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Advisory Circular to Air Operators

PRECISION APPROACH AND LANDING OPERATIONS

1. The categories of precision approach and landing operations are as follow -
 - 1.1 **Category I (CAT I) operation.** A precision instrument approach and landing with a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m.
 - 1.2 **Category II (CAT II) operation.** A precision instrument approach and landing with a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft), and a runway visual range not less than 350 m.
 - 1.3 **Category IIIA (CAT IIIA) operation.** A precision instrument approach and landing with:
 - a) a decision height lower than 30 m (100 ft) or no decision height; and
 - b) a runway visual range not less than 200m.
 - 1.4 **Category IIIB (CAT IIIB) operation.** A precision instrument approach and landing with:
 - a) a decision height lower than 15 m (50 ft) or no decision height; and
 - b) a runway visual range less than 200m but not less than 50 m.
 - 1.5 **Category IIIC (CAT IIIC) operation.** A precision instrument approach and landing with no decision height and no runway visual range limitation.
2. All operators shall establish aerodrome operating minima for each aerodrome to be used in operations, such minima requires DCA approval and will be reflected in the operator's Operations Specification (Ops Spec). No person may operate to or from an aerodrome using operating minima lower than those which may be established for that aerodrome by the state in which it is located, unless that state and DCA approve that operation. When the approach procedure being used provides the use of a Decision Height, the authorized DH is the highest of the following :-
 - The DH prescribed by the approach procedure.
 - The DH prescribed for the commander.
 - The DH for which the aircraft is equipped.
3. All operators are required to establish operational procedures designed to ensure that an aeroplane being used to conduct precision approaches crossed the threshold by a safe margin, with the aeroplane in the landing configuration and attitude.
4. **Category II and III operations.**
 - 4.1 No person shall operate an aircraft in a Category II or III operations unless :-
 - The operator to which he or she is employed is approved by DCA.

- The commander and co-pilot of the aircraft hold the appropriate authorization issued by the operator which is approved by the DCA.
- Each flight crew member has adequate knowledge of, and familiarity with, the aircraft and the procedure to be used.
- The instrument panel in front of the pilot who is controlling the aircraft has appropriate instrumentation for the type of flight control guidance system that is being used.

4.2 Unless otherwise authorized by DCA, no pilot operating in a Category II or III approach that provides and requires use of a DH may continue the approach below the authorized decision height unless the following conditions are met :-

- The aircraft is in position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvre, and where that descent rate will allow touch-down to occur within the touch-down zone of the runway of intended landing.
- At least one of the following visual reference for the intended runway is distinctly visible and identifiable to the pilot:
 - The approach light system.
 - The threshold.
 - The threshold markings.
 - The threshold lights.
 - The touchdown zone or touchdown zone markings.
 - The touchdown zone lights.

Unless otherwise authorized by DCA, each pilot operating an aircraft shall immediately execute an appropriate missed approach whenever, prior to touchdown, the requirements of above mentioned are not met.

4.3 **Category II and Category III Manual or All Weather Operations Manual**

No person may operate a civil aircraft in a Category II or Category III operation unless there is available in the aircraft a current and approved Category II or Category III manual, as appropriate, for that aircraft. The operation is conducted in accordance with the procedures, instructions, and limitations in the appropriate manual. The instruments and equipments listed in the manual that are required for a particular Category II or Category III operation have been inspected and maintained in accordance with DCA approval.

Each operator must keep a current copy of each approved manual at its principal base of operations and must make each manual available for inspection upon request by DCA.