

Operations Handout

Question 1 — CAT.OP.MPA.265 Take-off conditions

Before commencing take-off, the commander shall be satisfied that:

- (a) the meteorological conditions at the aerodrome or operating site and the condition of the runway/FATO intended to be used will not prevent a safe take-off and departure; and
- (b) the selected aerodrome operating minima are consistent with all of the following:
 - (1) the operative ground equipment;
 - (2) the operative aircraft systems;
 - (3) the aircraft performance;
 - (4) flight crew qualifications.

Question 2 — CAT.OP.MPA.182 Fuel/energy scheme

At the planning stage, to allow for a safe landing in case of an abnormal or emergency situation after take-off, the operator shall select and specify in the operational flight plan a take-off alternate aerodrome if either:

- (1) the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation; or
- (2) it would be impossible to return to the aerodrome of departure for other reasons.

Question 3 — AMC5 CAT.OP.MPA.182 Safety margins

BASIC FUEL SCHEME — SAFETY MARGINS FOR METEOROLOGICAL CONDITIONS

- (a) The operator should only select an aerodrome as:
 - (1) take-off alternate aerodrome; or
 - (2) destination aerodrome when the appropriate weather reports and/or forecasts indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima as follows:
 - (i) RVR or VIS and
 - (ii) for a type A or a circling operation, ceiling at or above MDH.

Question 4 — AMC2 CAT.OP.MPA.182 Destination alternate

BASIC FUEL SCHEME — DESTINATION ALTERNATE AERODROME

- (a) For each IFR flight, the operator should select and specify in the operational and ATS flight plans at least one destination alternate aerodrome.

BASIC FUEL SCHEME WITH VARIATIONS — NO DESTINATION ALTERNATE AERODROME

- (c) The operator may operate with no destination alternate aerodrome when the destination aerodrome is an isolated aerodrome or when the following two conditions are met:
 - (1) the duration of the planned flight from take-off to landing does not exceed 6 hours; and
 - (2) two separate runways are usable at the destination aerodrome and the appropriate weather reports and/or weather forecasts indicate that for the period from 1 hour before and ending 1 hour after the expected time of arrival, the ceiling is at least 2 000 ft (600 m) or the circling height + 500 ft (150 m), whichever is greater, and ground visibility is at least 5 km.

Questions 5 and 6 — Planning minima

BASIC FUEL SCHEME — SAFETY MARGINS FOR METEOROLOGICAL CONDITIONS

(b) The operator should only select an aerodrome as destination alternate aerodrome, fuel ERA aerodrome, or isolated destination aerodrome when the appropriate weather reports and/or forecasts indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima.

Type of Approach Operation	Aerodrome ceiling cloud base or vertical visibility	RVR / VIS
Type B instrument approach operations	DA / H + 200 ft	RVR / VIS + 800 m
Type A instrument approach operations	DA / H or MDA / H + 400 ft	RVR / VIS + 1500 m
Circling	MDA / H + 400 ft	RVR / VIS + 1500 m

Question 7 — Two alternates required

2 Alternates required if any of the below conditions are met:

Destination weather is marginal at planning stage.

The forecast weather at the destination does not clearly indicate that conditions will be at or above the applicable landing minima during the arrival window (ETA +/- 1 hour).

The selected destination alternate does not provide sufficient planning margin.

The forecast weather at the destination alternate does not clearly indicate conditions comfortably above the applicable approach minima, taking forecast uncertainty into account, during the arrival window.

Reliable weather information is not available.

Sufficient or reliable meteorological information is not available for the destination.