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| **Operator:** |  | **AOC No.:** |  |
| **Date:** |  | **Location:** |  |
| **Post Holder 1. Operations: 2. Training:** |  | **Telephone: No:** |  |
| **Email:** |  | **Fax:** |  |

**Note: Surveillance to be done with documents and records at main base of operator.**

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| **CAR OPS 1 SUBPART E - All Weather Operations**  1.430 Aerodrome Operating Minima – General  1.435 Terminology  1.440 Low visibility operations – General operating rules  1.445 Low visibility operations – Aerodrome considerations  1.450 Low visibility operations – Training and Qualifications  1.455 Low visibility operations – Operating Procedures  1.460 Low visibility operations – Minimum equipment  1.465 VFR Operating minima  Appendix 1 to CAR OPS-1.175 Contents and conditions of the Air Operator Certificate and ICAO Doc 9365 Appendix 1 to CAR OPS 1.430 Aerodrome Operating Minima  Appendix 2 to CAR OPS 1.430(c) Aeroplane categories – All Weather Operations Appendix 1 to CAR OPS 1.440 Low Visibility Operations – General Operating Rules Appendix 1 to CAR OPS 1.450 Low Visibility Operations Training & Qualifications Appendix 1 to CAR OPS 1.455 Low Visibility Operations – Operating Procedures | | | | |
| ***Low Visibility Procedures (LVP)****.* Procedures applied at an aerodrome for the purpose of ensuring safe operations during: Lower than Standard Category I, Other than Standard Category II, Category II and III approaches and Low Visibility Take-offs.  ***Low visibility operations (LVO).*** Approach operations in RVR’s less that 550m and/or with a decision (DH) less than 60m (200ft) or take-off operations in RVR’s less than 400m.  ***Low Visibility Take-Off (LVTO).*** A take-off where the Runway Visual Range (RVR) is less than 40***0 m.***  ***All Weather Operations (AWO)*** | | | | |
| **S No** | **Items** | **Remarks** | | **Comments** |
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| **Section 1 Low Visibility Take-off Operations** | | | | |
| **1** | **Documentation** |  |  |  |
| **1.1** | **LVTO Operations Specifications OM-A**  All elements of low visibility operations LVO are considered as operations specifications and require the approval of the authority.   * Is the possibility for LVO/ LVTO and the limiting RVR for LVTO mentioned |  |  |  |

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| **1.2** | **Operational Control and Supervision**   * Are the possibility and relevant RVR limitation in the operational control and supervision considered?   Take-off minima established by the operator must be expressed as visibility/ RVR limits, taking into account all relevant factors for each aerodrome planned to be used and the aeroplane characteristics. Where there is a specific need to see and avoid obstacles on departure and/or for a forced landing, additional conditions (e.g. ceiling) must be specified.  These values must be evaluated and considered in the early planning phase, when an operator considers to operate from an aerodrome, also in the planning phase before the intended flight and during the actual flight operation. |  |  |  |
| **1.3** | **Crew Qualification for LVTO**   * Is there a statement concerning the LVTO qualification for all Flight Crew members?   The description in the Chapter 8 OMA shall consider the LVTO qualification for all FCM, on the aeroplane/fleet concerned.  This description shall include/refer to the (OM-D) key courses “Conversion”, “Nomination as Commander” and “Recurrent”.  A reference to the OPS SPECS shall be available in order to be able to determine the applicable LVTO minima. |  |  |  |
| **1.4** | **Flight Preparation Instructions**   * Are Criteria and responsibilities for the authorisation of the use of aerodromes established?   Take-off minima established by the operator must be expressed as visibility or RVR limits, taking into account all relevant factors for each aerodrome planned to be used and the aeroplane characteristics.  Where there is a specific need to see and avoid obstacles on departure and/or for a forced landing, additional conditions (e.g. ceiling) must be specified. |  |  |  |
| **1.5** | **Take-off Minima**  OM – A Chapter 8 “Methods of determination of aerodrome operating minima”  Is there a list determining the required RVR for available facilities?  Information, preferable in tabulated form, shall be available to present the required minimum RVR for the available facility. |  |  |  |
| **S No** | **Items** | **Remarks** | | **Comments** |
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| **1.6** | **Low Visibility Operations**   1. Is the Low Visibility Take-Off procedure described in detail? |  |  |  |
|  | 1. Are the special items/considerations mentioned? |  |  |  |
|  | 1. Are meteorology/runway status limitations concerning LVTO mentioned? |  |  |  |
|  | 1. Is there a general description of the “obscured part/visual segment”? |  |  |  |
|  | **Following issues shall be described in the appropriate Chapter:**   * When the reported meteorological visibility is below that required for take-off and RVR is not reported, a take-off may only be commenced if the commander can determine that the RVR/visibility along the take-off runway is equal to or better than the required minimum (determination of visual segment). |  |  |  |
|  | * When no reported meteorological visibility or RVR is available, a take-off may only be commenced if the commander can determine that the RVR/visibility along the take-off runway is equal to or better than the required minimum. |  |  |  |
|  | * Visual reference. The take-off minima must be selected to ensure sufficient guidance to control the aeroplane in the event of both a discontinued take-off in adverse circumstances and a continued take-off after failure of the critical power unit. |  |  |  |
|  | * If the operator has specific policies concerning LVTO (e.g. in case of contaminated runway, no Copilot Take-off etc.), they shall be described. |  |  |  |
|  | * A general description and graphical illustration of the obscured part/ visual segment shall be included in the Chapter. |  |  |  |
| **1.7** | **LVTO Information OM-B Chapter 0**   * Are the aeroplane specific LVTO values correct and consistent listed in the Chapter 0? |  |  |  |
|  | * Are the requested/ listed LVTO minima according the aeroplane and HUD/HUDLS certification? |  |  |  |

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|  | The requested/certified LVTO values must be listed in the general part, where all the operations specifications are listed (e.g. LVTO RVR 125m).   * If the Operator requests a LVTO minimum 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. |  |  |  |
