



AERODROME OPERATING MINIMA

1. Introduction

Aerodrome operating minima (AOM) are criteria used by pilots to determine whether they may land or take off from any runway.

2. Definition

Aerodrome operating minima (AOM) are the limits of usability of an aerodrome for:

- take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions
- landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions
- landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation

The minimum descent altitude (MDA) or minimum descent height (MDH) is a specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference.

The decision altitude (DA) or decision height (DH) is a specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

Take-off minima normally consist of a visibility and/or RVR element only.
Landing minima consist of both visibility and/or RVR, and cloud base elements.

2D instrument approach means that 2 dimensions are used to guide aircraft on this approach (horizontally only).

3D instrument approach means that 3 dimensions are used to guide aircraft on this approach (horizontally and vertically).

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3. Criteria

The aerodrome operating minima decided by national regulation shall be taken of:

- the type, performance and handling characteristics of the aircraft
- the composition of the flight crew, their competence and experience
- the dimensions and characteristics of the runways which may be selected for use
- the adequacy and performance of the available visual and non-visual ground aids
- the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the approach to landing and the missed approach
- the obstacles in the approach and missed approach areas and the obstacle clearance altitude/height for the instrument approach procedures
- the means used to determine and report meteorological conditions
- the obstacles in the climb-out areas and necessary clearance margins

This information is only given for awareness of the regulation. There is no concrete application in the daily use of the IVAO network.

4. Pilot responsibility

A flight to be conducted in accordance with the instrument flight rules shall not:

- take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and
- take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.

An instrument approach shall not be continued below 1000ft or 300m above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima.

An instrument approach may not be continued beyond the DH/DA or MDH/MDA unless the required visual references for the runway are distinctly visible and identifiable.

Where a landing is to be made on a runway other than the runway to which the approach is being flown, appropriate Circling Approach minima (MDH and visibility) apply.

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