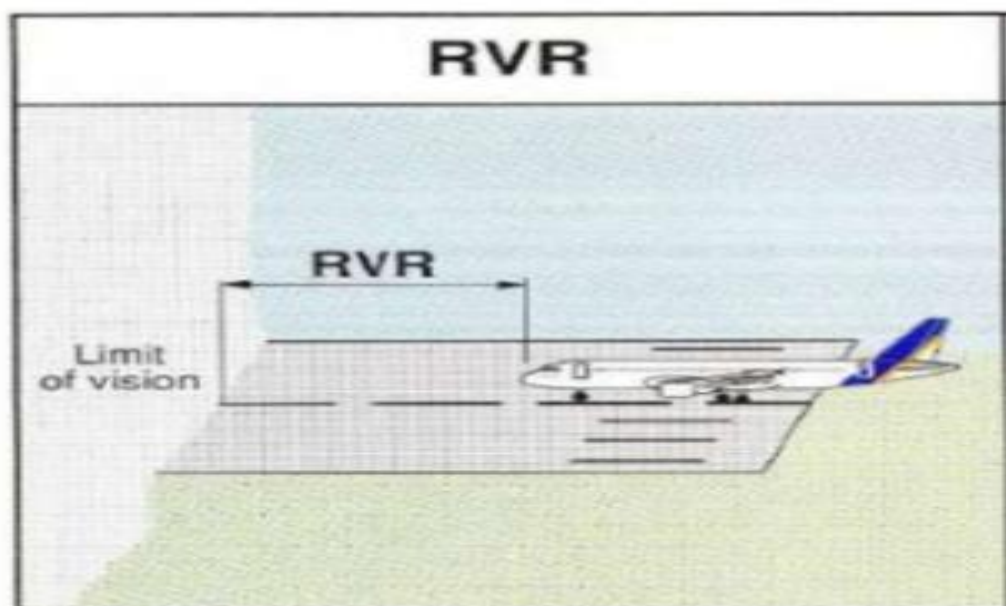




ΑΙΤΗΣΗ ΓΙΑ ΠΙΣΤΟΠΟΙΗΣΗ LVTO
Application Form for LVTO Approval
(Airworthiness & Operational Approval Conformance Document)

REFERENCES	ISSUE DATE	TITLE
EU 965/2012 as amended	10/2012	SUBPART E: LOW VISIBILITY OPERATIONS (LVO)
ICAO 9365		MANUAL OF ALL -WEATHER OPERATIONS



1.Applicant / Operator			
Name			
Address			
Tel		e-mail	
Contact person:			
Number of e-paravolo (fee) <i>(if applicable)</i> :			
Date of Submission:			
2. Aircraft			
Aircraft Type			
Aircraft S/N		Aircraft Registration	
3.Applicant request for :			
-Approval for LVTO	lower than 400m RVR	to 150m RVR	YES <input type="checkbox"/> AMC1 SPA.LVO.100 (a)
-Approval for LVTO	between 150m	to 125m RVR	YES <input type="checkbox"/> AMC1 SPA.LVO.100 (b)
-Approval for LVTO	between 125m	to 75m RVR	YES <input type="checkbox"/> AMC1 SPA.LVO.100 (c)

PART I (Airworthiness)		
SPA.LVO.100 Low visibility operations The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority: (a) low visibility take-off (LVTO) operation;		
1). General info		
Previous Operating experience in LVTO : <div style="text-align: right;"><i>Note: Refer to duration of previous status if any)</i></div>		
2). Aircraft design approval		
B1). The LVTO type design approval is reflected in:		
AFM:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Supplement type certificate:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
AFM supplement:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Type certification data sheet:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
HUD/HUDLS certification?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Other (specify):	YES <input type="checkbox"/>	NO <input type="checkbox"/>

Note :1) - If the Operator requests a LVTO minima of lower than 125m (for Category A, B or C aeroplanes) or 150m (for a Category D aeroplane) but in no case lower than 75m, the HUD/HUDLS must be certified for the T/O and the requested LVTO minima

