

# Determining Categorical Amendment Criteria (CAC) for Your TAF Sites

Contact: Aviation Services Branch

Reference Web Site: [http://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/dtpp/search/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/)

Click on “digital – Terminal Procedures” Shown under Product

FAA Home » Air Traffic » Flight Information » AeroNav Products » digital - Terminal Procedures Publication (d -TPP)/Airport Diagrams

## digital - Terminal Procedures Publication (d -TPP)/Airport Diagrams

To Print this webpage, please use your browser's print command.

Presented here for searching, viewing, and downloading are all the U.S. Terminal Procedure Publications (TPPs) available in PDF format files. The TPP is a 26 volume set of printed paper books containing Instrument Approach Procedure charts (IAP), Departure Procedure charts (DP), Standard Terminal Arrival charts (STAR), and Airport Diagrams. Also included are Take-Off, Radar, and Alternate Minima textual procedures. d -TPP is a presentation of the same data as the TPP only in a digital format. Each single page chart as listed above is presented in d -TPP as an individual PDF file. The minima textual data are presented as multi-page PDFs covering the minimum sections of each of the 26 printed TPP volumes. Legend and general information pages printed in the TPP books are also presented here as multi-page PDF files.



In addition to procedures published in the TPP, we have added **Airport Facility Directory Hot Spot** information. Hot Spot information forewarns pilots and others operating in the movement area of the airport of confusing airport geometry and intersections. Please do not confuse the TPP Hot Spot pages with the AFD Hot Spot pages. The TPP listing describes the location while the AFD describes the location and provides additional cautionary information.

The Terminal Procedures Publication (IAP) Change Notice is published to add any new or update any revised Instrument Approach Procedures (IAPs) to the TPPs during the second half of the 56 day airspace cycle. There is no Change Notice effective during the first 28 days of the Airspace Cycle. To obtain these changes select the Change Notice effective date (indicated by \*) and use the **Added** and **Changed** Filter by options in your search.

Approximately 24 hours prior to the end of a 28 day airspace cycle both the current and subsequent edition files of the Digital Terminal Procedures are available for search and download. Referring to the dates shown in the table below, select the appropriate edition to begin your search.

For a complete set of FAA Terminal Procedures see [d -TPP DVD](#).

To **Bookmark this application**, use this page as your starting page.

**Next Editions will be available 24 hours prior to their effective dates.** For additional information, contact [AeroNavWebmaster@faa.gov](mailto:AeroNavWebmaster@faa.gov).

Product	Effective	Ending
<a href="#">digital - Terminal Procedures (1312)*</a>	14 November 2013	12 December 2013

\* Indicates Change Notice cycle (2nd half of 56-day cycle)

NOTE: This website application now includes an additional function, providing a 'Compare PDF' for civil Instrument Approach Procedures (IAP), Standard Terminal Arrivals (STAR), Departure Procedures (DP) and Airport Diagrams (APD) that have changed from the previous version. See the [Safety Alert](#) for complete information.

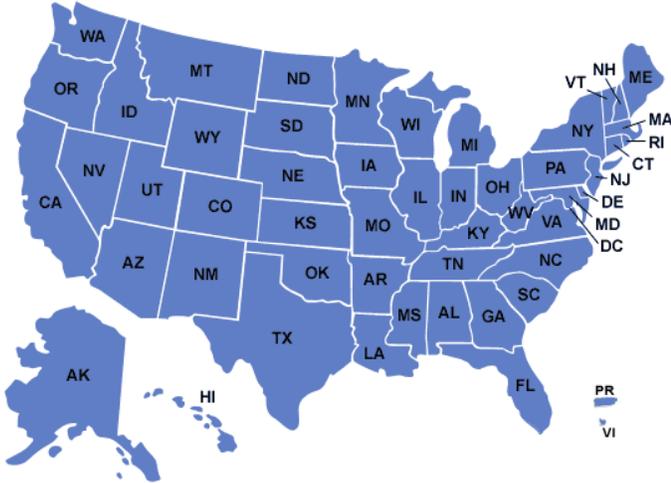
- NOTE: If more than one digital terminal procedure is listed select the one that contains the asterisk. This is the change cycle and will contain any and all changes to the approach procedures needed to update your CAC thresholds. It should also be used for establishing new TAF sites as it will have the most current information.