| **1.8** | **LVTO Limitations**  **OM-B Chapter 1 Limitation**   * Are the certified operational limitations of the aeroplane described?   The description in the Chapter “Limitations” must contain the following topics concerning Low Visibility Take-off: |  |  |  |
|  |  certification status |  |  |  |
|  |  types of operation that are approved |  |  |  |
|  |  wind limits |  |  |  |
|  |  limitations on wet or contaminated runway |  |  |  |
|  |  performance limitations for applicable performance configuration |  |  |  |
|  |  system limitations (e.g. HUDLS operative). |  |  |  |
| **1.9** | **LVTO Procedures**  **OM – B Chapter 1 “Limitations”**   * If applicable: is there a separate T/O profile described for LVTO? |  |  |  |
|  | * If applicable: is there a separate T/O method described for LVTO? |  |  |  |
|  | * Is there a restriction who is entitled to perform the LVTO (e.g. CMD only)? |  |  |  |
|  | * Is there a description/ graphical illustration of the obscured part/ visual segment (or an appropriate reference to OM-A 8)? |  |  |  |
|  | * Is the obscured part defined (value)? |  |  |  |
|  | * Is the use of HUD/HUDLS described? |  |  |  |
|  | * If the LVTO is different to the normal T/O, a separate description of the T/O method and T/O profile is required (e.g. standing T/O, special configuration etc). |  |  |  |

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|  | * Appointed crew station duty assignments must be stated or referred to the OM A 8. |  |  |  |
|  | * The obscured segment must be defined with a value depending on A/C dimensions See also 1.6 above **Low Visibility Operations.** |  |  |  |
|  | * If a HUD/HUDLS is used for LVTO, its use must be described. |  |  |  |
|  | * If the use of HUD/HUDLS is optional for LVTO, both methods (or at least the differences) must be described. |  |  |  |
| **1.10** | **LVTO Performance**  **OM – B Chapter 4 “Performance”**   * Are performance considerations for LVTO described? |  |  |  |
|  | * Is there a specific configuration to be used for LVTO and is this configuration considered in the T/O calculation? |  |  |  |
|  | * Is there a specific configuration to be used for LVTO and is this configuration considered in the T/O calculation? |  |  |  |
|  | * How is the Accelerated Stop Distance calculated |  |  |  |
|  | * The configuration used for LVTO must be considered within the performance calculation method |  |  |  |
|  | * In case of reduced RWY availability (e.g. last segment RVR below minimum), the accelerated stop distance must be calculated and compared with the runway available, in order to be able to conduct the T/O. |  |  |  |
| **1.11** | **Minimum Equipment List (MEL)**  **OM – B Chapter 8 “Minimum Equipment List”**   * Are MEL items listed that are affecting LVTO |  |  |  |
|  | * The MEL shall contain all items affecting a Low Visibility Take-Off capability.   Operational- and/or Maintenance Procedures required for LVTO dispatch under MEL shall be listed |  |  |  |
| **1.12** | **Aerodrome Data**  **OM – C Chapter 1 “Operating Minima”**   * Are Operating Minima for departure Aerodromes available? |  |  |  |
|  | * Are Runway data and aerodrome facilities described? |  |  |  |
|  | * The Route and Aerodrome instruction and information must contain operating minima for the departure aerodrome and operating minima for take- off alternate. |  |  |  |
| **S No** | **Items** | **Remarks** | | **Comments** |
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|  | * Information about aerodrome facilities and runway data must be available and explained in the OM-C or parts thereof (e.g. Jeppesen etc.). |  |  |  |
| **Section 2 Low Visibility Take-off Operations** | | | | |
| **2.** | **Flight Crew Training** |  |  |  |
| **2.1** | **LVTO Conversion Course**  **OM – D Chapter “Conversion Training”**  The Training Programme shall be approved by the competent authority |  |  |  |
|  | * If LVTO RVR <400m but ≥ 150m: Is there a specific conversion training module for LVTO available? |  |  |  |
|  | * If LVTO RVR< 150m but ≥ 75m: Is there a specific conversion training and checking module for LVTO available? |  |  |  |
|  | * If LVTO RVR< 150m but ≥ 75m: Is the LVTO at the lowest applicable minima mentioned in the OPC programme? |  |  |  |
|  | * The LVTO training in the conversion course must contain at least: * If LVTO RVR <400m but ≥ 150m: * Ground Training according AMC1 SPA.LVO.120(b), specifically |  |  |  |
|  | * Characteristics and limitations of the ILS/or MLS |  |  |  |
|  | * The characteristics of the visual aids |  |  |  |
|  | * The characteristics of fog |  |  |  |
|  | * The operational capabilities and limitations of the particular airborne system to include HUD symbology and EVS characteristics if appropriate. |  |  |  |
|  | * The effects of precipitation, ice accretion, low level wind shear and turbulence |  |  |  |
|  | * The effect of specific aeroplane malfunctions |  |  |  |
|  | * The use and limitations of RVR assessment systems |  |  |  |
|  | * The principles of obstacle clearance requirements |  |  |  |
|  | * Recognition of and action to be taken in the event of failure of ground equipment |  |  |  |

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|  | * The procedures and precautions to be followed with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150m (200m for category D aeroplanes). |  |  |  |
|  | * The qualification requirements for pilots to obtain and retain approval to conduct Low Visibility Take- offs. |  |  |  |
|  | * The importance of correct seating and eye position. |  |  |  |
|  | * Simulator Training according AMC1 SPA.LVO.120 (c), specifically: * An operator must ensure that each flight crew member is trained to carry out his/her duties and instructed on the coordination required with other crew members. |  |  |  |
|  | Training must be divided into phases covering normal operation with no aeroplane or equipment failures but including all weather conditions which may be encountered and detailed scenarios of aeroplane and equipment failure which could affect AWO operations. If the aeroplane system involves the use of hybrid or other special systems (such as HUD/HUDLS or EVS) then flight crew members must practice the use of these systems in normal and abnormal modes during the Flight Simulator phase of training. |  |  |  |
|  | Checks of satisfactory functioning of equipment, both on the ground and in flight. |  |  |  |
|  | Effect on minima caused by changes in the status of ground installations |  |  |  |
|  | Actions to be taken in the event of systems failures and engine failure resulting in continued as well as rejected take-offs. |  |  |  |
|  | The effect of known unserviceability’s and use of minimum equipment lists |  |  |  |
|  | Operating limitations resulting from airworthiness certification |  |  |  |
