CARC Civil Aviation Regulatory Commission	**Flight Operations Standards Directorate** **Commercial Air Transport Section - Special Approvals - AWO Approvals** **AWO Approvals Applications Attachments Compliance List**

• **Operator Name**				
• **Airplane Type(s)**				
• **AWO Requested Approval**	☐ **LVTO**	☐ **CAT II**	☐ **CAT III A**	☐ **CAT III B**
• **AOC Applicant/Holder Focal Point**	**Name**	**Phone No.**	**E-mail**	

No	AWO Operational Approval Application Attachments	JCAR OPS	OD	YES	NO	NA	Remarks
A	**Operational Demonstration Document**						
1	**Operational Demonstration.**						
a	The purpose of the operational demonstration is to determine or validate the use and effectiveness of the applicable aircraft flight guidance systems, including HUDLS if appropriate, training, flight crew procedures, maintenance program, and manuals applicable to the Category II/III**.**	App. 1 to OPS 1.440					
b	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 CARC	App. 1 to OPS 1.440					
c	If an operator has different variants of the same type of aircraft utilizing 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 satisfactory performance, but the operator need not conduct a full operational demonstration for each variant. The CARC 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 issued in accordance with OPS 1 using the same airplane type or variant and procedures	App. 1 to OPS 1.440					
d	If the number of unsuccessful approaches exceeds 5 % of the total (e.g. unsatisfactory landings, system disconnects) the evaluation program must be extended in steps of at least 10 approaches and landings until the overall failure rate does not exceed 5 %	App. 1 to OPS 1.440					

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2	**Data Collection for Operational Demonstrations.**						
a	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 CARC for evaluation	App. 1 to OPS 1.440					
b	Data should be collected whenever an approach and landing is attempted utilizing the Category II/III system, regardless of whether the approach is abandoned, unsatisfactory, or is concluded successfully	App. 1 to OPS 1.440					
c	The data should, as a minimum, include the following information:	App. 1 to OPS 1.440					
(1)	Inability to initiate an Approach. Identify deficiencies related to airborne equipment which preclude initiation of a Category II/III approach	App. 1 to OPS 1.440					
(2)	Abandoned Approaches. Give the reasons and altitude above the runway at which approach was discontinued or the automatic landing system was disengaged	App. 1 to OPS 1.440					
(3)	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	App. 1 to OPS 1.440					
3	**Data Analysis.**						
a	Unsatisfactory approaches and/or automatic landings shall be documented and analyzed	App. 1 to OPS 1.440					
b	Unsuccessful approaches due to the following factors may be excluded from the analysis:	App. 1 to OPS 1.440					

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(1)	ATS Factors. Examples include situations in which a flight is vectored too close to the final approach fix/point for adequate localizer and glide slope capture, lack of protection of ILS sensitive areas, or ATS requests the flight to discontinue the approach	App. 1 to OPS 1.440					
(2)	Faulty Nav.aid Signals. Nav.aid (e.g. ILS localizer) irregularities, such as those caused by other aircraft taxiing, over-flying the nav.aid (antenna)	App. 1 to OPS 1.440					
(3)	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	App. 1 to OPS 1.440					
4	**Criteria for a successful CAT II/III Approach and Automatic Landing.**						
a	**An approach may be considered to be successful if:**	IEM to App. 1 to OPS 1.440					
(1)	From 500 feet to start of flare. Speed is maintained as specified in AC-AWO 231, paragraph 2 ‘Speed Control’; and no relevant system failure occurs	IEM to App. 1 to OPS 1.440					
(2)	From 300 feet to DH. No excess deviation occurs; and no centralized warning gives a go-around command (if installed)	IEM to App. 1 to OPS 1.440					
b	**An automatic landing may be considered to be successful if:**	IEM to App. 1 to OPS 1.440					
(1)	No relevant system failure occurs	IEM to App. 1 to OPS 1.440					
(2)	No flare failure occurs	IEM to App. 1 to OPS 1.440					
(3)	No de-crab failure occurs (if installed)	IEM to App. 1 to OPS 1.440					
(4)	Longitudinal touchdown is beyond a point on the runway 60 metres after the threshold and before the end of the touchdown zone lighting (900 meters from the threshold)	IEM to App. 1 to OPS 1.440					
(5)	Lateral touchdown with the outboard landing gear is not outside the touchdown zone lighting edge	IEM to App. 1 to OPS 1.440					
(6)	Sink rate is not excessive	IEM to App. 1 to OPS 1.440					
(7)	Bank angle does not exceed a bank angle limit; and h. No roll-out failure or deviation (if installed) occurs	IEM to App. 1 to OPS 1.440					