- Enter a **4-letter ICAO identifier**, select the **ICAO button**, and click on **“Search”**. In this example, we will choose KTRI (Tri-Cities Regional, Bristol-Johnson-Kingsport TN). NOTE: If you enter a 4 letter ICAO and have the FAA button, not the ICAO selected you will get a “No Results Found” response.

Effective 0901Z Thursday, November 14, 2013 to 0901Z Thursday, December 12, 2013

Do not Bookmark this page. It will expire when the airspace cycle ends.

Select a State to begin searching city and airport options:



Or, please choose one option, then click on Search.  
More than one "Action Filter" may be selected.

For an explanation of the fields, click on the label.

**By Airport Identifier:**  FAA:  ICAO:

**By State:**

**By Airport Name:**

**By Volume:**

**Other Options:**

- Show all airports / cities for this State
- Airport Diagrams only
- A/FD Airport Hot Spots only

**Filter By:**

- Added since last cycle
- Changed since last cycle
- Deleted since last cycle

## Category A – Airport Landing Minimums

### Part 1: ILS Available for the Airport

- Look first for “ILS” in the Procedure column, and click on the desired procedure highlighted in blue. If more than one ILS is listed, review each to find the lowest minimums. Once you have found the ILS with the lowest minimums, review all other approaches (except CAT I, II, or III ILS) to ensure no lower minimums exist. If no ILS is available, follow the instructions in Part 2.

Aircraft
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Regulations & Policies
Training & Testing

FAA Home » Air Traffic » Flight Information » AeroNav Products » Digital Products » digital - Terminal Procedures Search

[« Go back to search options](#)

**Procedures List for (FAA) Airport Identifier 'KTRI'** (Page 1 of 1)

11 Document(s):

City	Airport	Ident	Vol	Flag	Type	Procedure	Compare
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		MIN	<a href="#">TAKEOFF MINIMUMS</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		MIN	<a href="#">ALTERNATE MINIMUMS</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		IAP	<a href="#">ILS OR LOC RWY 05</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		IAP	<a href="#">ILS OR LOC RWY 23</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		IAP	<a href="#">ILS RWY 23(CAT II)</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 05</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 09</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 23</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 27</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		APD	<a href="#">AIRPORT DIAGRAM</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/A, TN	KTRI	SE-1		DPO	<a href="#">TRICITIES ONE (OBSTACLE)</a>	N/A