|  | Incapacitation procedures appropriate to Low Visibility Take-offs shall be practiced |  |  |  |
|  | **Note:** Previous experience of a flight crew member can be considered for the training.  Additionally, if LVTO RVR< 150m but ≥ 75m   * normal Take-off in minimum RVR conditions |  |  |  |
|  | * Take-off in minimum authorized RVR conditions with an engine failure between V1 and V2, or as soon as safety considerations permit. |  |  |  |
| **S No** | **Items** | **Remarks** | | **Comments** |
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|  | * Take-off in minimum authorized RVR conditions with an engine failure before V1 resulting in a rejected Take-off. |  |  |  |
|  | **Note:** Such Training shall be carried out in a Flight Simulator (FSTD).  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 prescribed above.  The OM D shall provide a logical structure of the:   * Ground Training * Simulator Training (terminated by a Proficiency Check to include LVTO procedures). |  |  |  |
|  | Example of Standard of Performance:   * The flight crew member shall demonstrate his ability to perform Low Visibility Take-off satisfactorily, according to the procedures defined in the Operations Manual. |  |  |  |
|  | * The crewmember shall be enabled to evaluate Meteorological Conditions and available aircraft and ground equipment and to take appropriate decisions regarding LVTO. |  |  |  |
|  | Instructor Requirements:   * Ground Training: suitably qualified GI |  |  |  |
|  | * Simulator Training: TRI (qualified on type and for AWO operations). |  |  |  |
|  | Proficiency Check:  If the operator is authorized to conduct takeoff with RVR less than 150m (200 m Cat D) at least one LVTO to the lowest applicable minima shall be performed during the conduct of the operator’s proficiency check. |  |  |  |
| **2.2** | **LVTO Recurrent Training and Checking**  **OM – D Chapter “Recurrent Training”**   * Is the LVTO Training described in the OM D, Key course “recurrent training” |  |  |  |
|  | An operator must ensure that, in conjunction with the normal recurrent training and operator proficiency checks, a pilot’s knowledge and ability to perform the tasks associated with the particular category of operation, for which he/she is authorised, is checked. |  |  |  |

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|  | * If the operator is authorised to conduct take-off with RVR less than 150m (200 m Cat D),at least one LVTO to the lowest applicable minima shall be performed during the conduct of the operators proficiency check. |  |  |  |
|  | * If the operator is authorised to conduct take-off with RVR less than 150m (200 m Cat D),at least one LVTO to the lowest applicable minima shall be performed during the conduct of the operators proficiency check. |  |  |  |
|  | **Instructor Requirements:**   * Ground Training (if applicable): suitably qualified Instructor |  |  |  |
|  | * Simulator Training: TRI (qualified on type and for AWO operations) |  |  |  |
|  | **Proficiency Check:**  If the operator is authorized to conduct take-off with RVR less than 150m (200 m Cat D) at least one LVTO to the lowest applicable minima shall be performed during the conduct of the operators proficiency check. |  |  |  |
| **Section 3 Low visibility Operations** | | | | |
| **3.** | **Documentation/ Operations Manual System**  **OM – A Chapter 0.1 “Introduction”**   * Is the approved LVO minima listed in the Operations Specifications? |  |  |  |
|  | The description in the Chapter “Introduction” must contain the information/value concerning Low Visibility Operation:   * Approved approach minima and the relevant RVR limits must be listed (e.g. CAT II DH100ft/RVR300m). |  |  |  |
|  | Additional approvals like Lower than Standard CAT I and Other than Standard CAT II must be listed |  |  |  |
| **3.1.** | **Operational Control and Supervision**   * How is the eligibility of aerodromes and runways considered in the operational control and supervision? |  |  |  |
|  | * How is the type and command experience considered in the operational control and supervision? |  |  |  |
|  | A responsible person must be designated to supervise the eligibility of aerodromes and runways. The method, frequency and tool for this supervision must be defined |  |  |  |

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|  | * Each aeroplane type/on-board equipment/runway combination must be verified by the successful completion of at least one approach and landing in Category II or better conditions, prior to commencing Category III operations. |  |  |  |
|  | * For runways with irregular pre-threshold terrain or other foreseeable or known deficiencies, each aeroplane type/on-board equipment/runway combination must be verified by operations in standard Category I or better conditions, prior to commencing Lower than Standard CAT I, Category II, Lower than Standard CAT II or Category III operations. |  |  |  |
|  | * If an operator has different variants of the same type of aeroplane in accordance with next paragraph below, utilizing the same basic flight control and display systems, or different basic flight control and display systems on the same type of aeroplane in accordance with paragraph below, the operator must show that the variants have satisfactory operational performance, but the operator need not conduct a full operational demonstration for each variant/runway combination |  |  |  |
|  | * For the purpose of paragraph above, an aeroplane type or variant of an aeroplane type is deemed to be the same type/variant of aeroplane if that type/variant has the same or similar:   **Level of technology including the:**   * FGS and associated displays and controls; |  |  |  |
|  | * FMS and level of integration with the FGS; |  |  |  |
|  | * use of HUDLS. |  |  |  |
|  | **Operational procedures including:**   * alert height; |  |  |  |
|  | * manual landing/automatic landing; |  |  |  |
|  | * no decision height operations; |  |  |  |
|  | * use of HUD/HUDLS in hybrid operations |  |  |  |
|  | **Handling characteristics including**:   * manual landing from automatic or HUDLS guided approach; |  |  |  |
|  | * manual go-around from automatic approach; |  |  |  |
| **S No** | **Items** | **Remarks** | | **Comments** |
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|  | * automatic/manual roll out. |  |  |  |
|  | Operators using the same aeroplane type/variant and on-board equipment combination and procedures may take credit from each others experience and records in complying with this paragraph. |  |  |  |
|  | A responsible person must be designated to supervise type and command experience. The method, frequency and tool for this supervision must be defined. |  |  |  |