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5	**Transitional Periods.**						
a	**Operators with no previous Category II or III experience:**	App. 1 to OPS 1.440					
(1)	An operator without previous Category II or III operational experience may be approved for Category II or IIIA operations, having gained a minimum experience of six months of Category I operations on the airplane type	App. 1 to OPS 1.440					
(2)	On completing six months of Category II or III A operations on the airplane type the operator may be approved for Category III B operations. When granting such an approval, the CARC 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	App. 1 to OPS 1.440					
b	**Operators with previous Category II or III experience.** An operator with previous Category II or III experience may obtain authorization for a reduced transition period by application to the CARC	App. 1 to OPS 1.440					
c	**An operator 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 shall be considered to be a "New Category II/III operator" for the purposes of the demonstration period provisions	App. 1 to OPS 1.440					
6	**Eligible Aerodromes and Runways.**	App. 1 to OPS 1.440					
a	Each airplane type/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	App. 1 to OPS 1.440					
b	For runways with irregular pre threshold terrain or other foreseeable or known deficiencies, each airplane type/runway combination must be verified by operations in standard Category I or better conditions, prior to commencing Category II, or or Category III operations	App. 1 to OPS 1.440					

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c	If an operator has different variants of the same type of airplane in accordance with subparagraph below, utilizing the same basic flight control and display systems, or different basic flight control and display systems on the same type of airplane in accordance with subparagraph 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	App. 1 to OPS 1.440					
d	An airplane type or variant of an airplane type is deemed to be the same type/variant of airplane if that type/variant has the same or similar:	App. 1 to OPS 1.440					
(1)	Level of technology, including the FGS and associated displays and controls; the FMS and level of integration with the FGS and se of HUDLS	App. 1 to OPS 1.440					
(2)	Operational procedures, including alert height, manual landing/automatic landing, no decision height operations, and use of HUD/HUDLS in hybrid operations	App. 1 to OPS 1.440					
(3)	Handling characteristics, including manual landing from automatic or HUDLS guided approach, manual go-around from automatic approach and automatic/manual roll out	App. 1 to OPS 1.440					

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B	**Operations Manual Part D Training Program**						
1	An operator must ensure that flight crew member training programs for low visibility operations include structured courses of ground, flight simulator and/or flight training The operator may abbreviate the course content as per Appendix - 1 to OPS 1.450 provided the content of the abbreviated course is acceptable to the CARC.	OPS 1.450					
2	**Flight Crew Training Program**						
a	**Flight Crew Training and Qualification.**						
(1)	An operator shall ensure that, prior to conducting low visibility take-off, Category II and III operations or approaches utilizing EVS, each flight crew member:	OPS 1.450					
(a)	Completes the training and checking requirements prescribed in Appendix 1 including Flight simulator training in operating to the limiting values of RVR/CMV and Decision Height appropriate to the operator's approval; and	OPS 1.450					
(b)	Is qualified in accordance with Appendix1	OPS 1.450					
(2)	The flight crew qualification is specific to the operation and the airplane type	OPS 1.450					
(3)	The training and checking is conducted in accordance with a detailed syllabus approved by the CARC and included in the Operations Manual. This training is in addition to that prescribed in Subpart N	OPS 1.450					
b	**Training program for Flight crew members with no Category II or Category III experience - Full training program.**						
(1)	**Ground training.** An operator must ensure that the initial ground training course and command upgrade for low visibility operations covers at least:						
(a)	The characteristics and limitations of the ILS and/or MLS	App. 1 to OPS 1.450					
(b)	The characteristics of the visual aids	App. 1 to OPS 1.450					
(c)	The characteristics of fog	App. 1 to OPS 1.450					
(d)	The operational capabilities and limitations of the particular airborne system to include HUD zymology and EVS characteristics if appropriate	App. 1 to OPS 1.450					
(e)	The effects of precipitation, ice accretion, low level wind shear and turbulence	App. 1 to OPS 1.450					

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(f)	The effect of specific airplane/system malfunctions	App. 1 to OPS 1.450					
(g)	The use and limitations of RVR assessment systems	App. 1 to OPS 1.450					
(h)	The principles of obstacle clearance requirements	App. 1 to OPS 1.450					
(i)	Recognition of and action to be taken in the event of failure of ground equipment	App. 1 to OPS 1.450					
(j)	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 150 m (200 m for Category D airplanes)	App. 1 to OPS 1.450					
(k)	The significance of decision heights based upon radio altimeters and the effect of terrain profile in the approach area on radio altimeter readings and on the automatic approach/landing systems	App. 1 to OPS 1.450					
(l)	The importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height	App. 1 to OPS 1.450					
(m)	The qualification requirements for pilots to obtain and retain approval to conduct low visibility take-offs and Category II or III operations; and	App. 1 to OPS 1.450					
(n)	The importance of correct seating and eye position	App. 1 to OPS 1.450					
(2)	**Flight Simulator Training and/or Flight Training.**						
(a)	An operator must ensure that flight simulator and/or flight training for low visibility operations includes:	App. 1 to OPS 1.450					
	• Checks of satisfactory functioning of equipment, both on the ground and in flight	App. 1 to OPS 1.450					
	• Effect on minima caused by changes in the status of ground installations	App. 1 to OPS 1.450					
	• Monitoring of: - Automatic flight control systems and auto land status annunciators with emphasis on the action to be taken in the event of failures of such systems; and - HUD/HUDLS/EVS guidance status and annunciators as appropriate, to include head down displays	App. 1 to OPS 1.450					
	• Actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems	App. 1 to OPS 1.450					
	• The effect of known un serviceability's and use of minimum equipment lists	App. 1 to OPS 1.450					

