### MD11 ILS Category Chart - DRAFT November 2015 Rev1.2

<table>
<thead>
<tr>
<th>CAT</th>
<th>BUG</th>
<th>TDZ</th>
<th>MID</th>
<th>R/O</th>
<th>FarEnd</th>
<th>Rqd Rwy Ltg</th>
<th>Rqd Appr Ltg</th>
<th>HUD</th>
<th>EFVS</th>
<th>To Land</th>
<th>XWind Knots</th>
<th>A/P Ind</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT I Exmp</td>
<td>DA</td>
<td>2400+C</td>
<td>750M</td>
<td>N/R-Sub for TDZ</td>
<td>N/R-Adv</td>
<td>N/R</td>
<td>HIRL</td>
<td>MALSR • SSALR • ALSF1/2</td>
<td>Req'd for Exemp</td>
<td>Natural Vision/ Manual See/ 100' above TDZN Elev</td>
<td>35/31</td>
<td>Appr Only, Single or Dual Land</td>
</tr>
<tr>
<td>CAT I</td>
<td>DA</td>
<td>1800+C</td>
<td>550M</td>
<td>N/R-Sub for TDZ</td>
<td>N/R-Adv</td>
<td>N/R</td>
<td>HIRL•TDZ-CL</td>
<td>MALSR • SSALR • ALSF1/2</td>
<td>N/R</td>
<td>Natural Vision/ A/P &amp; FD Req'd or HUD/ See</td>
<td>35/31</td>
<td>Appr Only, Single or Dual Land</td>
</tr>
<tr>
<td>CAT I</td>
<td>DA</td>
<td>1000+C</td>
<td>300M</td>
<td>N/R-Sub for TDZ</td>
<td>N/R-Adv</td>
<td>N/R</td>
<td>HIRL</td>
<td>MALSR • SSALR • ALSF1/2</td>
<td>Req</td>
<td>Req</td>
<td>Natural Vision/ A/P &amp; FD Req'd or HUD/ See</td>
<td>35/31</td>
</tr>
<tr>
<td>CAT I Exmp</td>
<td>DA</td>
<td>Brief 100'-Adv TZE</td>
<td>1800+C</td>
<td>550M</td>
<td>N/R-Sub for TDZ</td>
<td>N/R-Adv</td>
<td>N/R</td>
<td>HIRL</td>
<td>MALSR • SSALR • ALSF1/2</td>
<td>Req</td>
<td>Req</td>
<td>Natural Vision/ A/P &amp; FD Req'd or HUD/ See</td>
</tr>
<tr>
<td>CAT II</td>
<td>DA</td>
<td>1600+C</td>
<td>500M</td>
<td>600+C if operating 170M</td>
<td>300+C if operating 75M</td>
<td>N/R-Adv</td>
<td>HIRL•TDZ-CL</td>
<td>ALSF1/2•SFL Inop</td>
<td>N/R</td>
<td>N/R</td>
<td>Natural Vision/ AutoCouple/ Manual See</td>
<td>10</td>
</tr>
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<td>CAT II</td>
<td>DA</td>
<td>1600+C</td>
<td>500M</td>
<td>600+C if operating 170M</td>
<td>300+C if operating 75M</td>
<td>N/R-Adv</td>
<td>HIRL</td>
<td>MALSR • SSALR • SFL Inop</td>
<td>N/R</td>
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<td>Natural Vision/ AutoCouple/ Manual See</td>
<td>15</td>
</tr>
<tr>
<td>CAT II</td>
<td>DA</td>
<td>1200+C</td>
<td>350M</td>
<td>600+C if operating 170M</td>
<td>Req-Adv</td>
<td>N/R-Adv Sub R/O</td>
<td>HIRL•TDZ-CL</td>
<td>ALSF1/2•SFL Inop</td>
<td>N/R</td>
<td>N/R</td>
<td>Natural Vision/ AutoCouple/ Manual See</td>
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<td>Req-Adv</td>
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<td>HIRL•TDZ-CL</td>
<td>MALSR • SSALR • SFL Inop</td>
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<td>N/R</td>
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<td>N/R-Adv Sub R/O</td>
<td>HIRL•TDZ-CL</td>
<td>ALSF1/2•SFL Inop</td>
<td>N/R</td>
<td>N/R</td>
<td>Natural Vision/ Manual See/ AutoCouple/AutoLand</td>
<td>15</td>
</tr>
<tr>
<td>CAT III Tailored Plate</td>
<td>AH</td>
<td>700+C</td>
<td>175M</td>
<td>SMGS Req &lt;600RVR</td>
<td>600-C</td>
<td>300+C if operating 75M</td>
<td>HIRL•TDZ-CL</td>
<td>SSALR-ALSFL1/2•SFL Inop</td>
<td>N/R</td>
<td>N/R</td>
<td>NoSee/AutoLand* Visual reference required to land if using DH, IAP has Visual Reference listed or rollout not available or usable. VisRef required by 50' if using DH or DH listed.</td>
<td>15</td>
</tr>
<tr>
<td>CAT III Tailored Plate</td>
<td>AH</td>
<td>≥600+C</td>
<td>175M</td>
<td>SMGS Req TDZN-600RVR</td>
<td>≥600-C</td>
<td>300+C if operating 75M</td>
<td>HIRL•TDZ-CL</td>
<td>SSALR-ALSFL1/2•SFL Inop</td>
<td>N/R</td>
<td>N/R</td>
<td>NoSee/AutoLand* Visual reference required if the IAP has Visual Reference listed. VisRef required by 50' in these cases.</td>
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<tr>
<td>CAT III Tailored Plate</td>
<td>AH</td>
<td>≥300+C</td>
<td>75M</td>
<td>SMGS Req TDZN-600RVR</td>
<td>≥300-C</td>
<td>300+C if operating 75M</td>
<td>HIRL•TDZ-CL</td>
<td>SSALR-ALSFL1/2•SFL Inop</td>
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**Note:** This is for training only and current to FOM Rev 59.1. Our OpsSpec changes frequently. Please consult to FOM & CFM for current guidance.
### Standard Approach Callouts