|  | Before commencing Category II operations, the following additional requirements are applicable to commanders, or pilots to whom conduct of the flight has been delegated, who are new to the aeroplane type:   * 50 hours or 20 sectors on the type, including line flying under supervision and |  |  |  |
|  | * 100 m must be added to the applicable Category II RVR minima when the operation requires a Category II manual landing or use of HUDLS for touchdown until: |  |  |  |
|  | * a total of 100 hours or 40 sectors, including LIFUS has been achieved on the type; or |  |  |  |
|  | * a total of 50 hours or 20 sectors, including LIFUS has been achieved on the type where the flight crew member has been previously qualified for Category II manual landing operations with a Community operator; |  |  |  |
|  | ***Note:*** *for HUDLS operations, the sector requirements in paragraphs above shall always be applicable, the hours on type/class does not fulfil the requirement* |  |  |  |
|  | Before commencing Category III operations, the following additional requirements are applicable to commanders, or pilots to whom conduct of the flight may be delegated, who are new to the aeroplane type:   * 50 hours or 20 sectors on the type, including line flying under supervision; and |  |  |  |
|  | * 100 m must be added to the applicable Category II or Category III RVR minima unless he has previously qualified for Category II or III operations with a Community operator, until a total of 100 hours or 40 sectors, including line flying under supervision (LIFUS), has been achieved on the type. |  |  |  |

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| **3.2** | **LVO Crew Qualification**  **Appendix 1 to CAR OPS-1.450 Low Visibility Operations – Training &Qualifications**  **OM – A Chapter “Qualification Requirements**   * Is there a statement concerning the LVO qualification for all Flight Crew members? | |  |  |  |
|  | The description in the OM-A shall consider the LVO qualification for all FCM, on the aeroplane/ fleet concerned.   It shall be stated, that flight crew members are properly qualified prior to commencing an approach utilizing EVS, a  Lower than Standard Category I, an other than Standard Category II or a Category II or III approach. | |  |  |  |
|  |  This description shall include/refer to the (OM D) key courses “Conversion”, “Nomination as Commander” and “Recurrent”. | |  |  |  |
|  |  A reference to the OPS SPECS shall be available in order to be able to determine the applicable LVTO minima. | |  |  |  |
| **3.3** | **LVO Approach Minima**  **OM – A Chapter 8 “Methods of determination of aerodrome operating minima”**   * How is the required RVR (depending on the DH) for a Lower than Standard CAT I Approach apparent? | |  |  |  |
|  | * How is the required RVR (depending on the DH) for a CAT II Approach apparent? | |  |  |  |
|  | * How is the required RVR (depending on the DH) for other than Standard CAT II Approach apparent? | |  |  |  |
|  | * Are the approach light systems (abbreviations) described? | |  |  |  |
|  | * Is there a table to determine the effect on landing minima in case of failed or downgraded equipment? | |  |  |  |
|  | *Example for Lower than Standard CAT I: see CAR OPS 1* | |  |  |  |
|  | *Example for CAT II: see CAR OPS 1.* | |  |  |  |
|  | *Example for Other than Standard CAT II: see CAR OPS 1.* | |  |  |  |
|  | *Example approach light abbreviations and a table concerning the impact of failed equipment on the approach capability in general: see CAR OPS 1.*  **CAR-OPS 1 Subpart E Appendix 1 to CAR- OPS 1.430 Aerodrome Operating Minima** | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
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| **3.4** | **LVO Visibility Conversion**  Is there a table to convert reported meteorological visibility to RVR/CMV (Converted meteorological Visibility? | |  |  |  |
|  | Are the conditions/ restrictions to convert reported meteorological visibility to RVR/CMV correctly mentioned? | |  |  |  |
|  | The paragraph shall describe what RVR/CMV is, and how reported meteorological visibility can be converted to RVR/CMV correctly. **CAR OPS 1**  **TABLE 11 Conversion of Met visibility to RVR/CMV.** | |  |  |  |
|  | The following table shall be available  It shall be mentioned that the CMV shall not be used for:   * take-off; | |  |  |  |
|  | * for calculating any other required RVR minimum less than 800m (e.g. for Approach); | |  |  |  |
|  | * when reported RVR is available | |  |  |  |
| **3.5** | **LVO Approach Minima with EVS**  **OM – A Chapter 8 “Reduction of calculated RVR/CMV when utilising EVS”**   * Is there a table to calculate the required RVR/CMV when using EVS? | |  |  |  |
| **3.6** | **LVO Approach Considerations**  OM – A Chapter 8.4 “Low Visibility Operations”   * Are the visual references at the minimum defined? | |  |  |  |
|  | **LVO Approach Considerations**  **OM – A Chapter 8.4 “Low Visibility Operations”**   * Are the visual references at the minimum defined? | |  |  |  |
|  | * Is the malfunction handling during an LVO approach defined? | |  |  |  |
|  | * Are stabilization criteria defined? | |  |  |  |
|  | * Is there information how to apply different RVR readings along a landing runway? | |  |  |  |
|  | **Visual references Lower than Standard CAT I:**  A segment of at least three consecutive lights being the center line of the approach lights, or touchdown zone lights, or runway center line lights, or runway edge lights, or a combination of these is attained and can be maintained. | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
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| **(Contd.) 3.6** | This visual reference must include a lateral element of the ground pattern, i.e. an approach lighting crossbar or the landing threshold or a barrette of the touchdown zone lighting unless the operation is conducted using an approved HUDLS usable to at least 150 ft | |  |  |  |
|  | **Visual references CAT II and other than standard CAT II:**  A segment of at least 3 consecutive lights being the center line of the approach lights, or touchdown zone lights, or runway center line lights, or runway edge lights, or a combination of these is attained and can be maintained.  This visual reference must include a lateral element of the ground pattern, i.e. an approach lighting crossbar or the landing threshold or a barrette of the touchdown zone lighting unless the operation is conducted using an approved HUDLS to touchdown. | |  |  |  |
|  | **Visual references CAT III:**   * **For Category III A** operations and for Category III B operations conducted either with fail-passive flight control systems, or with the use of an approved HUDLS, a pilot may not continue an approach below the decision height unless a visual reference containing a segment of at least three consecutive lights being the center line of the approach lights, or touchdown zone lights, or runway center line lights, or runway edge lights, or a combination of these is attained and can be maintained. | |  |  |  |