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	• Operating limitations resulting from airworthiness certification	App. 1 to OPS 1.450					
	• Guidance on the visual cues required at decision height together with information on maximum deviation allowed from glide path or localizer; and	App. 1 to OPS 1.450					
	• The importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height	App. 1 to OPS 1.450					
(b)	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. Maximum use should be made of flight simulators	App. 1 to OPS 1.450					
(c)	Training must be divided into phases covering normal operation with no airplane or equipment failures but including all weather conditions which may be encountered and detailed scenarios of airplane and equipment failure which could affect Category II or III operations. If the airplane system involves the use of hybrid or other special systems (such as HUD/HUDLS or enhanced vision equipment) then flight crew members must practice the use of these systems in normal and abnormal modes during the flight simulator phase of training	App. 1 to OPS 1.450					
(d)	Incapacitation procedures appropriate to low visibility take-offs and Category II and III operations shall be practiced	App. 1 to OPS 1.450					
(e)	For airplanes with no flight simulator available to represent that specific airplane operators must ensure that the flight training phase specific to the visual scenarios of Category II operations is conducted in a specifically approved flight simulator. Such training must include a minimum of four approaches. The training and procedures that are type specific shall be practiced in the airplane	App. 1 to OPS 1.450					

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(f)	Initial Category II and III training shall include at least the following exercises:	App. 1 to OPS 1.450					
	• Approach using the appropriate flight guidance, autopilots and control systems installed in the airplane, to the appropriate decision height and to include transition to visual flight and landing	App. 1 to OPS 1.450					
	• Approach with all engines operating using the appropriate flight guidance systems, autopilots, HUDLS and/or EVS and control systems installed in the airplane down to the appropriate decision height followed by missed approach; all without external visual reference	App. 1 to OPS 1.450					
	• Where appropriate, approaches utilizing automatic flight systems to provide automatic flare, landing and rollout; and	App. 1 to OPS 1.450					
	• Normal operation of the applicable system both with and without acquisition of visual cues at decision height	App. 1 to OPS 1.450					
(g)	Subsequent phases of training must include at least:	App. 1 to OPS 1.450					
	• Approaches with engine failure at various stages on the approach	App. 1 to OPS 1.450					
	• Approaches with critical equipment failures (e.g. electrical systems, auto flight systems, ground and/or airborne ILS/MLS systems and status monitors)	App. 1 to OPS 1.450					
	• Approaches where failures of auto flight equipment and/or HUD/HUDLS/EVS at low level require either - Reversion to manual flight to control flare, landing and roll out or missed approach; or - Reversion to manual flight or a downgraded automatic mode to control missed approaches from, at or below decision height including those which may result in a touchdown on the runway	App. 1 to OPS 1.450					
	• Failures of the systems which will result in excessive localizer and/or glide slope deviation, both above and below decision height, in the minimum visual conditions authorized for the operation. In addition, a continuation to a manual landing must be practiced if a head-up display forms a downgraded mode of the automatic system or the head up display forms the only flare mode; and	App. 1 to OPS 1.450					
	• Failures and procedures specific to airplane type or variant	App. 1 to OPS 1.450					
(h)	The training program must provide practice in handling faults which require a reversion to higher minima	App. 1 to OPS 1.450					

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(i)	The training program must include the handling of the airplane when, during a fail passive Category III approach, the fault causes the autopilot to disconnect at or below decision height when the last reported RVR is 300 m or less	App. 1 to OPS 1.450					
(j)	Where take-offs are conducted in RVRs of 400 m and below, training must be established to cover systems failures and engine failure resulting in continued as well as rejected take-offs	App. 1 to OPS 1.450					
(k)	The training program must include, where appropriate, approaches where failures of the HUDLS and/or EVS equipment at low level require either:	App. 1 to OPS 1.450					
	• Reversion to head down displays to control missed approach; or	App. 1 to OPS 1.450					
	• Reversion to flight with no, or downgraded, HUDLS Guidance to control missed approaches from decision height or below, including those which may result in a touchdown on the runway	App. 1 to OPS 1.450					
(l)	An operator shall ensure that when undertaking low visibility take-off, Category II and III Operations utilizing a HUD/HUDLS or hybrid HUD/HUDLS or an EVS, that the training and checking program includes, where appropriate, the use of the HUD/HUDLS in normal operations during all phases of flight	App. 1 to OPS 1.450					
(3)	**Conversion training requirements to conduct low visibility take-off, approach utilizing EVS and Category II and III Operations.**						
(a)	An operator shall ensure that each flight crew member completes the following low visibility procedures for low visibility take-off, Approach utilizing EVS with an RVR of 800m or less and Category II and III Operations will be conducted**.**	App. 1 to OPS 1.450					
(b)	**Ground Training**. The appropriate requirements prescribed in subparagraph (b) above	App. 1 to OPS 1.450					