-2) Supporting documentation should be submitted as attachment to this conformance document]

-3) Each aircraft should meet relevant criteria specified by the applicable aircraft manufacturer or avionics manufacturer for associated systems and equipment (e.g., Valid TC, appropriate STC records and compliance, assessment of status of any AD's, Service Bulletins or other compliance

3). Maintenance program

The operator should have an established maintenance program that contains all related maintenance requirements prescribed by the manufacturer

YES NO

AMC5 SPA.LVO.105 LVO approval

[Note :1) Provision for LVTO may be addressed as a specific program or may be integrated with the general maintenance program.]

2) Supporting documentation (for example appropriate tasks of AMP) should be submitted as attachment to this conformance document]

4). MEL (Refer also to paragraph M)

The applicant has revise relevant parts of the MEL to reflect system requirements appropriate for LVTO (verify that MEL reflects equipment stated in AFM and/or MMEL)

YES NO

SPA.LVO.130

[Note : Supporting documentation (for example appropriate Part of MMEL/MEL and AFM) should be submitted as attachment to this conformance document]

5). Actions for non compliant aircraft

a.Down grading procedure

YES NO

b.Technical log entries for downgraded aircraft or placarding

YES NO

[Note : Supporting documentation (for example appropriate TLS entries/Placards used) should be submitted as attachment to this conformance document]

6). Defects Monitoring

Procedures which define, monitor and report chronic and repetitive discrepancies.

Note: Procedures which Identify, monitor and report lower minimum system and component discrepancies for the purpose of quality control and analysis must be established.

YES NO

[Note: Supporting documentation should be submitted as attachment to this conformance document]

7). Reliability program and evaluation

Define if Reliability Program performed in house or it is sub-contracted

In house :

Sub-contracted :

Refer to Reliability Manual Reference and HCAA Approval No.:

Reliability Manual reference:

Submit previous Reliability reports for the ATA chapters related to LVO/LVTO (ATA 22/ATA 34/etc) .

PART II (Operation)

SPA.LVO.100 Low visibility operations

The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority:

(a) low visibility take-off (LVTO) operation;

8) LVTO Information (OM-B)

- The requested LVTO values must be listed in the OM-B part, where all the operations specifications are listed.
- Take-off minima established by the operator must be expressed as RVR/visibility limits.
- Low Visibility Take-Off procedure must be described in detail.
- Special items/ considerations must be mentioned.
- Mateo/ runway status limitations concerning LVTO must be mentioned.
- Take-off minima must be established taking into account all relevant factors for each aerodrome planned to be used and the aeroplane characteristics.
- Performance considerations for LVTO must be described
- Specific configuration to be used for LVTO and is this configuration considered in the T/O calculation must be described.
- Accelerated Stop Distance calculation must be described.

YES

NO

[Note: Supporting documentation (for example appropriate Part of applicant Operation Manual) should be submitted as attachment to this conformance document]

9) Aerodrome Data

- Operating Minima for Aerodromes (departure aerodrome and operating minima for take-off alternate) must be available.
- Runway data and aerodrome facilities (departure aerodrome/ alternate) must be described.

YES

NO

10) Methods of determination of aerodrome operating minima

A list determining the required RVR must be established for each of the following facilities.

A1) 300m Day: runway edge lights and runway centre line markings

Night: runway edge lights and runway end lights or runway centre line lights and runway end lights

A2) 200m Runway edge lights and runway centre line lights

A3) TDZ, MID, rollout 150*** Runway edge lights and runway centre line lights

A4) TDZ, MID, rollout 125***High intensity runway centre line lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation

A5) TDZ, MID, rollout 75 Runway protection and facilities equivalent to CAT III landing operations are available and the aircraft is equipped either with an approved lateral guidance system or an approved HUD / HUDLS for take-off.

