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# AIC MALAYSIA

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16 / 2000  
14 JUL

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## PRECISION APPROACH AND LANDING OPERATIONS

1. The categories of precision approach and landing operations are as follow :-
  - 1.1 Category I (CAT 1) 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) operations. 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 250 m.
  - 1.3 Category IIIA (CAT IIIA) operations. 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 200 m.
  - 1.4 Category IIIB (CAT IIIB) operations. 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 200 m but not less than 50 m.
  - 1.5 Category IIIC (CAT IIIC) operations. A precision instrument approach and landing with no decision height and no runway visual range limitations.
2. All operator 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 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 (DH), the authorised DH is the highest of the following :-

