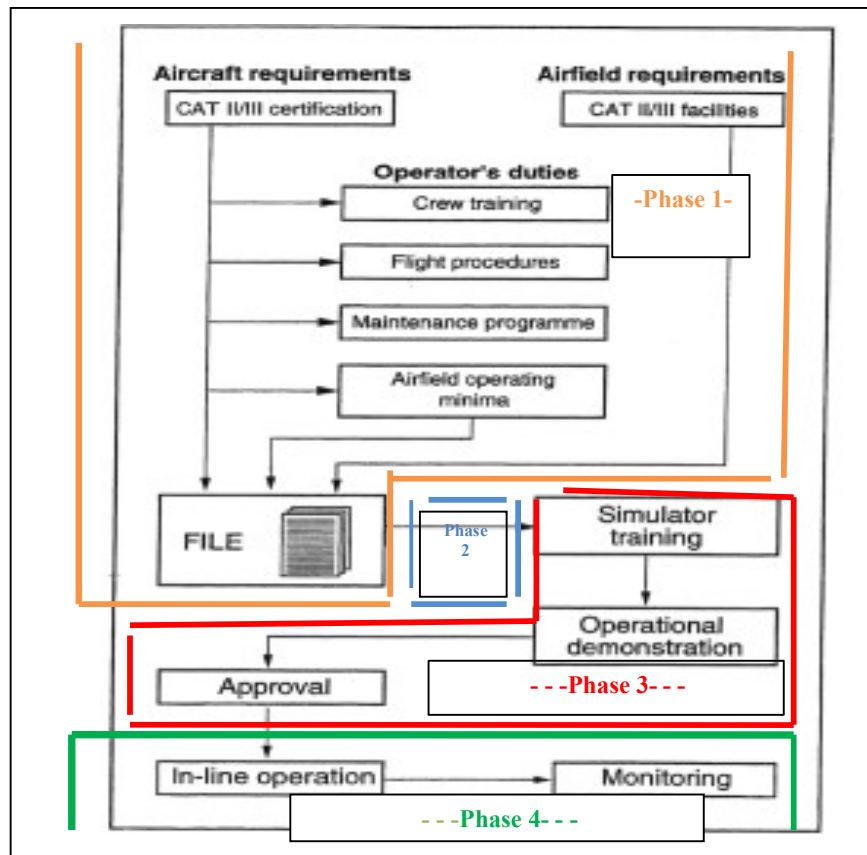


ΑΙΤΗΣΗ ΓΙΑ ΠΙΣΤΟΠΟΙΗΣΗ LVO
 Application Form for LVO Approval
 (Airworthiness & Operational Approval Conformance Document)

REFERENCES	ISSUE DATE	TITLE
Reg. (EU) No 965/2012 (As Amended)	MAY 2023	LOW VISIBILITY OPERATIONS (LVO)
ICAO 9365		MANUAL OF ALL -WEATHER OPERATIONS



Approval to conduct LVO will be performed in 3 phases (an additional Phase 4 refers to Continuous monitoring by Operator/HCAA of Low Visibility Operations :

Phase 1: Begins when the operator formally submits a CAT II and/or CAT III application for HCAA evaluation.

Phase 2: HCAA evaluates the formal submission for compliance and approves necessary CAT II/III training, manual revisions, etc;

Phase 3: Phase Three is referred to as the Operator ability to conduct CAT II/III operations in accordance with the application evaluated in Phase Two and is the line with operational evaluation of the operator's application including Trainings/Demonstration Flights/ Checks and periodic reviews etc Ends with HCAA approval

Phase 4: Continuous monitoring by Operator/HCAA of low visibility operations (AMC3 SPA.LVO.105 LVO approval (a)-(b)-(c)).			
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 (*)			
LTS CAT I Requested DH: RVR:.....	YES <input type="checkbox"/>	SPA.LVO.110(a) AMC3 SPA.LVO.100 (a)	
Approval for CAT II Requested DH:RVR:.....	YES <input type="checkbox"/>	SPA.LVO.110(b) AMC4 SPA.LVO.100 (a)	
OTS CAT II SPA.LVO.110 Requested DH: RVR:.....	YES <input type="checkbox"/>	SPA.LVO.110(b) AMC4 SPA.LVO.100 (B)	
Approval for CAT III Requested DH: RVR:.....	YES <input type="checkbox"/>	SPA.LVO.110(b) AMC5 SPA.LVO.100 (a-b-c)	
	<input type="checkbox"/>		
LVTO			
-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)	
Approach operations utilising an EVS	YES <input type="checkbox"/>	SPA.LVO.110(c)	
4.Applicant previous experience in CAT II or CAT III (*)			
4.1 Operators with no previous CAT II or CAT III experience should demonstrate to HCAA that it has gained a minimum experience of 6 months of CAT I operations on the aircraft type. Operator to refer experience gained in months :			
AMC4 SPA.LVO.105 LVO approval			
4.2 Applicant has to refer to previous experience gained with the requested aircraft type mentioning number of Approaches performed. CAT II Approaches: CAT III Approaches:.....			
Yes <input type="checkbox"/> No <input type="checkbox"/>			
4.3 Applicant has to refer to proposed number of approached that will be performed during the Demonstration Flights (Phase 3) Proposed number of Approaches :.....			
Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>			
4.4 The operator should establish a reporting system to enable checks and periodic reviews to be made during the operational evaluation period before the operator is approved to conduct CAT II or III operations. AMC2. SPA.LVO.105 LVO(b)(1) approval			
4.5 The operator should establish a reporting system to enable checks and periodic reviews to be made during the operational evaluation period before the operator is approved to conduct CAT II or III operations. AMC2 SPA.LVO.105 (b) (2) LVO approval			
PART 1 Airworthiness			
SPA.LVO.110 General operating requirements (b) The operator shall only conduct CAT II, OTS CAT II or CAT III operations if: (1) each aircraft concerned is certified for operations with a decision height (DH) below 200 ft, or no DH, and equipped in accordance with the applicable airworthiness requirements;			
5.Type Design Approval (*)			
5.1 The AWO type design 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"/>	
Supplement Type Certificate	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
AFM supplement	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Service Bulletin	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Service Letter	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Other (specify)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
HCAA Note: Applicant to attach the evidence			
Aircraft flight control system is certified as :			
Fail-passive flight control system :	Yes <input type="checkbox"/>		
Fail -operational :	Yes <input type="checkbox"/>		
HCAA Note: Applicant to attach the evidence			
5.2 Maintenance program (*)			
Applicant has to submit sections of the approved Maintenance Program (AMP) related to LVO systems for the aeroplane			
			Yes <input type="checkbox"/>
Maintenance instructions for the Category II or III autoland equipment must be incorporated by the operator and included in the Approved Maintenance Program (AMP) for the aeroplane.			
AMC5 SPA.LVO.105 LVO approval			
5.3 MEL (*)			
Applicant has to submit sections of the approved MEL related to LVO systems for the aeroplane			
			Yes <input type="checkbox"/>
Minimum Equipment List (MEL) must be clearly identify the equipments/systems that must be installed and serviceable at the commencement of a Low Visibility Take Off or a Category II or III .			
(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.			
SPA.LVO.130 Minimum equipment			
5.4 Periodic operational sampling (**)			
Procedures for periodic maintenance of systems ground check, and systems flight check, as applicable. For example, following a heavy maintenance, suitable checks may need to be performed prior to return to service			
5.5 Defects Monitoring (**)			
Action for non-compliant aeroplane (downgrading, technical log entries, corrective actions, placarding, upgrading, release to service procedures, monitoring and reporting of repetitive defects, reliability reporting, reporting to the NAA, etc.).			
5.6 Continuous Monitoring of LVO Operations/ Reliability of LVO systems (**)			
Applicant has to refer to the related procedure on how the LVO operations is continuously monitored to detect any undesirable trend.			
The data to be collected and utilised is :			
(a) :The total number of approaches, by aeroplane type where a Category II or III approach/landing was made satisfactorily whether or not it was an actual or practice approach.			
(b) :Reports of unsatisfactory approaches/landings by aerodrome and aeroplane registration and categorised into			
- (a) airborne equipment fault,			
- (b) ground facility problem			
- (c) missed approach due to ATC instruction and			
- (d) other reasons.			
AMC3 SPA.LVO.105 LVO approval (b) 1-2			
-A suitable system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operations;			
SPA.LVO.110 (b) (2) General operating requirements			