YES

NO

***: The required RVR value to be achieved for all relevant RVRs
TDZ: touchdown zone, equivalent to the initial part of the take-off run
MID: midpoint

11) Limitations (OM-B)

Are the certified operational limitations of the aeroplane described?

Ex.:

- wind limits
- wet or contaminated runways
- etc

YES

NO

[Note : Supporting documentation (for example appropriate Part of applicant Operation Manual) should be submitted as attachment to this conformance document]

12) Flight Preparation

Criteria and responsibilities for the authorisation of the use of aerodromes must be established.

YES

NO

13) MEL

The MEL shall contain all items affecting a Low Visibility Take-Off Operational- and/or Maintenance Procedures required for LVTO dispatch under MEL shall be listed.

YES

NO

Note: (a) The operator shall include the minimum equipment that has to be serviceable at the commencement of an LVO in accordance with the aircraft flight manual (AFM) or other approved document in the operations manual or procedures manual, as applicable.
(b) The pilot-in-command/commander shall be satisfied that the status of the aircraft and of the relevant airborne systems is appropriate for the specific operation to be conducted.

14) OM Part D Training

The OM D shall provide the required training for LVTO and shall consist of:

- Ground Training
- Simulator Training (terminated by a Proficiency Check to include LVTO procedures)
- Evaluation of Meteorological Conditions, aircraft and ground equipment in order to take appropriate decisions regarding LVTO.

YES

NO

AMC6 SPA.LVO.105 LVO approval

GROUND TRAINING (b) 10

FSTD TRAINING AND/OR FLIGHT TRAINING (c) 4

FSTD TRAINING AND/OR FLIGHT TRAINING (c) 10

15) Crew Qualifications

- LVTO qualification for all FCM, on the aeroplane/ fleet concerned must be established
- Training required/reccurent training/conversion must be established
- The operator must ensure that a flight crew member has completed a check before conducting low visibility Take-offs in RVR of less than 150 m (less than 200 m for Category D aeroplanes) if

applicable. The check may only be replaced by successful completion of the simulator training .

YES NO

16) Training Syllabus

LVTO with RVR less than 400 m

P (1) Prior to conducting take-offs in RVRs below 400 m, the flight crew should undergo the following training:

- (i) normal take-off in minimum approved RVR conditions;
- (ii) take-off in minimum approved RVR conditions with an engine failure:
 - (A) for aeroplanes between V1 and V2 (take-off safety speed), or as soon as safety considerations permit;
 - (B) for helicopters at or after take-off decision point (TDP); and
- (iii) take-off in minimum approved RVR conditions with an engine failure:
 - (A) for aeroplanes before V1 resulting in a rejected take-off; and
 - (B) for helicopters before the TDP.

(2) The operator approved for LVTOs with an RVR below 150 m should ensure that the training specified by (P)(1) is carried out in an FSTD. This training should include the use of any special procedures and equipment.

(3) The operator should ensure that a flight crew member has completed a check before conducting LVTO in RVRs of less than 150 m. The check may be replaced by successful completion of the FSTD and/or flight training prescribed in (g)(1) on conversion to an aircraft type.

YES NO

17) Recurrent LVTO Training/ Conversion Training

An operator must establish a recurrent training to ensure that, a pilot's remains able to perform the tasks associated with the particular category of operation, for which he/she is authorised is checked.

YES NO

*AMC6 SPA.LVO.105 LVO (d) 10,12
AMC6 SPA.LVO.105 LVO (g)1,2,3*

18) Reporting system (EU 376/2014 & EU 1018/2015)

The operator should have a system to report any take-off and landing-related occurrences which may represent a significant risk to aviation safety.

YES NO

Applicant statement

The undersign certifies the above information to be correct and true and that aircraft system installation, continuing airworthiness of systems, minimum equipment for dispatch, technical staff training comply with EU 965 /Sub Part E (SPA. LVO) .

Name Maintenance Manager:

Signature:

Name Flight OPS Manager:

Signature:

Name Training Manager:

Signature:

Date of application: