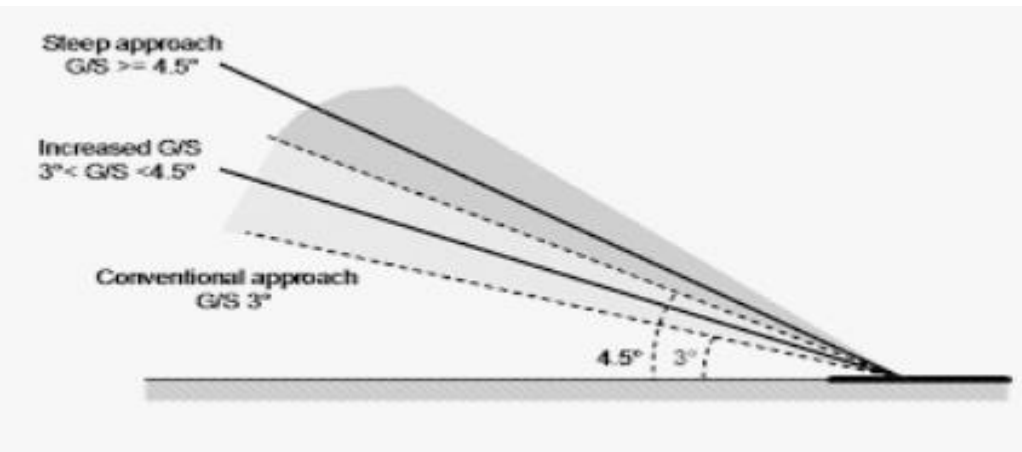




ΑΙΤΗΣΗ ΓΙΑ ΠΙΣΤΟΠΟΙΗΣΗ STEEP APPROACH
Application Form for Steep Approach Operations Approval
(Airworthiness & Operational Approval Conformance Document)

REFERENCES	ISSUE DATE	TITLE
Reg. (EU) No 965/2012 (As Amended)		CAT.POL. A.245 Steep approaches operational approval CAT.POL.A.345 Approval of steep approach operations



1. Applicant / Operator

Name			
Address			
Tel		e-mail	
Contact person			
Number of e-paravolo (*) :			
Date of Submission :			

2. Aircraft

Aircraft Type			
Aircraft S/N		Aircraft Registration	

PART 1 Airworthiness

(a) When verifying compliance with the applicable requirements CAT.POL.A.245, the competent authority should verify that:
 - (1) aircraft AFM states the maximum approved glideslope angle (4,5 degr.or more)

HCAA Note: Refer to CAT.POL.A.245 b (1)

3. Airworthiness

3.1 The aircraft Steep Approach capability approval is reflected in: (*)

Type Certificate	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Type Certificate Data sheet	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
AFM	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Other (specify)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

-The documented material shall state the relevant limitations, maximum approach angle for which the aircraft is certified.

3.2 Available airborne equipment's related to Steep Approaches Operations

- 1) GPWS/TAWS
- 2) GPS
- 3) Flight Director
- 4) ILS
- 5)

HCAA Note : Refer to aircraft airborne equipments related to Steep Approaches Operations

3.3 Maintenance program :

The operator should have an established maintenance program that contains all related maintenance requirements prescribed by the manufacturer for Steep Approaches operations.

Yes No

3.4 MEL :

The applicant MEL reflects system requirements appropriate for Steep Approaches operations

Yes No

Part 2 Operation

Steep approach using GS angle more than 4,5 deg. requires prior approval by the competent authority.

HCAA Note :CAT.POL.A.245(a) Approval of steep approach operations

4.1 Operation Manual OM PART A

- To describe how dispatch considerations into airports with steep approach requirements are taken into consideration.
- Any steep approach crew limitations shall be considered in the planning when an operation into such aerodrome is intended.
- The concept of Steep Approach in general is described. Guidance and instructions should include:
 - Definition that an approach with a glide slope of more than 4,5° is to be considered a Steep Approach.
 - Description of the required type of glide path reference system which should comprise of at least a visual glide path indicating system.
 - The difference in screen height (less than 60ft but not less than 35ft) and the operational consequences.

Yes No

4.2 Operation Manual OM PART B

OM PART B (NORMAL PROCEDURES) :

- Include all limitations applicable for Steep Approach procedures
- Normal Procedures for Steep Approach operations are described in this chapter.
- Items to consider are:
 - Briefing for Steep Approach, advise if any difference exists to standard briefings
 - How minimum equipment requirements are checked
 - How (if any) additional configurations, call-out and tasks in relation to the flight/approach progress
 - The use of automation during the conduct of Steep Approaches must be described
 - The use of performance tables and different speed is used
 - A detailed missed approach procedure must be included

Yes No

OM PART B (ABNORMAL PROCEDURES) :

Abnormal Procedures are described in OM and the related procedures in case of equipment failure.

