



## Informační věstník č. 04/2022

Obchodní letecká doprava

Datum vydání: 9. září 2022

**Informace k implementaci prováděcího nařízení Komise (EU) č. 2021/2237 ze dne 15. prosince 2021, kterým se mění a opravuje nařízení Komise (EU) č. 965/2012, pokud jde o požadavky na stanovení letištních provozních minim platných k 30. 10. 2022.**

- 1) Od 30. 10. 2022 se mění ustanovení nařízení Komise (EU) č. 965/2012, která se týkají metod stanovení letištních provozních minim dle CAT.OP.MPA.110 a ustanovení, které se týká změn vyžadujících předchozí schválení GM1 ORO.GEN.130(b).
- 2) Dle výše uvedeného prováděcího nařízení jsou s účinností od 30. 10. 2022 metody stanovení letištních provozních minim předmětem předchozího schválení.
- 3) V následující tabulce jsou uvedeny rozdíly jednotlivých ustanovení CAT.OP.MPA.110 v původním znění v anglickém jazyce:

NEW CAT.OP.MPA.110	Old CAT.OP.MPA.110	Remark
(b) The method used to establish aerodrome operating minima shall take all the following elements into account:	(c) When establishing aerodrome operating minima, the operator shall take the following into account:	
(1) the type, performance, and handling characteristics of the aircraft;	(1) the type, performance and handling characteristics of the aircraft;	
(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;	(5) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path during the take-off, the approach, the flare, the landing, rollout and the missed approach;	“acquisition of visual reference” is added for EFVS. Therefore, ‘no change’ for traditional operations.
(3) any conditions or limitations stated in the aircraft flight manual (AFM);	Regulation (EU) 2018/1139 Annex V point 4.1 4.1 An aircraft must be operated in accordance with its airworthiness	Essential requirements are already required. Therefore it should not be a changed.

NEW CAT.OP.MPA.110	Old CAT.OP.MPA.110	Remark
	documentation and all related operating procedures and limitations as expressed in its approved flight manual or equivalent documentation, as the case may be. The flight manual or equivalent documentation must be available to the crew and kept up to date for each aircraft.	
(4) the relevant operational experience of the operator;		This point is typically used for new operators or new operations. No change for existing operations.
(5) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use;	(3) the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) that may be selected for use;	No change
(6) the adequacy and performance of the available visual and non-visual aids and infrastructure;	(4) the adequacy and performance of the available visual and non-visual ground aids;	No change
(7) the obstacle clearance altitude/height (OCA/H) for the instrument approach procedures (IAPs);	(7) the obstacle clearance altitude/height for the instrument approach procedures;	No change Note: Missed approach" removed in the old poin (6) (new (8)) is included here as IAPs include missed approach.
(8) the obstacles in the climb-out areas and necessary clearance margins;	(6) for the determination of obstacle clearance, the obstacles in the approach, missed approach and the climb-out areas necessary for the execution of contingency procedures;	New requirement "clearance margins" added however, if PANS-OPS is followed it should be NO changed as the clearance margins has not change in PANS-OPS before and after 30.10.2022.
(9) the composition of the flight crew, their competence and experience;	(2) the composition, competence and experience of the flight crew;	No change
(10) the IAP;	Included in the former AMC4 CAT.OP.MPA.110 criteria for establishing RVR/CMV	The IAP has always been the basis for the aerodrome operating minima.
(11) the aerodrome characteristics and the available air navigation services (ANS);	(8) the means to determine and report meteorological conditions; and	No change

NEW CAT.OP.MPA.110	Old CAT.OP.MPA.110	Remark
(12) any minima that may be promulgated by the State of the aerodrome;	(a) The operator shall establish aerodrome operating minima for each departure, destination or alternate aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority shall be added to the minima.	No change
(13) the conditions prescribed in the operations specifications including any specific approvals for low-visibility operations (LVOs) or operations with operational credits.		The conditions prescribed in the OPS SPEC are already required.
(14) any non-standard characteristics of the aerodrome, the IAP or the environment	(c)(...) (9) the flight technique to be used during the final approach.	This item is merely a reminder to give special consideration to special cases when working items (10) and (11).

4) **Držitelé AOC a žadatelé o vydání AOC** požádají o schválení metod stanovení letištních provozních minim na předepsaném formuláři **do 15. 10. 2022** v souladu se směrnicí CAA-SL-061-n-22 (Směrnice bude vydána během září 2022, **nicméně žádáme provozovatele, aby začali postupy zpracovávat již nyní s využitím tohoto věstníku, požadavků nařízení a souvisejících AMC a GM. ÚCL nebude tento termín měnit.**) a po jejich schválení úřadem je zařadí do provozní dokumentace provozovatele. Po jejich implementaci je provozovatel oprávněn postupovat v souladu s těmito postupy.

4) Pro aktuální znění nařízení Komise (EU) č. 965/2012 a příslušných AMC a GM lze využít adresy:  
<https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rules-air-operations-regulation-eu-no-9652012>

[https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022012r?utm\\_campaign=w-20220704&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_agency\\_decision](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022012r?utm_campaign=w-20220704&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision)

Schválil: Ing. Jan Šikýř  
Ředitel odboru

Kontaktní osoby: Ing. Michal Parýzek (letouny)  
Ing. Martin Zubek (vrtulníky)  
e-mail: [paryzek@caa.cz](mailto:paryzek@caa.cz), [zubek@caa.cz](mailto:zubek@caa.cz)  
tel.: 225 422 719, 225 422 720