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(c)	**Flight simulator training and/or flight training.**	App. 1 to OPS 1.450					
	• A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting Hybrid HUDLS operations	App. 1 to OPS 1.450					
	• Where no Flight simulator is available to represent that specific airplane, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the airplane. For Hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around	App. 1 to OPS 1.450					
	• Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment. When approach operations utilizing EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the airplane	App. 1 to OPS 1.450					
(d)	**Flight crew qualification**. The flight crew qualification requirements are specific to the operator and the type of airplane operated	App. 1 to OPS 1.450					
	• The operator must ensure that each flight crew member completes a check before conducting Category II or III operations	App. 1 to OPS 1.450					
	• The check prescribed in subparagraph (i) above may be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (d)2. above	App. 1 to OPS 1.450					
(e)	**Line flying under supervision.** An operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS):	App. 1 to OPS 1.450					
	• For Category II when a manual landing or a HUDLS approach to touchdown is required, a minimum of: - Three landings from autopilot disconnect; and - Four landings with HUDLS used to touchdown; except that only one manual landing (two using HUDLS to touchdown) is required when the training required in subparagraph (d)2 has been carried out in a flight simulator qualified for zero flight time conversion	App. 1 to OPS 1.450					

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	• For Category III, a minimum of two auto lands except that: - Only 1 auto land is required when the training required in subparagraph (d) 2. above has been carried out in a flight simulator qualified for zero flight time conversion; - No auto land is required during LIFUS when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time (ZFT) conversion and the flight crew member successfully completed the ZFT type rating conversion course; - The flight crew member, trained and qualified in accordance with paragraph (B) above, is qualified to operate during the conduct of LIFUS to the lowest approved DA(H) and RVR as stipulated in the Operations Manual	App. 1 to OPS 1.450					
	• For Category III approaches using HUDLS to touchdown a minimum of four approaches	App. 1 to OPS 1.450					
(f)	**Line Check.** An operator shall ensure that each flight crew member undergoes a line check on the airplane to demonstrate his/her competence in carrying out normal line operations described in the Operations Manual	OPS 1.965 (c)					
(4)	**Type and command experience.**						
(a)	**Before commencing Category II 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 airplane type/class:						
	• 50 hours or 20 sectors on the type, including line flying under supervision; and	App. 1 to OPS 1.450					
	• 100m must be added to the applicable Category II RVR minima when the operation requires a Category II manual landing or use of HUDLS to touchdown until:	App. 1 to OPS 1.450					
	- A total of 100 hours or 40 sectors, including LIFUS has been achieved on the type; or	App. 1 to OPS 1.450					
	- 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	App. 1 to OPS 1.450					
	- For HUDLS operations the sector requirements in paragraphs (e) 1. and (e)2. (i) shall always be applicable, the hours on type/class does not fulfill the requirement.	App. 1 to OPS 1.450					

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(b)	**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 airplane type:						
	• 50 hours or 20 sectors on the type, including line flying under supervision; and	App. 1 to OPS 1.450					
	• 100m 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, has been achieved on the type	App. 1 to OPS 1.450					
	• CARC may authorize a reduction in the above command experience requirements for flight crew members who have Category II or Category III command experience	App. 1 to OPS 1.450					
c	**Flight crew members with Category II or Category 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 operator						
(1)	Abbreviated ground training course if operating a different type/class from that on which the previous Category II or Category III experience was gained	App. 1 to OPS 1.450					
(2)	Abbreviated ground, flight simulator and/or flight training course if operating the same type/class and variant of the same type or class on which the previous Category II or Category III experience was gained. The abbreviated course is to include at least the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i). With the approval of the CARC, the operator may reduce the number of approaches/landings required by subparagraph (d)2(i) if the type/class or the variant of the type or class has the same or similar:	App. 1 to OPS 1.450					
(a)	Level of technology - flight control/guidance system (FGS); and	App. 1 to OPS 1.450					
(b)	Operational procedures	App. 1 to OPS 1.450					
(c)	Handling characteristics; as the previously operated type or class, otherwise the requirement of (d)2(i) has to be met in full	App. 1 to OPS 1.450					
(d)	Use of HUDLS/hybrid HUDLS	App. 1 to OPS 1.450					
(e)	Use of EVS	App. 1 to OPS 1.450					