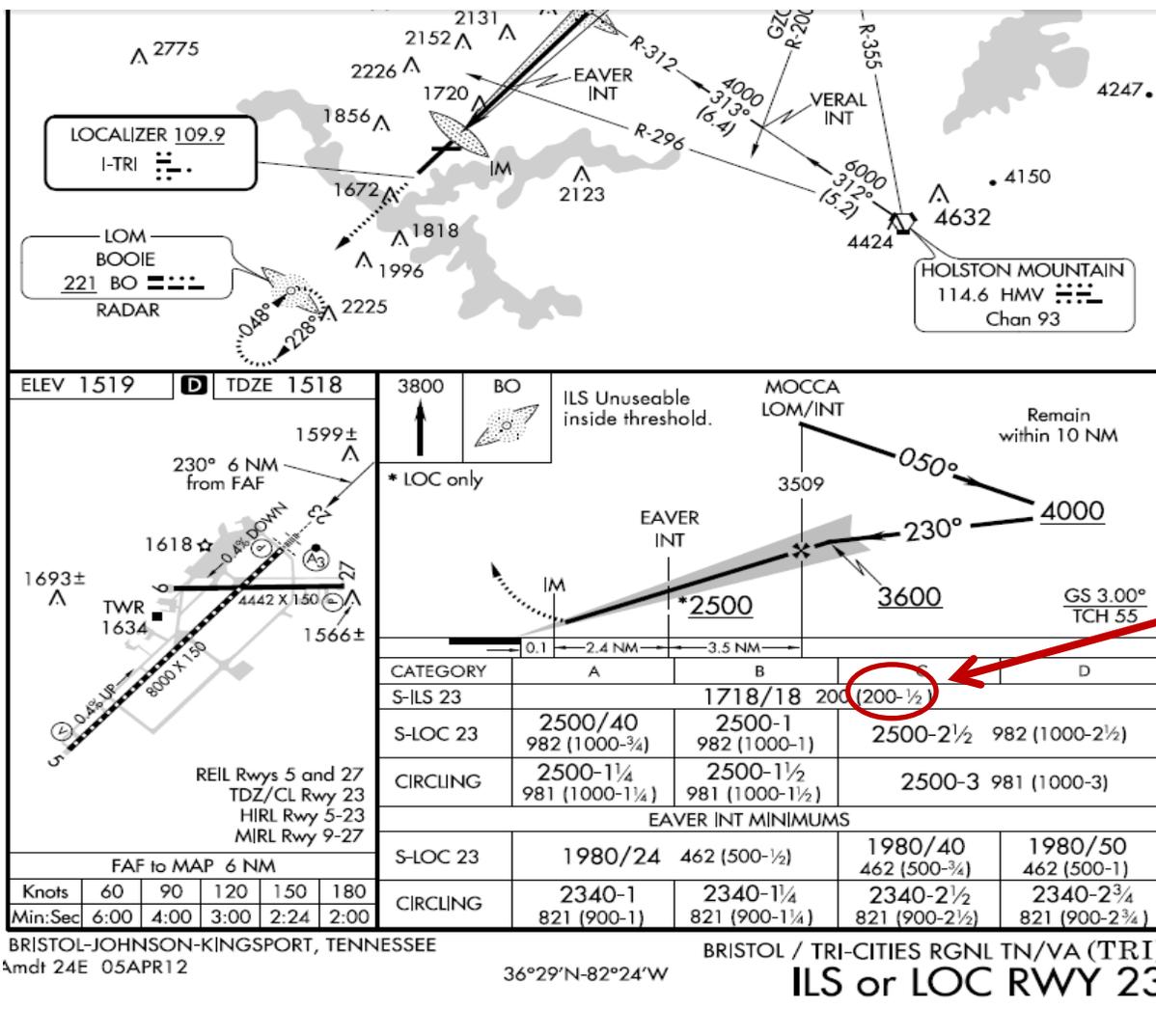
(Page 1 of 1)

[« Go back to search options](#)

**Flags Values:**  
 "A" - Added since last cycle  
 "D" - Deleted since last cycle  
 "C" - Changed since last cycle

All AFD Hot Spot Information ..... [PDF](#)  
 Legends & General Information ..... [PDF](#)

- The Category A minimums will be listed in the lower left portion of the airport diagram. In the "S-ILS" line, use the values in parenthesis. In this example, the minimums are 200' and 1/2SM, which are the values for most airports served with an ILS approach. NOTE: The ILS or LOC RWY 23 was not the first one listed in the procedures menu. The minimums for the ILS or LOC RWY 5 were 200-3/4. This is why it is important to review all approaches.



