

POLICY STATEMENT 23 | AERODROME OPERATING MINIMA

Effective date of Implementation: 30 July 2015

Rationale:

Certain minima, such as the meteorological minima incorporated in the Visual Flight Rules, are contained within the Rules of the Air (AN(OT)O Schedule 4) and apply equally to all Territories.

Aerodrome Operating Minima (AOM) for departure, landing and alternate aerodromes are not specified in the AN(OT)O and should be promulgated by each Territory. By publishing, in the relevant AIP, the standard text provided by this policy statement, the EASA Air Operations Regulation (EASA Ops) AOM and the associated Acceptable Means of Compliance and Guidance Material are legally enabled. This is the same method as used to calculate minima published on commercially available flight guides (subject to any additional increments applied by an operations manual).

Additional legal requirements associated with AOM are set out in AN(OT)O Articles 75, 104 and 105.

In the United Kingdom, Aerodrome Operating Minima are calculated and based upon, EASA Air Ops. EASA Air Ops and its' associated Acceptable Means of Compliance (AMCs) and Guidance Material (GM) are available at: <http://easa.europa.eu/regulations>.

OTAR 91 AOM are in EASA Ops Annex VII (Part-NCO) and the associated AMCs/GMs
OTAR 125 AOM are in EASA Ops Annex VI (Part-NCC) and the associated AMCs/GM
OTAR Parts 135/121 AOM are in EASA Ops Annex IV, (Part-CAT) and the associated AMCs/GMs.

Application of the notified aerodrome operating minima shall not permit a landing or take-off in circumstances where the relevant aerodrome operating minima declared by the competent authority of a foreign State would prohibit it (unless that authority otherwise permits in writing).

Policy Statements:

- 1 The body Designated by the Governor for the regulation of Annex 15 Aeronautical Information Services shall notify in the relevant Territory AIP the UK method for determining Aerodrome Operating Minima, by including, in the AD Section, the standard text set out in paragraph 3.
- 2 In addition, as a transitional measure, where PBN approaches are available within the Territory, the minima provided by the designer of the procedure shall be specified in the relevant part of the AIP for the individual aerodrome/approach.
- 3 The method of determining aerodrome operating minima (AOM) in <name of Territory> is that set out in the relevant operational Annex (see para 4) to EASA Ops (European Commission Regulation (EC) 965/2012) and associated Acceptable Means of Compliance (AMCs) and Guidance Material (GM). Therefore, all flight operations by aircraft within <name of Territory> airspace are to operate with AOM no lower than calculated using EASA Ops. This is the same method as used to calculate minima published on commercially available flight guides (subject to any additional increments applied by an operations manual).

These notified Aerodrome Operating Minima shall apply as follows:

- (a) To aircraft registered in the Territory,
- (b) Foreign-registered aircraft operating in the Territory shall use minima not lower than those calculated according to the above method.

For AWOPS/low visibility operations the aircraft/operator must be appropriately approved and the aerodrome must also be suitable and equipped for such operations.

The use of Head-up guidance landing system (HUDLS) or Enhanced vision system (EVS) may allow operations with lower visibilities than normally associated with the aerodrome operating minima, in accordance with EASA Ops, where the operator holds an appropriate approval only.

- 4 The relevant operational Annexes to EASA Ops (European Commission Regulation (EC) 965/2012) are as follows:
- (a) **Commercial air transport operations:**
Annex IV 'Part-CAT';
 - (b) **Non-commercial operations with complex motor-powered aircraft:**
Annex VI 'Part-NCC';
 - (c) **Non-commercial operations with other-than complex motor-powered aircraft:**
Annex VII 'Part-NCO'.