<table>
<thead>
<tr>
<th>Alt/Pos</th>
<th>Visual</th>
<th>Non-ILS &amp; CAT I</th>
<th>CAT II &amp; III</th>
</tr>
</thead>
</table>
| **Indicator Movement**  |                                             | C - ‘LOC Alive or VOR Alive’  
C - ‘G/S Alive’ (ILS)  | PM - ‘LOC Alive’  
PM - ‘G/S Alive’  |
| **1000’ AGL IMC** (PM makes call if no CAWS) | PM - ‘Stable’ or ‘NOT Stable’  
(Identify deviation)  
“Go Around”  | PM - ‘Stable’ or ‘NOT Stable’  
(Identify deviation)  
“Go Around”  | PM - ‘Stable’ or ‘NOT Stable’  
(Identify deviation)  
“Go Around”  |
| **500’ AGL VMC** (PM makes call if no CAWS) | PM - ‘Stable’ or ‘NOT Stable’  
(Identify deviation)  
“Go Around”  | PM - ‘Stable’ or ‘NOT Stable’  
(Identify deviation)  
“Go Around”  | PM - ‘Stable’ or ‘NOT Stable’  
(Identify deviation)  
“Go Around”  |
| **500’ AFE**            | PM -‘Cleared to Land Rwy XX’  
(Specify deviations as observed)  
PF - ‘Landing’  
(“AOA in the Box”)  | PM - ‘Cleared to Land Rwy XX’  
(Specify deviations as observed)  
PF - ‘Landing’  
(“AOA in the Box”)  | PM -‘Cleared to Land Rwy XX’  
(Specify deviations as observed)  
PF - ‘Landing’  
(“AOA in the Box”)  |
| **200’ Above Minimums or Alert Height** |                                             | PM - “Approaching Minimums”  
C - “E-FESS Lights”  
PF - “Approach Lights”  | F - “Approaching Minimums”  
C - “Approach Lights”  |
| **Minimums**            |                                             | PM - “Minimums”  
PF - “Continue” or “Landing”  
or “Go-Around”  | F - “Minimums”  
C - “Landing”  
or “Go-Around”  |
| **100’ above TDZE**     |                                             | PM - “100’”  
PF - “Landing”  
1 or “Go-Around”  | –  |
| **Touchdown**           | ‘Spoilers Deployed’ /‘No Spoilers’           | ‘Spoilers Deployed’ /‘No Spoilers’  | ‘Spoilers Deployed’ /‘No Spoilers’  |
| **Rollout**             | PM - “80/60 knots”  
PM - “Autobrakes Off”  | PM - “80/60 knots”  
PM - “Autobrakes Off”  | PM -‘Steer L/R’ (AutoLand)  
PM - “80/60 knots”  
PM - “Autobrakes Off”  |

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1. “Landing” may be announced no earlier than “Cleared to Land” callout. After “Landing” call out, further approach callouts are not required.  
2. Call out “Go-Around” for any failures or deviations exceeding Decision Region criteria below 500’ (if applicable).  
3. Advisory callout may be made following “Approaching Minimums”, but NLT “Minimums”.  
4. If ILS glideslope, VNAV (PROF) vertical path, or VGSI not available, PM will call out HAT, sink rate, and airspeed deviations in excess of 5 kts. every 100’ above TDZE.  
5. Call out only if PF responded “Continue” at “Minimums”.

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