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(3)	**The abbreviated course is to include at least the requirements of:**	App. 1 to OPS 1.450					
(a)	**Ground Training**. The appropriate requirements prescribed in subparagraph (b) above, taking into account the flight crew member's Category II and Category III training and experience	App. 1 to OPS 1.450					
(b)	**Flight simulator training and/or flight training.**	App. 1 to OPS 1.450					
	• A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting Hybrid HUDLS operations.	App. 1 to OPS 1.450					
	• Where no Flight simulator is available to represent that specific airplane, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the airplane. For Hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around	App. 1 to OPS 1.450					
	• Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment. When approach operations utilizing EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the airplane	App. 1 to OPS 1.450					
d	**Flight crew members with Category II or Category III experience with the operator when changing airplane type/class or to a different variant.**						
(1)	**The abbreviated course when changing Airplane type/class is to include at least :**						
(a)	Abbreviated ground	App. 1 to OPS 1.450					
(b)	Abbreviated flight simulator and/or flight training course	App. 1 to OPS 1.450					
(c)	Conversion training requirements	App. 1 to OPS 1.450					

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(2)	**The abbreviated course when changing to a different variant of airplane within the same type or class rating.**						
(a)	A difference course or familiarization appropriate to the change of variant fulfils the abbreviated course requirements	App. 1 to OPS 1.450					
(b)	Same type or class rating means that has the same or similar:	App. 1 to OPS 1.450					
	• Level of technology - flight control/guidance system (FGS); and	App. 1 to OPS 1.450					
	• Operational procedures - integrity	App. 1 to OPS 1.450					
	• Handling characteristics	App. 1 to OPS 1.450					
	• Use of HUDLS/Hybrid HUDLS	App. 1 to OPS 1.450					
	• Use of EVS as the previously operated type or class,	App. 1 to OPS 1.450					
(3)	**The abbreviated course when changing to a different variant of airplane within the same type or class rating that has a significantly different.**						
(a)	Ground training. The appropriate requirements prescribed in subparagraph (b) , taking into account the flight crew member's Category II and Category III training and experience	App. 1 to OPS 1.450					
(b)	Flight simulator training and/or flight training	App. 1 to OPS 1.450					
	• A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting Hybrid HUDLS operations	App. 1 to OPS 1.450					
	• Where no Flight simulator is available to represent that specific airplane, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the airplane. For Hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around	App. 1 to OPS 1.450					