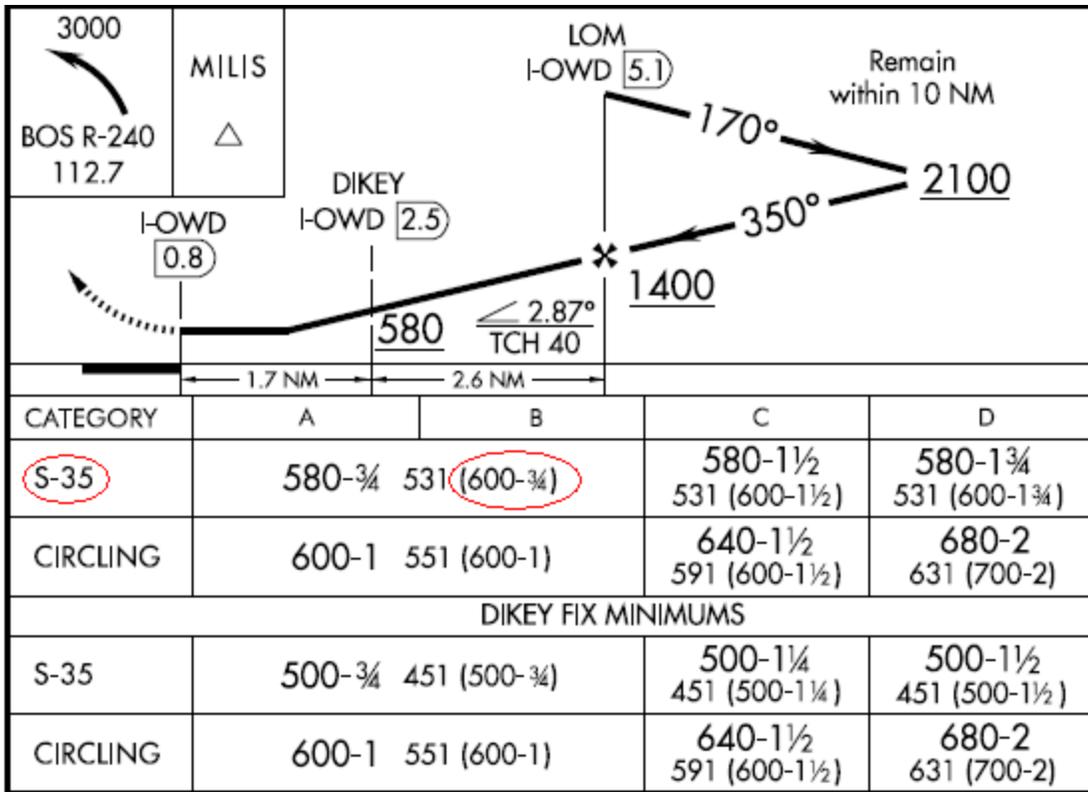
**Part 2: No ILS Available for the Airport**

- For airports that are not served with ILS, review all available approaches to determine which has the lowest published minimums to be used as Cat A. The following list shows the typical progression of approaches that will have the lowest published minimums in descending order. All, however, need to be reviewed as this is not always the case.  
NOTE: approaches that require special authorization, aircrew, and equipment are not to be used, except in rare cases. See example under Category F.
  - LOC/DME (Localizer with Distance Measuring Equipment)
  - LOC
  - VOR/DME (Very High Frequency Omni-Directional Range)
  - VOR
  - NDB (Non-Directional Beacon)

In the example below, there is no ILS available at KOWD. Therefore, we need to review all listed approaches to find the category A minimums. In the following example the LOC RWY 35 minimums are 600-3/4. The RNAV (GPS) RWY 35 approach minimums would need to be compared to see if its minimums are less than those given for the LOC RWY 35. The lower of these two would be used to determine the CAT A minimums in this case.

8 Document(s):							
City	Airport	Ident	Vol	Flag	Type	Procedure	PDF
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1		MIN	TAKE-OFF MINIMUMS	<a href="#">PDF</a>
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1		MIN	ALTERNATE MINIMUMS	<a href="#">PDF</a>
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1		STAR	WOONS ONE	<a href="#">PDF</a>
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1	C	IAP	RNAV (GPS) RWY 35	<a href="#">PDF</a>
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1	C	IAP	LOC RWY 35	<a href="#">PDF</a>
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1		APD	AIRPORT DIAGRAM <a href="#">Document(s)</a>	<a href="#">PDF</a>
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1		DP	NORWOOD EIGHT	<a href="#">PDF</a>
NORWOOD, MA	NORWOOD MEMORIAL, MA	KOWD	NE-1		DP	NORWOOD EIGHT, CONT.1	<a href="#">PDF</a>

- Refer to the appropriate category in the lower left portion of the airport diagram. Use the values in parenthesis. In this case, the minimums would be 600' and 3/4SM.



### Category B – Airport Alternate Minimums

- Look for “**Alternate Minimums**” in the Procedure column, and click on PDF.

There are three specific methods for determining the CAT B alternate minimums.

