less from threshold, any change in the performance category of the ILS need not be reported.

1.6.2.2.10 The instructions which have been developed by two Member States for application at major international aerodromes are included for information as **Attachments C and D** to this chapter.

1.6.3 Meteorological services

1.6.3.1 The requirements for meteorological services should be those described in the ICAO Manual, Chapter 5, paragraphs 5.3.4.1 and 5.3.4.2 with the following additional ECAC requirements.

1.6.3.2 For Category II operations RVR should be assessed at not less than two positions on the runway, normally in the touchdown zone area and in the midpoint area of the runway. For Category III operations RVR should normally be assessed at three positions unless it can be shown that assessments at two positions are adequate for the planned operation. The positions on the runway should be identified as touchdown zone, midpoint and stopend respectively.

1.6.4 Aeronautical information service

1.6.4.1 The requirements for AIS are described in the ICAO Manual, Chapter 3, paragraphs 3.3.4.1 to 3.3.4.4. Additional ECAC requirements are that special attention should be given to the rapid dissemination of information to flight crews whenever the operating performance of any part of the ground facilities falls below the level at which it has been

promulgated. This is particularly important if the weather conditions are such that Category II or Category III operations are likely.

1.6.4.2 The wording of NOTAMS or AIP entries should not give the impression that such operations are dependent on the availability of any particular part of the ground system, but should give a full description of each part of the system which is available. This should include a description of any special procedures which will be applied as part of the low visibility procedures, together with the trigger point at which they will be implemented by the air traffic service.

1.6.4.3 Where there are a number of aerodromes in a State at which Category II or Category III operations may be carried out, a general entry should be included in the AGA Section of the AIP in addition to the detailed information relating to specific aerodromes.

1.6.4.4 It is also recommended that in NOTAMS and in the AIP an entry be made which describes the procedure for foreign operators to obtain authorization for Category II and Category III operations if an authorization is required.

1.6.4.5 The wording which is used by two Member States for entries in a NOTAM and in the AIP is given at **Attachments E and F** to this chapter.

1.7 Use of ILS for coupled approach

See Attachment D to Part 3 AOP of EUR ANP.

CHAPTER 1 — ATTACHMENT A