



# INFORMATION

## Notice to Operators

NAVBLUE would like to inform operators that we have conformed to the new rules and regulations set out in **EASA Aerodrome Operating Minima CAT.OP.MPA.110**.

NAVBLUE has not deviated from the standard conditions based on the rules, the operations specifications, and circumstances applicable to each case as outlined within **CAT.OP.MPA.110**.

The below table is an extract from **AWO IMPLEMENTATION MANUAL V1.0 (CAT.OP.MPA.110.)**

The method used to establish aerodrome operating minima shall take all the following elements into account:

<b>NEW CAT.OP.MPA.110</b>	<b>Standard delivery by Service Provider</b>
(1) the type, performance, and handling characteristics of the aircraft;	Approach category covered
(2) the equipment available on the aircraft for the purpose of navigation, acquisition of visual references, and/or control of the flight path during take-off, approach, landing, and the missed approach;	AOM based on minimum equipment required.

(3) any conditions or limitations stated in the aircraft flight manual (AFM);	Not included
(4) the relevant operational experience of the operator;	Not included
(5) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use;	Not included
(6) the adequacy and performance of the available visual and non-visual aids and infrastructure;	AOM based on the tables in the OPS rules, e.g. length of approach lights, xLS category, system minima.
(7) the obstacle clearance altitude/height (OCA/H) for the instrument approach procedures (IAPs);	AOM based on IAPs published in AIP
(8) the obstacles in the climb-out areas and necessary clearance margins;	AOM based on compliance with published climb gradients
(9) the composition of the flight crew, their competence and experience;	AOM based on flight crew without any competency restrictions (add-on)
(10) the IAP;	AOM based on IAPs published in AIP including any additional values or conditions that may be published by the State of the Aerodrome

(11) the aerodrome characteristics and the available air navigation services (ANS);	AOM based on the published AIP data, e.g. IAC, AD2-text
(12) any minima that may be promulgated by the State of the aerodrome;	Included in the AOM if published in the AIP (or equivalent)
(13) the conditions prescribed in the operations specifications including any specific approvals for low-visibility operations (LVOs) or operations with operational credits.	Standard MDH/DH and RVR provided including DH/RVR for CAT II/III (incl NO DH)
(14) any non-standard characteristics of the aerodrome, the IAP or the environment	Any non-standard condition stated in the AIP relevant to any operator is expected to be included in the AOM

Please feel free to share this information with whom it may concern.

Thank you and best regards,  
The Navblue team

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