1. For those airports in Class B airspace the alternate minimums have been pre-determined in an agreement between the FAA and Major Airlines. The alternate minimums for these airports are 400-1 and are shown on the CAC Master List.
2. When no alternate minimums are listed for an airport in the published procedures then the following standard minimums will be applied for CAT B.
  - Precision approach (ILS only) = 600-2
  - Non-precision (all others) = 800-2

- If alternate minimums are shown in the published procedures. Clicking on the ALTERNATE MINIMUMS will take you to a PDF page where you can search for the airport of interest.

11 Document(s):

City	Airport	Ident	Vol	Flag	Type	Procedure	Compare
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		MIN	<a href="#">TAKEOFF MINIMUMS</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		MIN	<a href="#">ALTERNATE MINIMUMS</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		IAP	<a href="#">ILS OR LOC RWY 05</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		IAP	<a href="#">ILS OR LOC RWY 23</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		IAP	<a href="#">ILS RWY 23(CAT II)</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 05</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 09</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 23</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		IAP	<a href="#">RNAV (GPS) RWY 27</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		APD	<a href="#">AIRPORT DIAGRAM</a>	N/A
BRISTOL-JOHNSON-KINGSPORT, TN	TRI-CITIES RGNL TN/VA, TN	KTRI	SE-1		DPO	<a href="#">TRICITIES ONE (OBSTACLE)</a>	N/A

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PDF page example:

In this example alternate minimums are listed, and in this case they are different than the standard minimums for an ILS. The category B minimums to be used for CAC are associated with the ILS for RWY 5 as 700-2 as shown in the highlighted text below.

BRISTOL-JOHNSON-KINGSPORT, TN  
 TRI-CITIES  
 RGNL TN/VA (TRI) ..... ILS or LOC **Rwy 5<sup>12</sup>**  
 ILS or LOC Rwy 23<sup>3</sup>, 1000-3  
 RNAV (GPS) Rwy 5<sup>2</sup>  
 RNAV (GPS) Rwy 23<sup>2</sup>

**<sup>1</sup>ILS, Categories A, B, C, D, 700-2.**

<sup>2</sup>NA when local weather not available

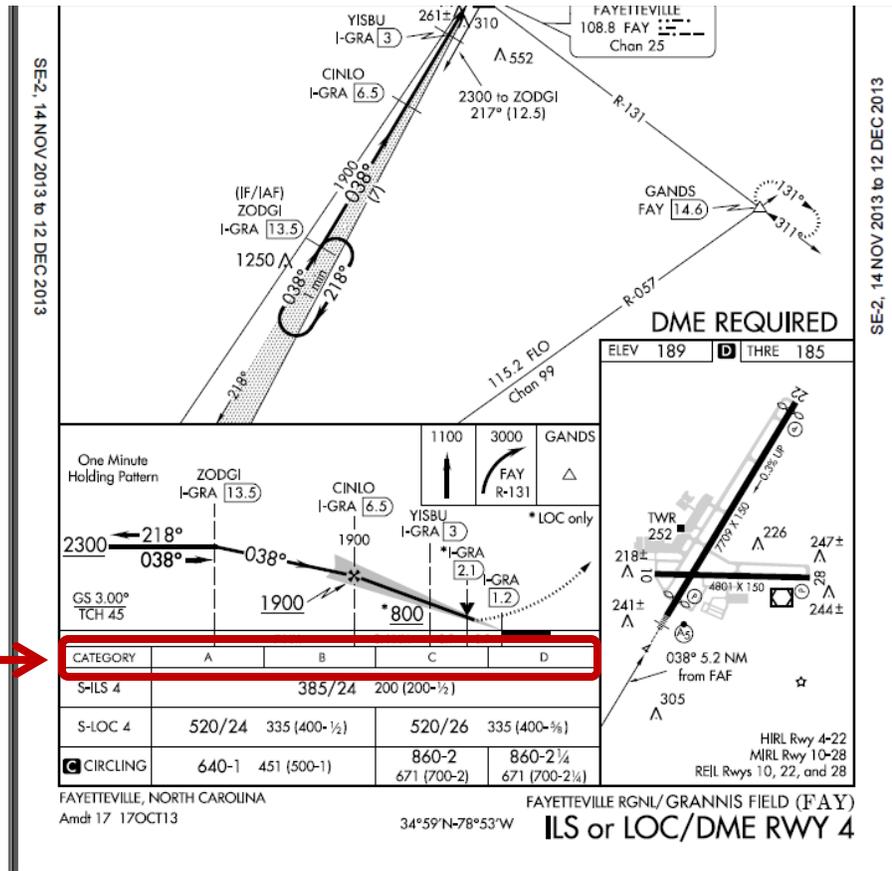
<sup>3</sup>NA when control tower closed.