|  | * **For Category III B** operations conducted either with fail-operational flight control systems or with a fail-operational hybrid landing system (comprising e.g. a HUDLS) using a decision height a pilot may not continue an approach below the decision height unless a visual reference containing at least one center line light is attained and can be maintained. | |  |  |  |
|  | **Visual references using EVS:**  The required visual references during an approach using EVS are dependent on the type of approach and the approach phase. Utmost attention must be given to clearly describe and define the required visual references for the cockpit crew (PF and PNF). Especially, if only one pilot has the EVS picture available during approach (e.g. EVS combined with HUD). | |  |  |  |
| **3.7** | **Occurrences during LVO**  **OM – A Chapter 11 “Handling of Accidents and Incidents”**   * How are unsuccessful LVO approaches reported? | |  |  |  |
|  | * How are successful LVO approaches reported? | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | Occurrences during LVO successful and unsuccessful LVO approaches must be reported. Therefore, a reporting tool must be defined and published.  This can be done with either a special LVO reporting form or by the regular crew report and the Tech Log/ Flight Log system, in order to allow a collection of statistical data. | |  |  |  |
| **3.8** | **LVO Aeroplane Information**  **OM – B Chapter 0 “General”**  Are the aeroplane specific LVO values correct and consistent listed in the Chapter 0? | |  |  |  |
| **3.9** | **LVO Aeroplane Limitations**  **OM – B Chapter 1 “Limitations”**   * Are the certification limitations of the aeroplane correct and listed in the OM B Chapter 1 “Limitations”? | |  |  |  |
|  | * Are the EVS Limitations listed in the OM B Chapter 1 “Limitations”? | |  |  |  |
|  | * Are the HUDLS Limitations listed in the OM B Chapter 1 “Limitations”? | |  |  |  |
|  | * The requested/certified limitations concerning the LVO must be listed in the OM B (e.g. autopilot limitations, auto thrust limitations, wind limitations, required configurations etc.). | |  |  |  |
|  | All Limitations concerning “AWO Systems” (e.g. HUDLS; EVS etc.) must be completely listed. The described Limitations must be according to the aeroplane specific FAA/EASA AFM, which must be sent to CAA for the approval process (copies). | |  |  |  |
| **3.10** | **LVO Normal Procedures Description OM – B Chapter 2 “Normal Procedures** | | | | |
|  | * Has the operator defined operational procedures to ensure Low Visibility Operations are conducted according to defined criteria (OM A, 8)? | |  |  |  |
|  | * Is defined what equipment must be operable before commencing an approach | |  |  |  |
|  | Chapter 2 must contain complete and consistent flight profiles and crew station duty assignments. This must include task distribution, call outs, configurations and speeds. In case of an auto-land, also the landing and roll out must be described. | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | An information for the crewmember must be available (ideally in form of a table) to define the required equipment operable before commencing the different low visibility approaches.  The information shall also contain the information to which point in the approach the equipment must be operable (e.g. commencing the approach OEI is allowed, engine failure after approach status results in a Go-Around (G/A) according AFM) | |  |  |  |
| **3.11** | **LVO Normal Procedures & Equipment**  **OM – B Chapter 2 “Normal Procedures”**   * Are the procedures for LVO approaches with EVS defined | |  |  |  |
|  | * Is there a statement that a Lower than Standard CAT I approach must be flown with HUDLS or auto-couplet and auto-land? | |  |  |  |
|  | * Is defined what equipment must be operable before commencing an approach? | |  |  |  |
|  | Chapter 2 must contain complete and consistent flight profiles and crew station duty assignments for the approaches flown with EVS. Special attention must be given to the decision phase, the continuation phase and the transition from the artificial picture to the visual phase.  Detailed flight profiles and crew station duty assignments must be described in regard to the required visual references, decision making (see LVO Approach considerations). | |  |  |  |
|  | * An information for the crewmember must be available (ideally in form of a table) to define the required equipment operable before commencing the different low visibility approaches.   The information shall also contain the information to which point in the approach the equipment must be operable (e.g. commencing the approach OEI is allowed, engine failure after approach status results in a G/A according AFM!). | |  |  |  |
|  | * The procedure for a Lower than Standard CAT I approach must clearly describe, that such an approach must be flown either with HUDLS or auto- couplet with auto-land. | |  |  |  |
| **3.12** | **LVO Abnormal Procedures OM-B**  **Chapter 3 “Abnormal Procedures”**   * Are the abnormal procedures during LVO approaches defined? | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | * When must a G/A be initiated? | |  |  |  |
|  | * Is there a different configuration used than in the normal procedures? | |  |  |  |
|  | The Chapter 3 must contain complete and consistent information about abnormal procedures for LVO (what if…).  The description shall include all relevant information to flight crew to determine if an approach can be commenced, continued or shall be aborted.  It shall give appropriate information on the action to be taken by the crew.  All relevant information from the AFM must be reflected. | |  |  |  |
| **3.13** | **LVO Integration into MEL**  **OM – B Chapter 8, Minimum Equipment List**   * Is the entire LVO integrated in the MEL? | |  |  |  |
|  | The MEL shall be updated with all LVO relevant items.  The Commander of an aeroplane must have the tool for verification of LVO capability of an aeroplane before flight. | |  |  |  |
| **3.14** | **LVO Aerodrome Operation Considerations**  **OM – C Chapter 1.X**   * How is the LVO capability of an aerodrome verified? | |  |  |  |
|  | How can the Operator verify the low visibility procedures of an aerodrome? | |  |  |  |
|  | * How does the Operator determine and verify the applicable minimum when using EVS? | |  |  |  |
|  | * How does the Operator determine and verify the applicable minimum RVR in case of lower than standard CAT I (LTS)? | |  |  |  |
