

The information contained in this document is **not exhaustive** and is **provided for informational purposes only**.

It does not exempt the pilot from independently verifying up-to-date regulations.

		CAT	NCO
Take-off	Take-off minima <i>Without LVTO Approval (RVR ≥ 400 m)</i>	CAT.OP.MPA.110 500 m (day) if no RWY markings nor lights 400 m (day) if RCLM or REIL or RCLL 400 m (night) if RWY end lights and REIL or RCLL	NCO.OP.110 No specific value → refer to aerodrome minima (cf. charts). For SE airplanes, from 400 m to 1500 m , depending on assumed engine failure height after T/O.
	Take-off minima <i>With LVTO Approval (75 m ≤ RVR < 400 m)</i>	SPA.LVO.100	SPA.LVO.100
	Take-off Alternate <i>Required when it is not possible to use the aerodrome of departure shortly after T/O. The take-off alternate aerodrome shall be located within a distance from the departure aerodrome that minimises the risk of exposure to potential abnormal or emergency situations.</i>	AMC1 CAT.OP.MPA.182 Single-engine (SET at night or IMC): 30' flying time at normal cruising speed in still air, actual TOM Twin-engine: 1h at OEI cruising speed in still air, ISA, actual TOM or ETOPS diversion time Three/four-engine: 2h at an all-engines-operating cruising speed in still air, ISA, actual TOM AMC5 CAT.OP.MPA.182 METAR and/or TAF at ETA ± 1h : - RVR/VIS > applicable minima - For type A / circling operations: ceiling ≥ MDH	Not mandatory
	Take-off RWY RVR assessment <i>The reported RVR or VIS value representative of the initial part of the take-off run can be replaced by pilot assessment.</i>	CAT.OP.MPA.110 Examples: REIL (60 m spaced): 7 x 60 m = 420 m RCLM (15 m spaced): 27 x 15 m = 405 m	AMC1 NCO.OP.175 REIL (60 m spaced): 7 x 60 m = 420 m RCLM (15 m spaced): 27 x 15 m = 405 m
Destination	Destination <i>At the planning stage, the operator shall ensure that once the flight has commenced, there is reasonable certainty that an aerodrome where a safe landing can be made will be available at the estimated time of use of that aerodrome.</i>	AMC5 CAT.OP.MPA.182 METAR and/or TAF at ETA ± 1h : - RVR/VIS ≥ applicable minima - For type A / circling operations: ceiling ≥ MDH	NCO.OP.160 Latest METAR and/or TAF at ETA at DEST or at least at one DEST ALT: - Meteorological conditions ≥ applicable aerodrome operating minima

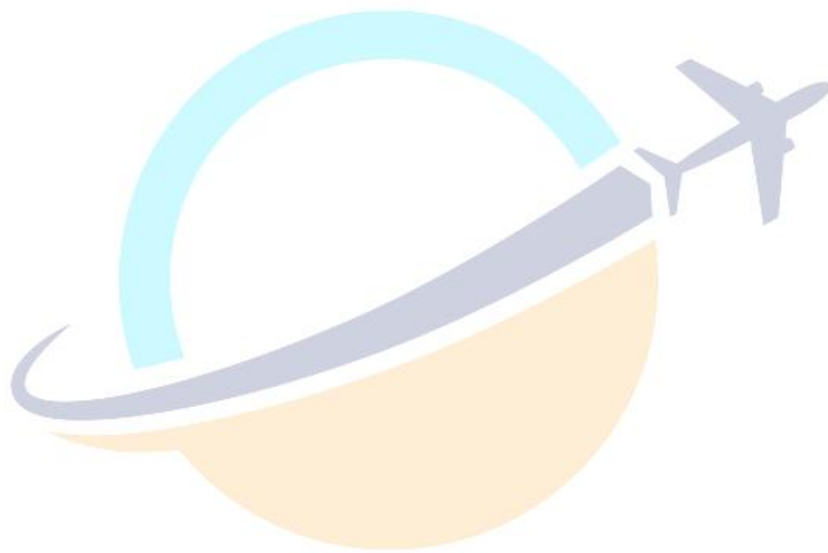


Aerodrome planning minima

05/10/26

		CAT	NCO
Destination alternate	Destination alternate selection <i>*Basic fuel scheme with variations</i>	AMC2 CAT.OP.MPA.182 At least two when weather at DEST is below planning minima or no weather is available At least one unless* the METAR and/or TAF indicate that at ETA (DEST) ± 1h : - Ceiling ≥ 2000 ft or circling height + 500 ft whichever is greater and VIS ≥ 5000 m - 2 separate runways - And flight ETE ≤ 6h (or 4h in case of in-flight replanning) OR Destination is isolated If no DEST ALT : shall take +15' fuel at holding speed at 1500 ft AAL (DEST)	NCO.OP.140 At least one destination alternate unless the METAR and/or TAF indicate that at ETA (DEST) ± 1h or from ETD to ETA + 1h, whichever is shorter: - Ceiling ≥ DH/MDH + 1000 ft - VIS ≥ 5000 m NCO.OP.142 At least one conventional approach at destination or destination alternate, unless operationally able to perform the SBAS published procedure
	Destination alternate planning minima <i>Basic fuel scheme.</i>	AMC6 CAT.OP.MPA.182 <i>Dispatch aerodrome ceiling (cloud base or vertical visibility) and RVR/VIS, based on destination alternate weather forecasts (METAR and/or TAF) at ETA ± 1h:</i> - Type B approach: DA/H + 200 ft and RVR/VIS + 800 m - Type A approach: DA/H or MDA/H + 400 ft and RVR/VIS + 1500 m Circling approach: MDA/H + 400 ft and VIS + 1500 m	NCO.OP.143 <i>Dispatch aerodrome ceiling (cloud base or vertical visibility) and RVR/VIS, based on destination alternate weather forecasts at</i> ETA ± 1h or from ETD to ETA + 1h, whichever is shorter: - Type B approach: DA/H + 200 ft and VIS ≥ 1500 m - Type A approach: DA/H or MDA/H + 400 ft and VIS ≥ 3000 m No instrument approach procedure: ceiling ≥ 2000 ft or MSA, whichever is higher, and VIS ≥ 5000 m
Approach considerations	CMV <i>Converted meteorological visibility is used when no RVR is reported in flight (not applicable for planning purposes).</i> <i>The RVR/CMV = reported VIS X multiplication factor*, depending on runway lighting</i>	AMC10 CAT.OP.MPA.110 <i>*Multiplication factor:</i> - [HIALS and HIRL] 1,5 (day) or 2 (night) - [Any type of lighting other than above] 1 (day) or 1,5 (night) - [No lights] 1 (day) Caution: CMV not applicable for take-off or VIS < 800 m	Not applicable
	Visual approach operations	AMC9 CAT.OP.MPA.110 RVR ≥ 800 m	Not applicable
	Approach BAN minima <i>The approach BAN is a height or fix at which the approach shall not be continued unless appropriate minima (VIS/RVR) is met.</i> Height = 1000 ft AAL, or Fix = before the final approach segment if DH/MDH > 1000 ft.	CAT.OP.MPA.305 Minima at the approach BAN = Applicable RVR/VIS If the reported weather falls below the applicable RVR/VIS after the approach BAN, the approach may be continued until DH/MDH	NCO.OP.210 Minima at the approach BAN = 550 m If the reported weather falls below 550 m after the approach BAN, the approach may be continued until DH/MDH





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