NOTES:

- It is helpful to understand what the Categories given in association with the instrument approaches mean so they are not confused with the categories associated with CAC, and how you may apply this knowledge to determine if using a higher alternate minimum, or creating a CAT F should be considered. They are aircraft approach categories that represent

a grouping of aircraft based on a predetermined speed used when an aircraft is on approach to the airport. These grouping are shown here, and highlighted on the approach plate below.

- Category A: Speed less than 91 knots
- Category B: Speed 91 knots or more but less than 121 knots
- Category C: Speed 121 knots or more but less than 141 knots
- Category D: Speed 141 knots or more but less than 166 knots
- Category E: Speed 166 knots or more



FAYETTEVILLE, NC  
FAYETTEVILLE RGNL/GRANNIS  
FIELD (FAY)..... ILS or LOC/DME Rwy 4<sup>2</sup>  
RNAV (GPS) Rwy 4<sup>3</sup>  
RNAV (GPS) Rwy 22<sup>3</sup>  
VOR Rwy 22<sup>1</sup>

<sup>1</sup>NA when local weather not available

<sup>2</sup>ILS, Category C, 700-2; Category D, 700-2¼.  
LOC, Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼.

Because alternate minimums are used exclusively by aircraft flying under instrument flight rules (IFR) it is important to understand the amount of IFR traffic, and what the majority of the users of the airport fly. A great resource for finding out this information, and creating an outreach opportunity is [airnav.com](http://airnav.com). Using the airport option on this site you can find airport usage statistics and airport management contact information. Below is an example for the Bristol-Johnson-Kingsport TN airport taken from the AirNav site:

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned  
Owner: BRISTOL JOHNSON KINGSPORT  
2525 HWY 75, SUITE 301  
BLOUNTVILLE, TN 37617  
Phone 423-325-6006  
CITIES OF BRISTOL, TN; BRISTOL, VA; JOHNSON CITY & KINGSPORT, TN; COUNTIES OF WASHINGTON & SULLIVAN. TRI CITIES AIRPORT COMMISSION SETS POLICY AND HAS FINANCIAL AUTHORITY FOR THE AIRPORT.  
Manager: DAVID JONES ACTING MANAGER  
2525 HWY 75, SUITE 301  
BLOUNTVILLE, TN 37617  
Phone 423-325-6006

Airport Operational Statistics

Aircraft based on the field:	62
Single engine airplanes:	36
Multi engine airplanes:	13
Jet airplanes:	9
Helicopters:	4

Aircraft operations: avg 145/day \*

40%	transient general aviation
33%	local general aviation
24%	air taxi
2%	commercial
1%	military

\* for 12-month period ending 31 March 2013

2. CAT B minimums should be the lowest given, and in ***most*** cases is associated with the approach used to determine CAT A. There may be some rare instances where the CAT B minimums apply to an approach other than the one used to determine CAT A.