Yes No

OM PART B (PERFORMANCE) :
 -How performance limitations for Steep Approach operations are calculated. It is recommended that specific performance tables for specific airports are used
 Yes No

OM PART B (MASS and BALANCE)
 -Advise if there are any specific landing mass limitations that are applicable for Steep Approaches
 Yes No

OM PART B (MEL)
 -State what minimum equipment shall be serviceable for Steep Approach Operations
 Yes No

4.3 Operation Manual OM PART C

Pat C contents should include the items below (in particular for airport with Steep Approaches):
 -Specific categorisation to apply crew competence qualifications
 -Specific briefing considerations shall be stated for each aerodrome
 Weather minima shall be specified for each runway to be used with Steep Approach. Consideration must be given to:

- Obstacle situation
- Type of glide path reference system and runway guidance
- Minimum visual reference to be acquired at DH and MDA
- Available airborne equipment
- Pilot qualification and special aerodrome familiarization
- AFM limitations and procedures
- Missed Approach criteria

Yes No

4.4 Operation Manual OM PART D

Advise how the items below are described and followed:

- Initial and recurrent training module for Steep Approach training. This shall include both ground and flight sessions (conducted in FSTD). The content of the module shall be described in detail.
- The training must be conducted for every individual aerodrome where Steep Approach operations are planned to be conducted

HCAA Note:
*Ideally training should be conducted in an approved simulator, which the operator has determined as being suitable for its use for a particular airport.
 The crew should become proficient on the task sharing, in particular regarding go-around. Both pilots should conduct at least three approaches and be trained in the procedure for both PF and PNF. An initial visit to an airport should be made and involve an ILS approach, go-around and landing in weather conditions not less than VFR for that airport. This would enable the pilot to become familiar with the local terrain. Recurrent Steep Approach training should be performed at every LPC/OPC, and should include, as a minimum, one steep approach and, if conducted in a simulator, a second steep approach where non-normal situations are introduced during the approach.*

Yes No

5. Aerodromes at which Steep Approaches will be conducted

Aerodrome Details			
	IATA Code	Steep Approach Runways	Glideslope Angles

For each aerodrome at which steep approach operations are to be conducted

- (i) a suitable glide path reference system comprising at least a visual glide path indicating system shall be available,
- (ii) weather minima shall be specified and
- (iii) the following items shall be taken into consideration:

(A) The obstacle situation
 (B) The type of glide path reference and runway guidance

- (C) The minimum visual reference to be required at DH and MDA
- (D) Available airborne equipment
- (E) Pilot qualification and special aerodrome familiarization
- (F) AFM limitations and procedures
- (G) Missed approach criteria

6. Safety Management

Provide a Risk Assessment for Steep Approach operations

Yes No

7. Documents to be submitted

For each of the above Paragraphs (3 to 6) evidences have to be submitted as attached to this Application Form .

Required Documentation		
To process this application copies of the following documents are required:		
Copies of AFM or Manufacturer’s Pilot Operating Handbook, as applicable, whereby a statement regarding the capability for Steep Approach is declared. This should also include the associated system limitations.		Yes <input type="checkbox"/> No <input type="checkbox"/>
Airborne equipment’s related to Steep Approach		Yes <input type="checkbox"/> No <input type="checkbox"/>
Relevant extracts from Operation Manual Part A		Yes <input type="checkbox"/> No <input type="checkbox"/>
Relevant extracts from Operation Manual Part B		Yes <input type="checkbox"/> No <input type="checkbox"/>
Relevant extracts from Operation Manual Part C		Yes <input type="checkbox"/> No <input type="checkbox"/>
Relevant extracts from Operation Manual Part D including simulator and line training programmes and training record forms.		Yes <input type="checkbox"/> No <input type="checkbox"/>
Relevant extracts from MEL		Yes <input type="checkbox"/> No <input type="checkbox"/>
Safety Risk Assessment		Yes <input type="checkbox"/> No <input type="checkbox"/>
Note :Send Photocopies of documents, not original ones. Do not send complete manuals, only the relevant section/pages will be required.		

7. Applicant Compliance statement

I hereby declare that all documentation and information submitted have been verified and found in compliance with Regulation (EU) No 965 /2012 (as revised) and all other applicable requirements / procedures.

Continuing Airworthiness Manager

(name) **(Signature)**
Date:

Compliance Manager

(name) **(Signature)**
Date:

Flight Operation Manager

(name) **(Signature)**
Date :

Crew Training Manager

(name) **(Signature)**
Date :