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(c)	Significantly different. Take account at least the following	App. 1 to OPS 1.450					
	• level of technology - flight control/guidance system (FGS); to include - FGS and associated displays and controls - The Flight Management System and its integration or not with the FGS - Use of HUD/HUDLS with hybrid systems and/or EVS	App. 1 to OPS 1.450					
	• Operational procedures- integrity, including - Fail-passive/fail-operational, alert height - Manual landing/automatic landing - No decision height operations - Use of HUD/HUDLS with hybrid systems	App. 1 to OPS 1.450					
	• Handling characteristics, including - Manual landing from automatic HUDLS and/or EVS guided approach - Manual go-around from automatic approach - Automatic/manual roll out	App. 1 to OPS 1.450					
	• Use of HUDLS/Hybrid HUDLS	App. 1 to OPS 1.450					
	• Use of EVS	App. 1 to OPS 1.450					
e	**Low visibility take-off with RVR less than 150/200m.**						
(1)	An operator must ensure that prior to authorization to conduct take-offs in RVRs below 150m (below 200m for Category D airplanes) the following training is carried out:	App. 1 to OPS 1.450					
(a)	Normal take-off in minimum authorized RVR conditions	App. 1 to OPS 1.450					
(b)	Take-off in minimum authorized RVR conditions with an engine failure between V1 and V2, or as soon as safety considerations permit; and	App. 1 to OPS 1.450					
(c)	Take-off in minimum authorized RVR conditions with an engine failure before V1 resulting in a rejected take-off	App. 1 to OPS 1.450					
(2)	An operator must ensure that the training required by subparagraph 1 above is carried out in a flight simulator. This training must include the use of any special procedures and equipment. Where no flight simulator is available to represent that specific airplane, the CARC may approve such training in an airplane without the requirement for minimum RVR conditions (See Appendix 1 to OPS 1.965)	App. 1 to OPS 1.450					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMD	YES	NO	NA	Remarks
(3)	An operator must ensure that a flight crew member has completed a check before conducting low visibility take-offs in RVRs of less than 150 m (less than 200m for Category D airplanes) if applicable. The check may only be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (f) 1. on conversion to an airplane type	App. 1 to OPS 1.450					
f	**Recurrent training and checking - Low visibility operations.**						
(1)	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 authorized is checked. The required number of approaches to be undertaken in the flight simulator within the validity period of the operators proficiency check (as prescribed in OPS 1.965 (b))	App. 1 to OPS 1.450					
(a)	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 airplane using approved Category II and III procedures	App. 1 to OPS 1.450					
(b)	One missed approach shall be flown during the conduct of the operators proficiency check	App. 1 to OPS 1.450					
(c)	If the operator is authorized to conduct take- off with RVR less than 150/200 m at least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators proficiency check	App. 1 to OPS 1.450					
(2)	For Category III operations an operator must use a flight simulator	App. 1 to OPS 1.450					
(3)	An operator must ensure that, for Category III operations on airplanes with a fail passive flight control system, including HUDLS, a missed approach is completed at least once over the period of three consecutive operator proficiency checks as the result of an autopilot failure at or below decision height when the last reported RVR was 300 m or less	App. 1 to OPS 1.450					
(4)	The CARC may authorize recurrent training and checking for Category II and LVTO operations in an airplane type where no flight simulator to represent that specific airplane or an acceptable alternate is available	App. 1 to OPS 1.450					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMD	YES	NO	NA	Remarks
i	**Additional training requirements for operators conducting approach operations utilizing EVS with RVR of 800 m or less.**						
(1)	The operator shall comply with the requirements of Appendix 1 to OPS 1.450 Low Visibility Operations Training and Qualifications applicable to Category II operations to include the requirements applicable to HUD (if appropriate)	App. 1 to OPS 1.450					
(2)	The operator may combine these additional requirements where appropriate provided that the operational procedures are compatible	App. 1 to OPS 1.450					
(3)	During conversion training the total number of approaches required shall not be less than that required to complete Category II training utilizing a HUD	App. 1 to OPS 1.450					
(4)	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 utilizing EVS is conducted at least once every 12 months	App. 1 to OPS 1.450					
2	**Flight Dispatcher Training Program**						
(a)	Specific equipments	AC No 13					
(b)	Flight plan	AC No 13					
(c)	MEL requirements	AC No 13					
(d)	Normal procedures	AC No 13					
(e)	Contingency procedures	AC No 13					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
A	**Operations manuals**						
1	**Operations manuals Part A**						
a	**Low visibility operations - operating procedures.**						
(1)	An operator must establish procedures and instructions to be used for low visibility take-off, approaches utilizing EVS, Category II and III operations	OPS 1.455					
(2)	These procedures must be included in the Operations Manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach as appropriate	OPS 1.455					
(3)	The commander shall satisfy himself/herself that:	OPS 1.455					
(a)	The status of the visual and non-visual facilities is sufficient prior to commencing a low visibility take-off, an approach utilizing EVS, a lower than Standard Category I, or a Category II or III approach	OPS 1.455					
(b)	Appropriate LVPs are in force according to information received from Air Traffic Services, before commencing a low visibility take-off or a Category II or III approach; and	OPS 1.455					
(c)	The flight crew members are properly qualified prior to commencing a low visibility take-off in an RVR of less than 150 m (Category A, B and C airplanes) or 200 m (Cat D airplanes), an approach utilizing EVS or a Category II or III approach	OPS 1.455					
b	**Low visibility operations - procedures and operating instructions.**						