|  | * How does the Operator determine and verify the applicable minimum RVR in case of other than standard CAT II (OTS)? | |  |  |  |
|  | * How does the Operator determine and verify the applicable minimum RVR in case of other than standard CAT II (OTS)? | |  |  |  |
| **3.15** | **LVO Aerodrome Information Publications**  **(OM-C )**  How are the approach minima for Lower than Standard (LTS) CAT I considered and published? | |  |  |  |
|  | * How are the approach minima for other than Standard (OTS) CAT II considered and published? | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | * The Operator is responsible for the published approach minima. If the operator uses a subcontractor (chart supplier, e.g. Jeppesen, EAG, Lido etc), the final responsibility must be traceable defined. The tailoring of Charts is in the operator’s responsibility. | |  |  |  |
|  | * The presentation of the approach minima must be in such a way that it is clearly distinguishable for the crewmember, if it is a standard or other than standard minima. Several chart suppliers published examples and descriptions on how the approach minima is published. | |  |  |  |
| **3.16** | **Training facilities**  **OM-D, Chapter 1.2.X “Training facilities”**   * What training facilities are used to conduct the LVO training? | |  |  |  |
|  | * The applicant shall list all training facilities with details where he intends to conduct the LVO training, also if the training will be conducted with a subcontracted facility or another operator. | |  |  |  |
|  | * If the training facility and training device is already listed in the OM D, a correct reference is sufficient | |  |  |  |
|  | * If an additional training facility is used, all details such as address, STD ID etc. shall be listed. | |  |  |  |
|  | * An additional training facility/ training equipment might require a user approval. Please check, if such an approval exists beforehand. | |  |  |  |
| **3.17** | **Training & Checking within the “Key Courses” OM-D, Chapter 2.1.X “Training Syllabi and Checking Programme”**   * Is the subject LVO implemented in the Operations Manual Part D chapter 2.1 Flight Crew? | |  |  |  |
|  | * Is practical and theoretical training implemented within the “key courses” | |  |  |  |
| **3.18** | **LVO Conversion Training and Checking OM-D,“Training Syllabi and Checking Programme”**   * Has the operator defined LVO Training module for conversion training? | |  |  |  |
|  | * Does the training module consider individual LVO experience? | |  |  |  |
|  | * Does the OM D, Chapter 2 define theoretical and practical training and checking | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | * Is this training designed to meet the criteria required for crew members without CAT II / III experience? | |  |  |  |
|  | * Is this training designed to meet the criteria required for those with CAT II/III experience with a similar type of operation (auto- coupled/auto-land, HUDLS/Hybrid HUDLS or EVS) or Category II with manual land if appropriate with another Community operator? | |  |  |  |
|  | * Is this training designed to meet the criteria required for those crew members with CAT II/III experience with the operator? | |  |  |  |
|  | * Does the Ground Training reflect the minimum requirements as defined CAR OPS | |  |  |  |
|  | * Does the Simulator Training cover the minimum requirements as defined in CAR OPS and are the requirements covered in the Proficiency Check? | |  |  |  |
|  | * Has the Operator defined the requirements related to type and command experience? | |  |  |  |
|  | * Are the different steps (completeness / sequence) tracked and documented? | |  |  |  |
|  | * Is there coordination with CAA/Flight Safety Department in progress regarding the operational demonstration, if applicable? | |  |  |  |
| **3.19** | **Additional Training for LTS, OTS and/or the use of EVS OM-D, Chapter 2.1.X “Training Syllabi and Checking Programme”**   * Has the operator established a training/ qualification programme covering Lower than Standard CAT I approaches? | |  |  |  |
|  | * Has the operator established a training/ qualification programme covering approaches using EVS? | |  |  |  |
|  | * Has the operator established a training/ qualification programme covering other than Standard CAT II approaches? | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | Operators conducting lower than Standard Category I operations shall comply with the provisions of CAR OPS 1 SUBPART E — low visibility operations — training and qualifications applicable to Category II operations to include the requirements applicable to HUDLS (if appropriate). The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible. During conversion training the total number of approaches required shall not be additional to the requirements of Subpart FC of Annex III (ORO.FC) provided the training is conducted utilising the lowest applicable RVR | |  |  |  |
|  | During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach using lower than Standard Category I minima is conducted at least once every 18 months. | |  |  |  |
|  | Operators conducting other than Standard Category II operations shall comply with the provisions of CAR OPS 1 SUBPART E low visibility operations — training and qualifications applicable to Category II operations to include the requirements applicable to HUDLS (if appropriate).  The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible.  During conversion training the total number of approaches required shall not be less than that required to complete Category II training using a HUD/HUDLS. During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach using other than Standard Category II minima is conducted at least once every 18 months. | |  |  |  |
|  | Operators conducting approach operations using EVS with RVR of 800 m or less shall comply with the provisions of CAR OPS 1 SUBPART E — Low Visibility Operations — Training and Qualifications applicable to Category II operations to include the requirements applicable to HUD (if appropriate).  The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | During conversion training the total number of approaches required shall not be less than that required to complete Category II training utilising a HUD. During recurrent training and checking the operator may also combine the separate requirements provided the above operational procedure requirement is met, provided that at least one approach using EVS is conducted at least once every 12 months. | |  |  |  |
| **3.20** | **LVO Training during LIFUS**   * Are Lower than Standard CAT I, Other than Standard CAT II, CAT II / III approaches integrated into LIFUS | |  |  |  |
