

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

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(d)	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 PC1 helicopters, the take-off minima specified by the operator should be expressed as RVR/CMV (converted meteorological visibility) or VIS values in accordance with table 3 of AMC2 CAT.OP.MPA.110 .			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	For PC2 helicopters operating onshore, the take-off minima specified by the operator should be at least 800 m RVR or VIS and the helicopter should remain clear of cloud during the take-off manoeuvre until reaching performance class 1 capabilities.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	For PC2 helicopters operating offshore, the take-off minima specified by the operator should not be less than PC1 minima and the helicopter should remain clear of cloud during the take-off manoeuvre until reaching performance class 1 capabilities.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
Approach minima					
DH/MDH determination					
CAT.OP.MPA.110(a)(b)	<u>DH/MDH:</u> The DH or MDH to be used for a 3D or a 2D approach operation should not be lower than the highest of: (1) the OCH for the category of aircraft; (2) the published approach procedure DH or MDH where applicable; (3) the system minima specified in Table 6 of AMC4 CAT.OP.MPA.110; (4) the minimum DH permitted for the runway/FATO specified in Table 7 of AMC4 CAT.OP.MPA.110, if applicable; or (5) the minimum DH specified in the AFM or equivalent document, if stated.	<u>Note:</u> Table 7 does not apply to helicopter PinS approaches with instructions to 'proceed VFR'.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
RVR or VIS determination for Type A instrument approach and Type B CAT I instrument approach operations					
CAT.OP.MPA.110(a)(b)	For <u>IFR operations</u>, the RVR or VIS should not be less than the greatest of: (1) the minimum RVR or VIS for the type of runway/FATO used according to Table 12 of AMC6 CAT.OP.MPA.110; (2) the minimum RVR determined according to the MDH or DH and class of lighting facility according to Table 13 of AMC6 CAT.OP.MPA.110; or (3) for PinS operations with instructions to 'proceed visually', the distance between the MAPt of the PinS and the FATO or its approach light system. 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.	<u>Note 1:</u> For PinS operations with instructions to 'proceed VFR', the VIS should be compatible with visual flight rules. <u>Note 2:</u> An RVR of less than 800 m should not be used except when using a suitable autopilot coupled to an ILS, an MLS, a GLS or LPV, in which case normal minima apply.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Type A instrument approach where the MAPt is within ½ NM of the landing threshold:</u> The approach minima specified for FALS may be used regardless of the length of the approach lights available. However, FATO/runway edge lights, threshold lights, end lights and FATO/runway markings are still required.			☐ 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 and runway end lights and approach lights as specified in Table 14 of AMC6 CAT.OP.MPA.110.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.OP.MPA.110(a)(b)	<u>Night operations:</u> For night operations, ground lights should be available to illuminate the FATO/runway and any obstacles			☐ N/A ☐ C	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	For night operations or for any operation where credit for runway and approach lights as defined in Table 14 of AMC6 CAT.OP.MPA.110 is required, the lights should be on and serviceable except as provided for in Table 17 of AMC11 CAT.OP.MPA.110 .			☐ NC ☐ R ☐ N/R	
Circling operations					
CAT.OP.MPA.110(a)(b)	<u>Onshore circling operations:</u> The specified MDH should not be less than 250 ft, and the VIS not less than 800 m.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Visual approach					
CAT.OP.MPA.110(a)(b)	<u>Visual approach:</u> The operator should not use an RVR of less than 800 m for a visual approach operation.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Effect on landing minima of temporarily failed or downgraded ground equipment					
CAT.OP.MPA.110(a)(b)	<u>General:</u> If failures are announced before passing 1 000 ft above the aerodrome, their effect on the approach should be considered as described in Table 17 , and the approach may have to be abandoned.	<u>Note 1:</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 <u>Note 2:</u> If failures of ground aids are announced at such a late stage, the approach could be continued at the commander's discretion.		☐ 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	