Part 2 Operation
SPA.LVO.105 LVO approval To obtain an LVO approval from the competent authority, the operator shall demonstrate compliance with the requirements of this Subpart. (SUBPART E: LOW VISIBILITY OPERATIONS).
6.1 Operation Manual procedures and instructions to be used for LVOs . (**)
The operator shall establish procedures and instructions to be used for LVOs. These procedures and instructions shall be included in the operations manual or procedures manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach operations, as appropriate. SPA.LVO.125 Operating procedures AMC1 SPA.LVO.125 Operating procedures (b)(1)
The instructions should be compatible with the limitations and mandatory procedures contained in the AFM and cover the following items in particular:
(i) checks for the satisfactory functioning of the aircraft equipment, both before departure and in flight; (ii) effect on minima caused by changes in the status of the ground installations and airborne equipment; (iii) procedures for the take-off, approach, flare, hover, landing, rollout and missed approach; (iv) procedures to be followed in the event of failures, warnings to include HUD/HUDLS/EVS and other non-normal situations; (v) the minimum visual reference required; (vi) the importance of correct seating and eye position; (vii) action that may be necessary arising from a deterioration of the visual reference; (viii) allocation of crew duties in the carrying out of the procedures according to (b)(2)(i) to (iv) and (vi), to allow the pilot-in-command/commander to devote himself/herself mainly to supervision and decision making; (ix) the rule for all height calls below 200 ft to be based on the radio altimeter and for one pilot to continue to monitor the aircraft instruments until the landing is completed; (x) the rule for the localiser sensitive area to be protected; (xi) the use of information relating to wind velocity, wind shear, turbulence, runway contamination and use of multiple RVR assessments; (xii) procedures to be used for: (A) LTS CAT I; (B) OTS CAT II; (C) approach operations utilising EVS; and (D) practice approaches and landing on runways at which the full CAT II or CAT III aerodrome procedures are not in force; (xiii) operating limitations resulting from airworthiness certification; and (xiv) information on the maximum deviation allowed from the ILS glide path and/or localiser. AMC1 SPA.LVO.125 Operating procedures (b)(2)
OM – B Chapter 2 “Normal Procedures”
LVO Abnormal procedures
LVO Aerodrome considerations
6.3 Flight Crew qualifications (**)
The operator shall ensure that, prior to conducting an LVO each flight crew member:
(1) complies with the training and checking requirements prescribed in the operations manual, (2) is qualified in accordance with the standards prescribed in the operations manual; (3) the training and checking is conducted in accordance with a detailed syllabus.
Yes <input type="checkbox"/> No <input type="checkbox"/>
SPA.LVO.120 Flight crew training and qualifications
6.4.Training (O.M. Part D) (**)
The Operation Manual (O.M. Part D) to contain the following topics
-General (as per AMC1 SPA.LVO.120 (a))
-Ground training (as per AMC1 SPA.LVO.120 (b))
-Flight simulator training and/or flight training (as per AMC1 SPA.LVO.120 (c))
-Conversion training (as per AMC1 SPA.LVO.120 (d))
-Type and command experience (as per AMC1 SPA.LVO.120 (e))
-Low visibility take-off RVR lower than 400m(as per AMC1 SPA.LVO.120 (g))
-Recurrent training and checking (as per AMC1 SPA.LVO.120 (f))
-Additional training (as per AMC1 SPA.LVO.120 (h))
6.5 Operational Demonstration (**)
Applicant to define: - Number of approaches and landings as defined in AMC1 SPA.LVO.105 LVO approval (a) and (b)

<p>- The Transitional Periods for operators without previous CAT II/III experience (AMC4 SPA.LVO.105 LVO approval)</p> <p>-Data collection and data analysis for operational demonstrations as defined in AMC1 SPA.LVO.105 LVO approval (c) and (d) and the form used to collect approaches data.</p> <p style="text-align: right;">SPA.LVO.105 LVO approval</p>	
Continuous Monitoring of all aircraft (**)	
<p>Applicant to define how the requirement for continuous monitoring of LVO to detect any undesirable trends before they become hazardous is accomplished .</p> <p style="text-align: right;">AMC3 SPA.LVO.105 LVO (a) (b) approval</p>	
6.5 Reporting (**)	
Does the applicant implemented procedures as per EU 376/2018	
Yes <input type="checkbox"/>	No <input type="checkbox"/>
7. Documents to be submitted	
<p>The applicant has to refer to the attachments submitted with this application. :</p> <ol style="list-style-type: none"> 1) e-paravolo (fee) (**) 2) Part of AFM/TCDS/SB (*) 3) Parts of Maintenance Program (*) 4) Parts of MEL (*) 5) The procedures for Operational Sampling (**) 6) Part of Operation Manual (**) 7) Reliability of LVO systems (**) 8) Flight Crew qualifications (**) 9) Training requirements (**) 10) Procedures/Analysis/Forms used during operational demonstration phase (**) 11) LVO continuous Monitoring system (**) 12) Reporting procedures (**) <p style="text-align: right;">HCAA note: Operator to refer the parts submitted</p>	
8. Items marked with (*) or (**)	
<p>Note 1: (*) Items marked with one asterisk the required evidence must be submitted for each aircraft applying for LVO approval.</p> <p>Note 2: (**) Items marked with two asterisks may not be submitted provided that the evidences required have been submitted to HCAA A2/B in a previous application for approval of the same type and have not been modified.</p>	
9. Applicant Compliance statement	
<p>I hereby declare that all documentation and information submitted have been verified and found in compliance with Regulation (EC) No EU 965, its Implementing Rules and all other applicable requirements / procedures.</p>	
Continuing Airworthiness Manager	
<u>(name)</u>	<u>(Signature)</u> <u>Date</u>
CAMO Quality Manager	
<u>(name)</u>	<u>(Signature)</u> <u>Date</u>
Flight Operation Manager	
<u>(name)</u>	<u>(Signature)</u> <u>Date</u>
Flight Training Manager	
<u>(name)</u>	<u>(Signature)</u> <u>Date</u>

Recent Experience and Crew Competence-Requirements
Training Requirements