|  | For Category II operations, when a manual landing or a HUDLS approach to touchdown is required, a minimum of:   * (3) three landings from autopilot disconnect; | |  |  |  |
|  | * (4) four landings with HUDLS used to touchdown; except that only one manual landing (two using HUDLS to touchdown) is required when the conversion training has been carried out in a flight simulator qualified for zero flight time conversion. | |  |  |  |
|  | **For Category III operations**, a minimum of (2) two automatic landings are required, except that:   * only (1) one Autoland is required when the conversion training has been carried out in a flight simulator qualified for zero flight time training; | |  |  |  |
|  | * no auto land is required during LIFUS when the conversion training has been carried out in a flight simulator qualified for zero flight time training (ZFTT) and the flight crew member has successfully completed the ZFTT conversion course | |  |  |  |
|  | The flight crew member, trained and qualified in accordance with point above, is qualified to operate during the conduct of LIFUS to the lowest approved DA(H) and RVR as stipulated in the Operations Manual. | |  |  |  |
|  | For Category III approaches using HUDLS to touchdown a minimum of four approaches. | |  |  |  |
|  | **LVO Recurrent Training and Checking**  Has the operator established a Training module for recurrent LVO Training? | |  |  |  |
|  | Does the OM D, Chapter 2 define the required min training and checking in compliance with CAR OPS 1 SUBPART E? | |  |  |  |
|  | How does the Operator ensure that each crewmember performs the minimum of approaches during the validity period of the OPC? | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | The recurrent training and checking for CAT II/III operations must be based on the Operator’s Procedures laid down in the OM D. | |  |  |  |
|  | The training/ checking must emphasis on proper distribution of the flight crew station, workload management, duties, responsibilities and appropriate call-outs during approach, flare, roll-out and GA / missed approach. | |  |  |  |
|  | Special emphasis shall be laid on critical phases such as transition from non-visual to visual conditions and on procedures in deteriorating visibility, the handling of failures as well as detection of / response on pilot’s incapacitation. | |  |  |  |
|  | An operator must ensure that in conjunction with the normal recurrent training and operator proficiency checks, a pilot’s knowledge and ability to perform the tasks associated with the particular category of operation, for which he/she is authorised is checked. The required number of approaches to be undertaken in the flight simulator within the validity period of the operators’ proficiency check (6 Months) is to be a minimum of: | |  |  |  |
|  | * two, (four when HUDLS and/or EVS is utilized to touchdown) one of which must be a landing at the lowest approved RVR; | |  |  |  |
|  | * in addition, one (two for HUDLS and/or operations utilizing EVS) of these approaches may be substituted by an approach and landing in the aeroplane using approved Category II and III procedures. | |  |  |  |
|  | * One missed approach shall be flown during the conduct of the operator’s proficiency check. | |  |  |  |
|  | The Training shall be defined in the appropriate module.  Example of Standard of Performance:   * The flight crew member shall demonstrate his ability to perform Low Visibility Operation satisfactorily according to the procedures defined in the Operations Manual. | |  |  |  |
|  | The crewmember shall be enabled to evaluate Meteorological Conditions and available aircraft and ground equipment and to take appropriate decisions regarding commencement and continuation of an approach. | |  |  |  |
|  | **Instructor Requirements:**   * Simulator Training: TRI (qualified on type and for CAT II / III operations) | |  |  |  |
|  | **Proficiency Check:**   * TRE | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
| **3.21** | **Operational Demonstration**  The extensiveness of the operational demonstration is depending on various criteria and is on the authorities’ discretion.  The LVO procedures shall be demonstrated by the operator to the satisfaction of the competent certification authorities. This shall be done in the simulator used for the LVO training/checking and is part of the operational demonstration. | |  |  |  |
|  | * Is the extensiveness of the operational demonstration defined by CAA? | |  |  |  |
|  | The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems (incl HUDLS if appropriate), training, flight crew procedures, maintenance programme, and manuals applicable to the LVO programme being approved. Demonstrations may be conducted in line operations or any other flight where the Operator's procedures are being used. | |  |  |  |
|  | * At least 30 approaches and landings must be accomplished in operations using the Category II/III systems installed in each aircraft type if the requested DH is 50 ft or higher. If the DH is less than 50 ft, at least 100 approaches and landings will need to be accomplished unless otherwise approved by the Authority. | |  |  |  |
|  | * If an operator has different variants of the same type of aircraft using the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft, | |  |  |  |
|  | * the operator must show that the various variants have a satisfactory performance, but the operator need not to conduct a full operational demonstration for each variant. The Authority may also accept a reduction of the number of approach and landings based on credit given for the experience gained by another operator with an AOC using the same aeroplane type or variant and procedures. | |  |  |  |
| **3.22** | **Data Collection for Operational Demonstrations**  Each applicant must develop a data collection method (e.g. a form to be used by the flight crew) to record approach and landing performance. The resulting data and a summary of the demonstration data shall be made available to the Authority for evaluation. | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | * Data should be collected whenever an approach and landing are attempted using the Category II/III system, regardless of whether the approach is abandoned, unsatisfactory, or is concluded successfully. | |  |  |  |
|  | * An operator must establish a procedure to monitor the performance of the automatic landing system or HUDLS to touchdown performance, as appropriate, of each aeroplane. | |  |  |  |
|  | The data should as a minimum include the following information:   * **Inability to initiate an Approach**. Identify deficiencies related to airborne equipment which preclude initiation of a Category II/III approach. | |  |  |  |
|  | * **Abandoned Approaches**. Give the reasons and altitude above the runway at which approach was discontinued or the automatic landing system was disengaged. | |  |  |  |
