

PLANNING MINIMAS

Destination planning minimas

Weather must forecast be above the minimums published for the approach at $ETA \pm 1h$

Precision approach: Weather above minimum RVR requirements

Non-Precision approach: Weather above minimum RVR and Ceiling requirements

If weather is below requirements, two alternates must be selected.

Fuel for the furthest alternate must be uplifted.

Alternate planning minimas

Alternate planning minimas are downgraded.

CAT II / III use: CAT I minimas

CAT I use: NPA minimas

NPA use: NPA minimas + 1000m RVR / + 200 ft ceiling

Circling: use: Circling minimas

Takeoff alternate is used when the departure aerodrome is below landing minimas

- Planning minimas same as destination aerodrome

- Must be within OEL range 396 nm

- Can't use CAT II/III (Single engine landing)

Takeoff minimas

RVR : 125 / 125 / 125

- LVP must be in force, and High intensity Centerline & Edge lights available

- Minimum 90m visual segment at the start of the takeoff roll (6 centrlines lights)

- Tune the localiser frequency of the departing runway to aid in centerline identification

System minimas

CAT I 550 / 125 / 75 200ft DH

CAT II 300 / 125 / 75 100ft RA DH

CAT III A 200 / 125 / 75 50ft RA DH

- Without the required minimum RVR do not proceed beyond the OM or 1000ft AFE

Notes:

- When the risk of diversion is high, uplift fuel for a commercial alternate.
- When approaching destination aerodrome with marginal weather expected, use all available resources (ATIS, VOLMET, Information Frequencies) to obtain a weather update on destination and all possible alternates.