(1)	The precise nature and scope of procedures and instructions given depend upon the airborne equipment used and the flight deck procedures followed. An operator must clearly define flight crew member duties during take-off, approach, flare, roll-out and missed approach in the Operations Manual. Particular emphasis must be placed on flight crew responsibilities during transition from non-visual conditions to visual conditions, and on the procedures to be used in deteriorating visibility or when failures occur. Special attention must be paid to the distribution of flight deck duties so as to ensure that the workload of the pilot making the decision to land or execute a missed approach enables him/her to devote himself/herself to supervision and the decision making process	App. 1 to OPS 1.455					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
(2)	An operator must specify the detailed operating procedures and instructions in the Operations Manual. The instructions must be compatible with the limitations and mandatory procedures contained in the Airplane Flight Manual and cover the following items in particular:	App. 1 to OPS 1.455					
(a)	Checks for the satisfactory functioning of the airplane equipment, both before departure and in flight	App. 1 to OPS 1.455					
(b)	Effect on minima caused by changes in the status of the ground installations and airborne equipment	App. 1 to OPS 1.455					
(c)	Procedures for the take-off, approach, flare, landing, roll-out and missed approach	App. 1 to OPS 1.455					
(d)	Procedures to be followed in the event of failures, warnings to include HUD/HUDLS/EVS and other non- normal situations	App. 1 to OPS 1.455					
(e)	The minimum visual reference required	App. 1 to OPS 1.455					
(f)	The importance of correct seating and eye position	App. 1 to OPS 1.455					
(g)	Action which may be necessary arising from a deterioration of the visual reference	App. 1 to OPS 1.455					
(h)	Allocation of crew duties in the carrying out of the procedures according to subparagraphs (i) to (iv) and (vi) above, to allow the Commander to devote himself/herself mainly to supervision and decision making	App. 1 to OPS 1.455					
(i)	The requirement for all height calls below 200 ft to be based on the radio altimeter and for one pilot to continue to monitor the airplane instruments until the landing is completed	App. 1 to OPS 1.455					
(j)	The requirement for the Localizer Sensitive Area to be protected	App. 1 to OPS 1.455					
(k)	The use of information relating to wind velocity, wind shear, turbulence, runway contamination and use of multiple RVR assessments	App. 1 to OPS 1.455					
(l)	Procedures to be used for approaches utilizing EVS	App. 1 to OPS 1.455					
(m)	Operating limitations resulting from airworthiness certification; and	App. 1 to OPS 1.455					
(n)	Information on the maximum deviation allowed from the ILS glide path and/or localizer	App. 1 to OPS 1.455					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
c	**Establishing aerodrome operating minima, the operator must take full a account of:**						
(1)	The type, performance and handling characteristics of the airplane	OPS 1.430					
(2)	The composition of the flight crew, their competence and experience	OPS 1.430					
(3)	The dimensions and characteristics of the runways which may be selected for use	OPS 1.430					
(4)	The adequacy and performance of the available visual and non-visual ground aids	OPS 1.430					
(5)	The equipment available on the airplane for the purpose of navigation and/or control of the flight path, as appropriate, during the take-off, the approach, the flare, the landing, rollout and the missed approach	OPS 1.430					
(6)	The obstacles in the approach, missed approach and the climb out areas required for the execution of contingency procedures and necessary clearance	OPS 1.430					
(7)	The obstacle clearance altitude/height for the instrument approach procedures	OPS 1.430					
(8)	The means to determine and report meteorological conditions; and	OPS 1.430					
(9)	The flight technique to be used during the final approach	OPS 1.430					
d	**Aerodrome operating minima.**						
(1)	**General.**	App. 1 to OPS 1.430					
(a)	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 airplane 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	App. 1 to OPS 1.430					
(b)	The commander shall not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a suitable take-off alternate aerodrome is available	App. 1 to OPS 1.430					
(c)	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	App. 1 to OPS 1.430					
(d)	When no reported meteorological visibility or RVR is available, a takeoff 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	App. 1 to OPS 1.430					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
(2)	**Visual reference.** The take-off minima must be selected to ensure sufficient guidance to control the aero plane in the event of both a discontinued take-off in adverse circumstances and a continued take-off after failure of the critical power unit	App. 1 to OPS 1.430					
(3)	Required RVR/visibility:	App. 1 to OPS 1.430					
(a)	For multiengine airplanes, whose performance is such that, in the event of a critical power unit failure at any point during take-off, the airplane can either stop or continue the take-off to a height of 1500ft above the aerodrome while clearing obstacles by the required margins, the take-off minima established by an operator must be expressed as RVR/Visibility values not lower than those given in Table- 1- RVR/visibility for take-off	App. 1 to OPS 1.430					
(b)	For multi-engine airplanes whose performance is such that they cannot comply with the performance conditions in subparagraph (a)(3)(i) above in the event of a critical power unit failure, there may be a need to re land immediately and to see and avoid obstacles in the take-off area. Such airplanes may be operated to the following take-off minima provided they are able to comply with the applicable obstacle clearance criteria, assuming engine failure at the height specified. The take-off minima established by an operator must be based upon the height from which the one engine inoperative net take-off flight path can be constructed. The RVR minima used may not be lower than either of the values given in Table- 1- RVR/visibility for take-off Table- 2- Assumed engine failure height above the runway versus RVR/visibility	App. 1 to OPS 1.430					
(c)	When reported RVR, or meteorological visibility is not available, the commander shall not commence take-off unless he can determine that the actual conditions satisfy the applicable take-off minima	App. 1 to OPS 1.430					
e	**Low visibility take-off with RVR less than 125/150m.** Subject to the approval of the CARC, and provided the requirements below have been satisfied, an operator may reduce the take-off minima to 125 m RVR (Category A, B and C airplanes) or 150 m RVR (Category D airplanes) when						
