



Subject:

**AERODROME OPERATING
MINIMA**

Initiated By:

Director
Aviation Safety
Regulation

DIRECTION

TO AERODROME OPERATORS (INCLUDING AIRPORTS) AND AIR NAVIGATION SERVICE PROVIDERS

AUTHORITY

Guyana Civil Aviation (Air Navigation) Regulations (GCARs) Section 85.

APPLICABILITY

This **DIRECTION** is applicable to Aerodrome Operators and Providers of Air Navigation Services in Guyana.

VALIDITY

This **DIRECTION** is valid from 18th November, 2016 and remains valid until cancellation or revocation by the Director General of Civil Aviation.


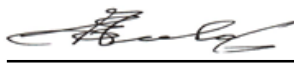
DIRECTION

The Guyana Civil Aviation Authority (GCAA) pursuant to the designation of the Director General of Civil Aviation and in exercise of its powers under Regulation 85 of the Guyana Civil Aviation (Air Navigation) Regulations, hereby issue **DIRECTION** -

***To Aerodrome Operators (including Airports) and
Air Navigation Service Providers on the following:***

1. An operator shall establish operating minima for each aerodrome or heliport planned to be used in operations, by a method acceptable to the Authority.
2. Operating minima established under Item 1 above, shall not be lower than any that may be established for such aerodromes or heliports by the State, except when specifically approved by the State.

3. In establishing the operating minima which will apply to any particular operation, an operator shall take full account of:
 - a. the type, performance and handling characteristics of the aircraft;
 - b. the composition of the flight crew, their competence and experience;
 - c. the dimensions and characteristics of the final approach and take-off site or runways which may be selected for use and for heliports, the physical characteristics and direction of approach;
 - d. the adequacy and performance of the available visual and non-visual ground aids;
 - e. the equipment available on the aircraft for the purpose of navigation and control of the flight path during the approach and the missed approach;
 - f. the obstacles in the approach and missed approach areas and the obstacle clearance altitude or height for the instrument approach procedures;
 - g. the means used to determine and report meteorological conditions; and
 - h. the obstacles in the climb-out areas and necessary clearance margins from the obstacles.
4. The pilot-in-command of an aircraft shall not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a suitable take-off alternate aerodrome is available.
5. When the reported meteorological visibility is below that required for take-off a pilot shall not take-off.
6. Where no reported meteorological visibility or runway visual range is available, a take-off may only be commenced where the pilot-in-command can determine that the runway visual range or visibility along the take-off runway is equal to or better than the required minimum.



Lt. Col. (Ret'd) Egbert Field
Director General of Civil Aviation