



CATEGORY OF AIRCRAFT FOR APPROACH

Aircraft performance has a direct effect on the airspace and visibility required for the various manoeuvres associated with the conduct of instrument approach procedures.

The most significant performance factor is aircraft speed.

Accordingly, categories of aircraft have been established. These categories provide a standardized basis for relating aircraft manoeuvrability to specific instrument approach procedures.

The criteria chosen for establishing this classification of aircraft categories is the indicated airspeed at threshold V_{at} in the landing configuration (flaps, gear) at the maximum certificated mass.

The table below is the category list in function of V_{at} :

Category	V_{at} (km/h)	V_{at} (knot)
Category A	IAS < 169 km/h	IAS < 91 kt
Category B	169 km/h ≤ IAS < 224 km/h	91 kt ≤ IAS < 121 kt
Category C	224 km/h ≤ IAS < 261 km/h	121 kt ≤ IAS < 141 kt
Category D	261 km/h ≤ IAS < 307 km/h	141 kt ≤ IAS < 166 kt
Category E	307 km/h ≤ IAS < 391 km/h	166 kt ≤ IAS < 211 kt

Category H is only for helicopters.

$V_{at} = V_{SO} \times 1.3$ or, $V_{at} = V_{S1G} \times 1.23$ (V_{SO} or V_{S1G} are reference stall speed)

The procedures and the track protections are constructed using a predefined speed range depending on the localization inside the approach tracks.

Aircraft Category	V_{at} (kt)	Speeds for initial approach (kt)	Speeds for final approach (kt)	Maximum speeds for visual manoeuvring (kt)	Maximum speeds for missed approach	
					Intermediate (kt)	Final (kt)
A	<91	90/150	70/100	100	100	110
B	91/120	120/180	85/130	135	130	150
C	121/140	160/240	115/160	180	160	240
D	141/165	185/250	130/185	205	185	265
E	166/210	185/250	155/230	240	230	275
H	N/A	70/120	60/90	N/A	70/90	70/90

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