

# Isolated Aerodrome Approval Compliance Statement and Checklist.



## Introduction and Scope

The use of an isolated aerodrome exposes the aircraft and passengers to a greater risk than to operations where a destination alternate aerodrome is available. Whether an aerodrome is classified as an isolated aerodrome or not often depends on which aircraft are used for operating the aerodrome. The competent authority shall assess whether all possible means are applied to mitigate the greater risk by the operator. The use of isolated aerodromes applies to operators of motor powered aeroplanes.

Using an isolated aerodrome as a destination aerodrome with aeroplanes requires the prior approval of the assigned Flight Operations Inspector (FOI). (CAT.OP.MPA.106 (a) refers). As the wording of the requirement implies each aerodrome to be used requires an operator and FOI approval the operations manual amendment needs to include this information.

## Actions

An isolated aerodrome is one for which the alternate and final fuel reserve required to the nearest adequate destination alternate aerodrome is more than:

- for aeroplanes with reciprocating engines, fuel to fly for 45 minutes plus 15% of the flying time planned to be spent at cruising level or 2 hours, whichever is less;
- or for aeroplanes with turbine engines, fuel to fly for 2 hours at normal cruise consumption above the destination aerodrome, including final reserve fuel.

	<b>Checklist Question</b>	<b>Compliance Statement</b>
<b>1</b>	IAW with CAT.OP.MPA.106 if the operator operates aeroplanes with reciprocating engines, fuel to fly for 45 minutes plus 15% of the flying time planned to be spent at cruising level or 2 hours, whichever is less;	
<b>2</b>	or for aeroplanes with turbine engines, fuel to fly for 2 hours at normal cruise consumption above the destination aerodrome, including final reserve fuel IAW with CAT.OP.MPA.106.	
<b>3</b>	The operator has reviewed the aerodrome and has ensured that it meets the criteria of an adequate aerodrome as defined in CAT.OP.MPA 107	
<b>4</b>	The operator has a procedure for reviewing the number of runways, approach aids and the likely accuracy of NOTAMS	
<b>5</b>	The operator has a procedure for the review of the climatology of the aerodrome and the likely accuracy of forecasts	

	<b>Checklist Question</b>	<b>Compliance Statement</b>
<b>6</b>	The operator has a procedure for managing flight crew recency and training requirements at each aerodrome	
<b>7</b>	The operator has a clearly defined Fuel Policy IAW requirements contained in AMC1 CAT.OP.MPA 150 (b).	
<b>8</b>	The operator has a procedure for planning minima including a Pre-Determined Point procedure referred to in AMC1 CAT.OP.MPA. 150 (b) paragraph (d).	
<b>9</b>	The operator has a procedure for In-Flight Fuel Management IAW with CAT.OP.MPA.185 (c) and CAT.OP.MPA.280 (b) (4) (ii)	