

Weather minima IFR

Conditions: Single engine aircraft, approach category A, single pilot system, no LVO approval, no isolated airports.

Conversion of meteorological visibility to RVR (NCO.OP.110 GM5)

Not to be used when RVR available, for take-off or for RVR minima < 800 m.

Lighting	Day	Night
HIRL and HIALS	× 1.5	× 2.0
Other RL/ALS	× 1.0	× 1.5
No lights	× 1.0	---

Take-off visibility minima (NCO.OP.110)

RVR/VIS at least 400 m, but not lower than state minima.

When no RVR is reported, the pilot may determine if the visibility along the runway is equal to or better than the required minimum. (AMC1)

Simplified landing visibility minima (NCO.OP.110)

Commercially published visibility minima (e.g. Jeppesen) may be used (GM1).
RVR less than 800 m requires coupled A/P (GM4).

When no commercially published minima are available, minima are no less than:

Approach type and conditions	RVR
Visual approach (AMC2)	800 m
3D approach (GM4 Table 3.A), Circling (NCO.OP.112)	1500 m
2D approach which is "normal", i.e. with conditions: (GM4 Table 3.A) <ul style="list-style-type: none">• The descent angle is $\leq 4.5^\circ / 7.5\%$• The FAF-THR distance is ≥ 3 NM• The final approach track is offset $\leq 15^\circ$• There is a FAF or the distance to threshold can be determined using DME or FMS/RNAV• If the MAPt is timed, then the FAF-THR distance is ≤ 8 NM• (M)DH ≤ 1200 feet	1500 m
Other cases (GM4 Table 3.A)	5000 m

Approach ban (NCO.OP.210)

If the TDZ RVR/VIS is below the operating minimum, approaches must not continue past 1000 ft above the AD or – when (M)DH ≥ 1000 ft – into final.

The approach may continue if RVR/VIS later drops below the operating minimum.

Approach system height minima (NCO.OP.111)

Min. (M)DH	Approach type
200	ILS, LPV Cat I (Vertical Alert Limit 35 m), PAR
250	LOC, LOC/DME, VOR/DME, LNAV, LNAV/VNAV, LPV (Vertical Alert Limit 50 m), SRA 0.5 NM
300	VOR, NDB/DME, SRA 1.0 NM
350	NDB, VDF, SRA 2.0 NM
400	Circling

Destination alternate airports (NCO.OP.140)

Weather for at least one alternate AD must be forecast to be at or above operating minima when the AD is to be used.

Some approach at either the destination or an alternate AD must not rely on GNSS.

An alternate AD is not required if weather forecasts show that during ETA±1 hr approach and landing at the destination AD can be made in VMC.

Visibility planning minima (CAT.OP.MPA.185, not required by part-NCO)

Kind of approach	DEST AD	ALT AD
CAT I	RVR ≥ operating minima	RVR ≥ operating minima for NPA, ceiling ≥ (M)DH for NPA
NPA	RVR ≥ operating minima, ceiling ≥ (M)DH	RVR ≥ operating minima + 1000 m, ceiling ≥ (M)DH + 200 ft
Circling	VIS ≥ operating minima, ceiling ≥ MDH	VIS ≥ operating minima, ceiling ≥ MDH

Minima at low temperatures (PANS-OPS I, table III-1-4-1 b)

Increase to given minima (in height above airport) depending on airport temperature.

	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
±0°	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500