

LANDING MINIMA EXPLANATION

	CATEGORY	A	B	C	D	E
Non-Precision Approach	S-TACAN 30		420 - 1.2 396 (400-1.2/1.6)			
	CIRCLING	460 - 1.6 436 (500-1.6)	480 - 1.6 456 (500-1.6)	480 - 2.4 456 (500-2.4)	580 - 3.2 556 (600-3.2)	
Precision Approach	PAR 30		224 - 0.8 200 (200-0.8/1.6) GS 3.0°			

Non-Precision Approach

Precision Approach

Type of Approach

HAA (HAL, for Copter Approach)

[C]MDA

DA

vis (km)
RVR (m)

HAT

ALS u/s-vis (km)
clg-vis (km)

Glide Slope Angle

CLG Ceiling

A ceiling is expressed in feet above the published aerodrome elevation, and is equal to or greater than the height of the associated DA or MDA.

DA Decision Altitude

The altitude related to the highest elevation in the touchdown zone specified for a glide slope approach, at which a missed approach must be initiated if required visual reference has not been established.

HAA/DH Height above Aerodrome Elevation / Decision Height

The height of the MDA above the published aerodrome elevation. HAA/DH will be published in conjunction with all circling minima.

HAT/DH Height above Touchdown Zone Elevation / Decision Height

The height of the DA or MDA above the highest runway centerline elevation in the touchdown zone. HAT/DH will be published in conjunction with all straight-in minima.

[C]MDA [Circling] Minimum Descent Altitude

The MDA is the lowest altitude to which descent shall be authorized in procedures not using a glide slope. Aircraft are not authorized to descend below the MDA until the runway environment is in sight, and the aircraft is in a position to descend for normal landing.

VIS/RVR

Visibility values are expressed as visual range (estimated horizontal visual range on the ground = VIS) or as runway visual range (measured horizontal visual range on the ground along the runway = RVR). The visibility values published following the DA or MDA is the required minimum visibility for the approach. For straight-in approaches, the visibility value may be either VIS or RVR. For circling approaches, the visibility value will always be VIS. The visibility value published in parentheses with the ceiling value is applicable for flight planning purpose. For ALS u/s, the last vis value (behind the slash) should be used. It is also the required minimum visibility in the event that RVR is not available. The value will always be VIS.