## PLANNING MINIMAS

### Destination planning minimas

Weather must forecast be above the minimums published for the approach at ETA ± 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.

<table>
<thead>
<tr>
<th>CAT II / III</th>
<th>use: CAT I minimas</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT I</td>
<td>use: NPA minimas</td>
</tr>
<tr>
<td>NPA</td>
<td>use: NPA minimas + 1000m RVR / + 200 ft ceiling</td>
</tr>
<tr>
<td>Circling</td>
<td>use: Circling minimas</td>
</tr>
</tbody>
</table>

Takeoff alternate is used when the departure aerodrome is below landing minimas
- Planning minimas same as destination aerodrome
- Must be within OEI 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 centerline lights)
- Tune the localiser frequency of the departing runway to aid in centerline identification

### System minimas

<table>
<thead>
<tr>
<th>CAT I</th>
<th>550 / 125 / 75</th>
<th>200ft DH</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT II</td>
<td>300 / 125 / 75</td>
<td>100ft RA DH</td>
</tr>
<tr>
<td>CAT III A</td>
<td>200 / 125 / 75</td>
<td>50ft RA DH</td>
</tr>
</tbody>
</table>

- Without the required minimum RVR do no 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.