

i. ILS Minimums

1. The lowest authorized ILS minimums, with all required ground and airborne systems components operative, are:

(a) **Category I.** Decision Height (DH) 200 feet and Runway Visual Range (RVR) 2,400 feet (with touchdown zone and centerline lighting, RVR 1,800 feet), or (with Autopilot or FD or HUD, RVR 1,800 feet);

(b) **Special Authorization Category I.** DH 150 feet and Runway Visual Range (RVR) 1,400 feet, HUD to DH;

(c) **Category II.** DH 100 feet and RVR 1,200 feet (with autoland or HUD to touchdown and noted on authorization, RVR 1,000 feet);

(d) **Special Authorization Category II with Reduced Lighting.** DH 100 feet and RVR 1,200 feet with autoland or HUD to touchdown and noted on authorization (touchdown zone, centerline lighting, and ALSF-2 are not required);

(e) **Category IIIa.** No DH or DH below 100 feet and RVR not less than 700 feet;

(f) **Category IIIb.** No DH or DH below 50 feet and RVR less than 700 feet but not less than 150 feet; and

(g) **Category IIIc.** No DH and no RVR limitation.

NOTE—

Special authorization and equipment required for Categories II and III.

j. Inoperative ILS Components

1. **Inoperative localizer.** When the localizer fails, an ILS approach is not authorized.

2. **Inoperative glide slope.** When the glide slope fails, the ILS reverts to a non-precision localizer approach.

REFERENCE—

See the inoperative component table in the U.S. Government Terminal Procedures Publication (TPP), for adjustments to minimums due to inoperative airborne or ground system equipment.

k. ILS Course Distortion

1. All pilots should be aware that disturbances to ILS localizer and glide slope courses may occur when surface vehicles or aircraft are operated near the localizer or glide slope antennas. Most ILS

installations are subject to signal interference by either surface vehicles, aircraft or both. ILS CRITICAL AREAS are established near each localizer and glide slope antenna.

2. ATC issues control instructions to avoid interfering operations within ILS critical areas at controlled airports during the hours the Airport Traffic Control Tower (ATCT) is in operation as follows:

(a) **Weather Conditions.** Official weather observation is a ceiling of less than 800 feet and/or visibility 2 miles.

(1) **Localizer Critical Area.** Except for aircraft that land, exit a runway, depart, or execute a missed approach, vehicles and aircraft are not authorized in or over the critical area when an arriving aircraft is inside the outer marker (OM) or the fix used in lieu of the OM. Additionally, whenever the official weather observation is a ceiling of less than 200 feet or RVR less than 2,000 feet, do not authorize vehicles or aircraft operations in or over the area when an arriving aircraft is inside the MM, or in the absence of a MM, ½ mile final.

(2) **Glide Slope Critical Area.** Do not authorize vehicles or aircraft operations in or over the area when an arriving aircraft is inside the ILS outer marker (OM), or the fix used in lieu of the OM, unless the arriving aircraft has reported the runway in sight and is circling or side-stepping to land on another runway.

(b) **Weather Conditions.** At or above ceiling 800 feet and/or visibility 2 miles.

(1) No critical area protective action is provided under these conditions.

(2) A flight crew, under these conditions, should advise the tower that it will conduct an AUTOLAND or COUPLED approach.

EXAMPLE—

Denver Tower, United 1153, Request Autoland/Coupled Approach (runway)

ATC replies with:

United 1153, Denver Tower, Roger, Critical Areas not protected.

3. Aircraft holding below 5,000 feet between the outer marker and the airport may cause localizer signal variations for aircraft conducting the ILS approach. Accordingly, such holding is not autho-