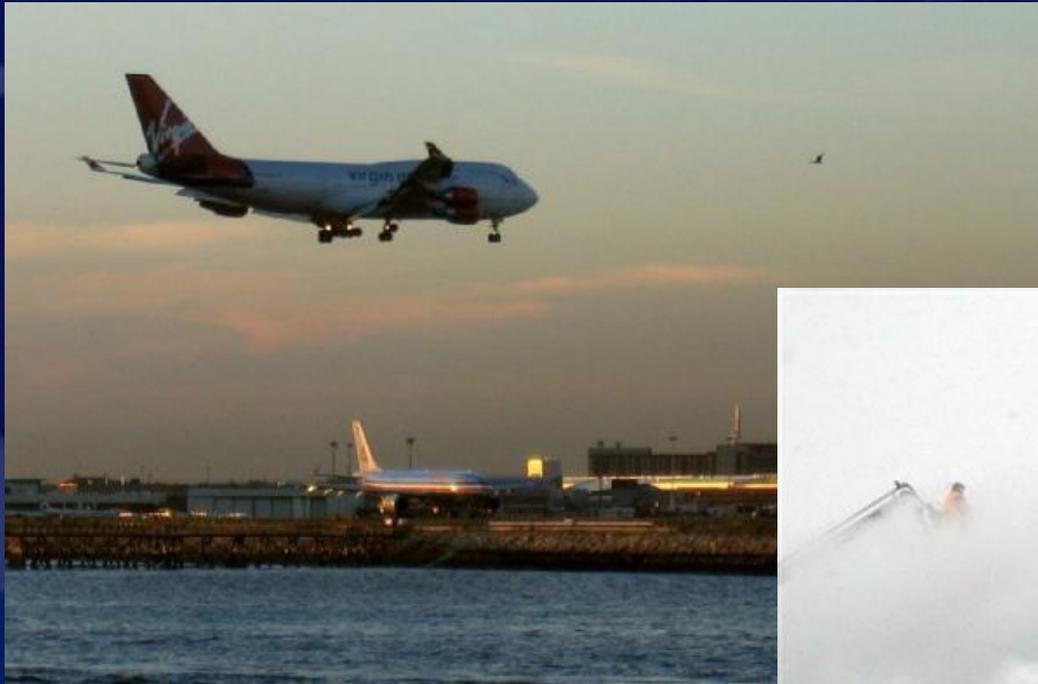


Introduction to Categorical Amendment Criteria (CAC)



Presentation Outline

- ❑ Why Are We Doing This
- ❑ CAC Methodology, Thresholds, and Limitations
- ❑ Benefits of Using CAC
- ❑ Customer Feedback



Why are we doing this?

- To provide our customers with a more ***responsive*** product tailored to their ***regulatory needs***
- To allow forecasters to use AvnFPS as a ***Decision Tool***, rather than an alert monitor



Impacts of Standard Amendment Criteria

- Non-standard individual airport minimums ignored
 - Only 200 feet and 1/2SM used
 - Airfields served only by non-precision approaches *are not represented*



Instrument Approach Classifications

- **Precision approach** - provides the pilot with vertical and horizontal flight path information for an approach to landing
- **Non-precision approach** - provides the pilot horizontal guidance only



Impacts of Standard Amendment Criteria

- AMDs often issued for elements which may have no operational impact
- Forecasters' time is diverted from sites needing attention



Impacts of Standard Amendment Criteria

- Aviation community receives too many AMDs that do not have an impact on airport operations
- In Addition...
 - TEMPO groups may restrict operations resulting in flight delays and impact the National Airspace System (NAS)



Standard TAF Amendment Criteria

CEILING
3,100
2,000
1,000
600
200

OR

VIS
P6SM
5
3
2
1
1/2

CAC Methodology, Thresholds, and Limitations

CAC Methodology, Thresholds, and Limitations



Methodology

- Employs the following important concepts:
 - Tailors Ceiling and Visibility to meet specific **airport requirements**
 - Groups Ceiling and Visibility together into **categories** to match FAA Regulations
 - TEMPO groups checked immediately against METARS to notify forecasters of resulting customer impacts

TAF Amendment

CAC

ATC

FLOW

FLIGHT CATEGORY

LOCAL NEEDS

3,000' / 5SM

2,000' / 3SM

1,000' / 3SM

PRECISION

NON-PRECISION

APPROACH

ALTERNATE MINS

AIRFIELD MINIMUMS

CHARTS

Benefits of Using CAC

- **Better customer service**

- AMDs based upon specific airport criteria
- Regulatory needs of the flying community addressed
- Quicker response to customer needs, including out of category TEMPO groups

- **Forecaster's time maximized**

- Improved situational awareness
- Allows focus on sites needing attention
- AMDs only issued for meaningful thresholds
 - *Fewer amendments (WFO FAI decreased by 23%)*
 - *NOTE: This may not necessarily be the case for offices who have implemented 3-hour TAF AMDs*



Customer Feedback



Customer Feedback



Customer Feedback – WFO FAI

- “Terminal Forecast Amendments are more responsive now than in the past. As a result, flight delays have been reduced.”
 - **Don Heckert, Director of Operations, Evert’s Air Cargo**
- “Our pilots used to complain a lot about the TAFs, this has not been the case over the last year. We are impressed that your forecasters are directly notified of the impacts to our operations.”
 - **Mike Morgan, Director of Operations, Warbelow’s Air Venture**

Customer Feedback – WFO FAI

- “Matching your criteria to values that have operational impact on pilots has helped us better anticipate when a change will occur that is meaningful to us. Also, customizing the criteria to the different stations across northern Alaska is appreciated.”
- “Thanks for taking the trouble to evaluate this situation and make changes which allow you to focus on the information which is most meaningful to us.”

– *Tom George, Alaska Representative, AOPA*