|  | * **Touchdown or Touchdown and Roll-out Performance**. Describe whether or not the aircraft landed satisfactorily (within the desired touchdown area) with lateral velocity or cross track error which could be corrected by the pilot or automatic system so as to remain within the lateral confines of the runway without unusual pilot skill or technique.   The approximate lateral and longitudinal position of the actual touchdown point in relation to the runway centerline and the runway threshold, respectively, should be indicated in the report. This report should also include any Category II/III system abnormalities which required manual intervention by the pilot to ensure a safe touchdown or touchdown and roll-out, as appropriate. | |  |  |  |
|  | **Note:** If the number of unsuccessful approaches exceeds 5 % of the total (e.g. unsatisfactory landings, system disconnects) the evaluation programme must be extended in steps of at least 10 approaches and landings until the overall failure rate does not exceed 5 %. | |  |  |  |
|  | Unsatisfactory approaches and/or automatic landings shall be documented and analysed. Unsuccessful approaches due to the following factors may be excluded from the analysis:   * ATS Factors. Examples include situations in which a flight is vectored too close to the final approach fix/point for adequate localiser and glide slope capture, lack of protection of ILS sensitive areas, or ATS requests the flight to discontinue the approach. | |  |  |  |
|  | * Faulty Navaid Signals. Navaid (e.g. ILS localiser) irregularities such as those caused by other aircraft taxiing, over-flying the Navaid (antenna). | |  |  |  |
| **S No** | **Items** | | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | Other Factors. Any other specific factors that could affect the success of Category II/ III operations that are clearly discernible to the flight crew should be reported. | |  |  |  |
|  | An approach may be considered to be successful, if:  **From 500 feet to start of flare:**   * Speed is maintained as specified, ‘Speed Control’]; and No relevant system failure occurs; and | |  |  |  |
|  | **From 300 feet to DH:**   * No excess deviation occurs; and | |  |  |  |
|  | * No centralised warning gives a go-around command (if installed). | |  |  |  |
|  | An automatic landing may be considered to be successful if:   * No relevant system failure occurs | |  |  |  |
|  | * No flare failure occurs | |  |  |  |
|  | * No de-crab failure occurs (if installed) | |  |  |  |
|  | * Longitudinal touchdown is beyond a point on the runway 60 metres after the threshold and before the end of the touchdown zone lighting (900 metres from the threshold). | |  |  |  |
|  | * Lateral touchdown with the outboard landing gear is not outside the touchdown zone lighting edge. | |  |  |  |
|  | * Sink rate is not excessive | |  |  |  |
|  | * Bank angle does not exceed a bank angle limit | |  |  |  |
|  | * No roll-out failure or deviation (if installed) occurs. | |  |  |  |
| **3.23** | **Transition Periods for operators without previous CAT II/III experience**  What can an operator without previous CAT II or CAT III experience apply for? | |  |  |  |
|  | What is the prerequisite/ transitional period for a CAT III B application? | |  |  |  |
|  | Without previous Category II or III operational experience an operator may be approved for Category II or IIIA operations, having gained a minimum experience of 6 months of Category I operations on the aeroplane type. | |  |  |  |
|  | On completing 6 months of Category II or III A operations on the aeroplane type the operator may be approved for Category III B operations. | |  |  |  |
| **S No** | | **Items** | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | | When granting such an approval, the Authority may impose higher minima than the lowest applicable for an additional period. |  |  |  |
|  | | The increase in minima will normally only refer to RVR and/or a restriction against operations with no decision height and must be selected such that they will not require any change of the operational procedures |  |  |  |
|  | | **Transitional Periods for operators with previous CAT II/III experience**   * What can an operator with previous CAT II or CAT III experience apply for? |  |  |  |
|  | | * What if the operator has changed approach procedures (auto-land/ manually flown) or equipment (HUDLS)? |  |  |  |
|  | | * **If previous Category II or III experience exists**, the applicant may obtain authorization for a reduced transition period by application to the Authority |  |  |  |
|  | | * **If the operator was authorized for Category II or III operations** using auto coupled approach procedures, with or without auto-land, and subsequently introducing manually flown Category II or III operations using a HUDLS will be considered to be a ‘New Category II/III operator’ for the purposes of the demonstration period provisions. |  |  |  |
| **SECTION 4 Continuous Monitoring** | | |  | |  |
| **4.1** | | **Monitoring of LVO performance**   * Does the SQMS / Management System describe and monitors the LVO performance? |  |  |  |
|  | | * Is the actual LVO considered in the Tech Log/ Flight Log System? |  |  |  |
|  | | After obtaining the initial authorization, the operations must be continuously monitored by the operator to detect any undesirable trends before they become hazardous. Flight crew reports may be used to achieve this. |  |  |  |
|  | | The following information must be retained for a period of 12 months: |  |  |  |
|  | | The total number of approaches, by aeroplane type, where the airborne Category II or III equipment was used to make satisfactory, actual or practice, approaches to the applicable Category II or III minima; and Reports of unsatisfactory approaches and/or automatic landings, by aerodrome and aeroplane registration, in the following categories: |  |  |  |
| **S No** | | **Items** | **Remarks** | | **Comments** |
| **S** | **U/S** |
|  | | * Airborne equipment faults |  |  |  |
|  | | * Ground facility difficulties |  |  |  |
|  | | * Missed approaches because of ATC instructions |  |  |  |
|  | | * Other reasons |  |  |  |
|  | | An operator must establish a procedure to monitor the performance of the automatic landing system or HUDLS of each aeroplane. |  |  |  |
|  | | The Tech Log/ Flight Log System must contain the possibility of LVO reporting. |  |  |  |

|  |  |
| --- | --- |
| **Satisfactory ☐** | **Unsatisfactory □** |
| ***Note: Inspector must fill base inspection audit / Inspection Report - Form BASE INSP–004*** | |

|  |  |  |
| --- | --- | --- |
| **Flight Operations Inspector’s Name** | **Signature** | **Date:** |
|  |  |  |