**Category C – Instrument Flight Rule Conditions (IFR)**

- 1000' and 3SM for all airports

#### **Category D – Marginal Visual Flight Rule Conditions (MVFR)**

- 3000' and 5SM for all airports

#### **Category E – Alternate Fuel for Airport Under IFR Conditions (Alt)**

- 2000' and 3SM for all airports

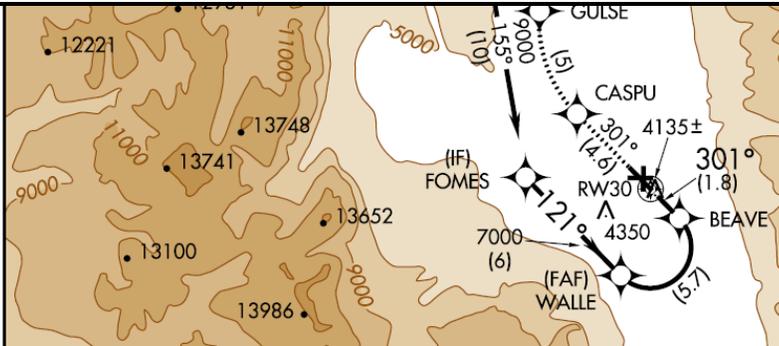
#### **Category F – Other Conditions Defined by Local Air Traffic Managers or Airport Requirements**

Local criteria- Consult with your CWSU and local airport management for applicable Category F values at your TAF sites.

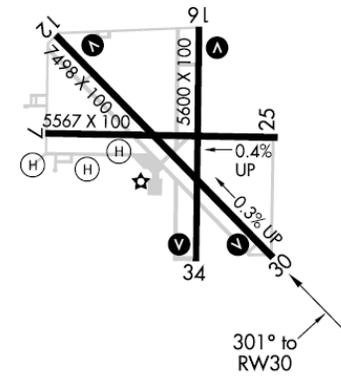
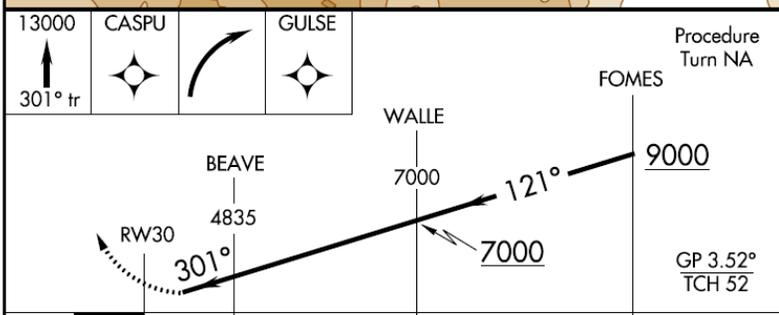
Here are two examples of recent CAT F additions, and the reasoning behind them.

1. Addition of new runway at Chicago O'Hare resulted in the addition of 1500-5 as a CAT F threshold. From the KORD WFO: "1500-5 is basically a visual minimum for the tower. ORD opened up a new runway and the tower would lose visual of an aircraft departing on 32L and a missed approach/go around on 27R so we lose the 32L departure at 1500/5. Previously 1500/5 would typically have an effect on arrival rate because of shared approach/departure runways and break out points for the tower to see. That is no longer an issue because there are now no shared runways on the West configuration."
2. At Bishop the airport the RNAV (RNP) RWY 30 approach has the lowest of all published minimums however, as you can see by looking at the approach plate, special authorization is required to use this approach. Because of this, the CAT A minimums used had to be derived from another approach that did not have this restriction. After reaching out to the airport manager the AFP from the Las Vegas WFO provided this input: "For KBIH (Bishop, CA) I asked about RNAV (RNP) RWY 30. He said that it was one of their busier runways, especially under calm winds. Therefore, we decided that monitoring the 400-1 criteria under CAT F would be a good idea."

2 DEC 2013



ELEV 4124 TDZE 4111



13000	CASPU	GULSE	Procedure Turn NA	
301° tr				
BEAVE		WALLE	FOMES	
4835		7000	9000	
RW30				GP 3.52°
1.8 NM		5.7 NM	6 NM	TCH 52

CATEGORY	A	B	C	D
RNP 0.30 DA	4434-1	323 (400-1)		NA

**AUTHORIZATION REQUIRED**

MIRL Rwy 7-25  
HIRL Rwys 12-30 and 16-34

BISHOP, CALIFORNIA  
Orig-A 30JUN11

37°22'N-118°22'W

EASTERN SIERRA RGNL (BIH)  
**RNAV (RNP) RWY 30**