

Checklist approval of the method used to determine operational minima (aeroplane)

Operator ⁽¹⁾	Date	Inspector (Name/signature) ⁽²⁾	Ref.
Purpose:			

⁽²⁾ By signing this checklist, I hereby confirm that, at the time of performing this activity, I did not have any conflict of interest to declare regarding the above-mentioned operator ⁽¹⁾.

No	Ref Non-compliance	Non-compliances

List of remarks	
Ref remarks	Remarks

Additional notes/comments:

NA = Not Applicable; C = Compliant; NC = Not Compliant; R = Remark; N/R = Not Reviewed

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
General					
CAT.OP.MPA.110(c)	The operator shall specify a method of determining aerodrome operating minima in the operations manual.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(c)	The method used by the operator to establish aerodrome operating minima and any change to that method shall be approved by the competent authority.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Take-off minima					
CAT.OP.MPA.110(a)(b)	For multi-engined aeroplanes, with performance such that, in the event of a critical engine failure at any point during take-off, the aeroplane can either stop or continue the take-off to a height of 1 500 ft above the aerodrome while clearing obstacles by the required margins, the take-off minima specified by the operator should be expressed as RVR/CMV (converted meteorological visibility) or VIS values not lower than those specified in Table 1			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	The other multi-engined aeroplanes may be operated to the following take-off minima provided that they are able to comply with the applicable obstacle clearance criteria, assuming engine failure at the height specified: - The take-off minima specified by the operator should be based upon the height from which the one-engine-inoperative (OEI) net take-off flight path can be constructed. - The RVR minima used should not be lower than either of the values specified in Table 1 or Table 2.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	For single-engined turbine aeroplane operations approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA), the take-off minima specified by the operator should be expressed as RVR values not lower than those specified in the table 1.			☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
				☐ R ☐ N/R	
Approach minima					
DH/MDH determination					
CAT.OP.MPA.110(a)(b)	<u>DH with CDFA :</u> The decision height (DH) to be used for a 3D approach operation or a 2D approach operation flown using the CDFA technique, should not be lower than the highest of: (1) the obstacle clearance height (OCH) for the category of aircraft; (2) the published approach procedure DH or minimum descent height (MDH) where applicable (3) the system minima specified in Table 4 ; or (4) the minimum DH permitted for the runway specified in Table 5 ; or (5) the minimum DH specified in the aircraft flight manual (AFM) or equivalent document, if stated.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>MDH without CDFA:</u> The MDH for a 2D approach operation flown not using the CDFA technique should not be lower than the highest of: (1) the OCH for the category of aircraft; (2) the published approach procedure MDH where applicable; (3) the system minima specified in Table 4 ; or (4) the lowest MDH permitted for the runway specified in Table 5 ; or (5) the lowest MDH specified in the AFM, if stated.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Barometric DA/H or MDA/H:</u> Where a barometric DA/H or MDA/H is used, this should be adjusted where the ambient temperature is significantly below international standard atmosphere (ISA). GM8 CAT.OP.MPA.110 'Low temperature correction' provides a cold temperature correction table for adjustment of minimum promulgated heights/altitudes.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
RVR or VIS determination for instrument approach operations					
CAT.OP.MPA.110(a)(b)	The RVR or VIS for straight-in instrument approach operations should be not less than the greatest of: (1) the minimum RVR or VIS for the type of runway used according to Table 8 ; (2) the minimum RVR determined according to the MDH or DH and class of lighting facility according to Table 9 ; or (3) the minimum RVR according to the visual and non-visual aids and			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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	on-board equipment used according to Table 10 . If the value determined in (1) is a VIS, then the result is a minimum VIS. In all other cases, the result is a minimum RVR.				
CAT.OP.MPA.110(a)(b)	<u>Category A and B aeroplanes:</u> If the RVR or VIS determined in accordance with the criteria above is greater than 1 500 m, then 1 500 m should be used.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Approach with level flight segment:</u> If the approach is flown with a level flight segment at or above the MDA/H, then 200 m should be added to the RVR calculated for Category A and B aeroplanes and 400 m for Category C and D aeroplanes.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Visual / non-visual aids:</u> The visual aids should comprise standard runway day markings, runway edge lights, threshold lights, runway end lights and approach lights as defined in Table 11 . Where any visual or non-visual aid specified for the approach and assumed to be available in the determination of operating minima is unavailable, revised operating minima will need to be determined.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Lights:</u> For night operations or for any operation where credit for visual aids is required, the lights should be on and serviceable except as provided for in Table 17.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Circling operations					
CAT.OP.MPA.110(a)(b)	<u>Circling minima:</u> (1) the MDH for circling operation should not be lower than the highest of: (i) the published circling OCH for the aeroplane category; (ii) the minimum circling height derived from Table 15 ; or (iii) the DH/MDH of the preceding instrument approach procedure (IAP); (2) the MDA for circling should be calculated by adding the published aerodrome elevation to the MDH, as determined by (a)(1); and (3) the minimum VIS for circling should be the higher of:			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	(i) the circling VIS for the aeroplane category, if published; or (ii) the minimum VIS derived from Table 15 .				
CAT.OP.MPA.110(a)(b)	<u>Conduct of flight:</u> (1) the MDH and OCH included in the procedure are referenced to aerodrome elevation; (2) the MDA is referenced to mean sea level; (3) for these procedures, the applicable visibility is the VIS; and (4) operators should provide tabular guidance of the relationship between height above threshold and the in-flight visibility required to obtain and sustain visual contact during the circling manoeuvre.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Instrument approach followed by visual manoeuvring (circling) without prescribed tracks:</u> Paragraph c)1) to c)6) of AMC7 CAT.OP.MPA.110			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Instrument approach followed by a visual manoeuvring (circling) with prescribed track:</u> Paragraph d)1) to d)8) of AMC7 CAT.OP.MPA.110			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Missed approach:</u> Paragraph e)1) to e)7) of AMC7 CAT.OP.MPA.110			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Conversion of visibility to CMV					
CAT.OP.MPA.110(a)(b)	The following conditions apply to the use of converted meteorological visibility (CMV) instead of RVR: (a) If the reported RVR is not available, a CMV may be substituted for the RVR, except: (1) to satisfy the take-off minima; or (2) for the purpose of continuation of an approach in LVOs. (b) If the minimum RVR for an approach is more than the maximum value assessed by the aerodrome operator, then CMV should be used.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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	(c) In order to determine CMV from visibility: (1) for flight planning purposes, a factor of 1.0 should be used; (2) for purposes other than flight planning, the conversion factors specified in Table 16 should be used.				
Effect on landing minima of temporarily failed or downgraded ground equipment					
CAT.OP.MPA.110(a)(b)	<u>General:</u> These instructions are intended for use both before and during flight. It is, however, not expected that the commander would consult such instructions after passing 1 000 ft above the aerodrome. If failures of ground aids are announced at such a late stage, the approach could be continued at the commander's discretion. If failures are announced before such a late stage in the approach, their effect on the approach should be considered as described in Table 17 , and the approach may have to be abandoned.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Conditions applicable to Table 17:</u> (1) multiple failures of runway/FATO lights other than those indicated in Table 17 should not be acceptable; (2) deficiencies of approach and runway/FATO lights are acceptable at the same time, and the most demanding consequence should be applied treated separately; and (3) failures other than ILS, GLS, MLS affect the RVR only and not the DH.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	