(1)	Low visibility procedures are in force	App. 1 to OPS 1.430					
(2)	High intensity runway centerline lights spaced 15 m or less and high intensity edge lights spaced 60 m or less are in operation	App. 1 to OPS 1.430					
(3)	Flight crew members have satisfactorily completed training in a Flight Simulator	App. 1 to OPS 1.430					
(4)	A 90 m visual segment is available from the cockpit at the start of the take-off run; and	App. 1 to OPS 1.430					
(5)	The required RVR value has been achieved for all of the relevant RVR reporting points	App. 1 to OPS 1.430					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
f	**Low visibility operations -Aerodrome considerations.**						
(1)	An operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which the aerodrome is located	**OPS 1.445**					
(2)	An operator shall verify that low visibility procedures (LVP) have been established, and will be enforced, at those aerodromes where low visibility operations are to be conducted	**OPS 1.445**					
g	**Precision approach - Category II operations.**						
(1)	A Category II operation is a precision instrument approach and landing using ILS or MLS with:	App. 1to OPS 1.430					
(a)	A decision height below 200 ft but not lower than 100 ft; and	App. 1to OPS 1.430					
(b)	A runway visual range of not less than 300 m	App. 1to OPS 1.430					
(2)	Decision Height. An operator must ensure that the decision height for CAT II operations is not lower than:	App. 1to OPS 1.430					
(a)	The minimum decision height specified in the AFM, if stated; or	App. 1to OPS 1.430					
(b)	The minimum height to which the precision approach aid can be used without the required visual reference; or	App. 1to OPS 1.430					
(c)	The OCH for the category of airplane; or	App. 1to OPS 1.430					
(d)	100 ft. whichever is higher	App. 1to OPS 1.430					
(3)	Visual reference. A pilot may not continue an approach below Category II decision height d, unless visual reference containing a segment of at least 3 consecutive lights being the centre line of the approach lights, or touchdown zone lights, or runway centre 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 utilizing an approved HUDLS to touchdown	App. 1to OPS 1.430					
(4)	Required RVR. The lowest minima to be used by an operator for Category II operations are as detailed in Table- 7a- RVR for Cat II operations v. DH	App. 1to OPS 1.430					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
h	**Precision approach - Category III operations.**						
(1)	Category III A operations. A precision instrument approach and landing using ILS or MLS with:	App. 1to OPS 1.430					
(a)	A decision height lower than 100 ft; and	App. 1to OPS 1.430					
(b)	A runway visual range not less than 200m	App. 1to OPS 1.430					
(2)	Category III B operations. A precision instrument approach and landing using ILS or MLS with:	App. 1to OPS 1.430					
(a)	A decision height lower than 100 ft, or no decision height; and	App. 1to OPS 1.430					
(b)	A runway visual range lower than 200 m but not less than 75 m	App. 1to OPS 1.430					
(3)	Where the decision height (DH) and runway visual range (RVR) do not fall within the same Category, the RVR will determine in which Category the operation is to be considered	App. 1to OPS 1.430					
(4)	Decision height. For operations in which a decision height is used, an operator must ensure that the decision height is not lower than:	App. 1to OPS 1.430					
(a)	The minimum decision height specified in the AFM, if stated; or	App. 1to OPS 1.430					
(b)	The minimum height to which the precision approach aid can be used without the required visual reference; or	App. 1to OPS 1.430					
(c)	The decision height to which the flight crew is authorized to operate	App. 1to OPS 1.430					
(5)	No decision height operations. Operations with no decision height may only be conducted if:	App. 1to OPS 1.430					
(a)	The operation with no decision height is authorized in the AFM; and	App. 1to OPS 1.430					
(b)	The approach aid and the aerodrome facilities can support operations with no decision height; and	App. 1to OPS 1.430					
(c)	The operator has an approval for CAT III operations with no decision height	App. 1to OPS 1.430					
(6)	Visual reference	App. 1to OPS 1.430					
(a)	For Category IIIA operations, and for Category IIIB 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 determined in accordance with subparagraph (g)2. above unless a visual reference containing a segment of at least three consecutive lights being the centerline of the approach lights, or touchdown zone lights, or runway centerline lights, or runway edge lights, or a combination of these is attained and can be maintained	App. 1to OPS 1.430					
(b)	For Category IIIB 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, determined in accordance with subparagraph (e)2. above, unless a visual reference containing at least one centerline light is attained and can be maintained	App. 1to OPS 1.430					
(7)	Required RVR. The lowest minima to be used by an operator for Category III operations are as detailed in Table -8- RVR for Cat III Operations v. DH and rollout control/guidance system.	App. 1to OPS 1.430					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
i	**Enhanced vision systems.**						
(1)	A pilot using an enhanced vision system certificated for the purpose of this paragraph and used in accordance with the procedures and limitations of the approved flight manual, may:	App. 1to OPS 1.430					
(a)	Continue an approach below DH or MDH to 100 feet above the threshold elevation of the runway provided that at least one of the following visual references is displayed and identifiable on the enhanced vision system, the elements of the approach lighting; or the runway threshold, identified by at least one of the following: the beginning of the runway landing surface, the threshold lights, the threshold identification lights; and the touchdown zone, identified by at least one of the following: the runway touchdown zone landing surface, the touchdown zone lights, the touchdown zone markings or the runway lights	App. 1to OPS 1.430					
(b)	Reduce the calculated RVR/CMV for the approach from the value in column 1 of Table 9 below to the value in column 2 as detailed in Table- 9- Approach utilizing EVS RVR/CMV reduction v. normal RVR/CMV	App. 1to OPS 1.430					
(2)	Paragraph 1 above may only be used for ILS, MLS, PAR, GLS and APV Operations with a DH no lower than 200 feet or an approach flown using approved vertical flight path guidance to a MDH or DH no lower than 250 feet	App. 1to OPS 1.430					
(3)	A pilot may not continue an approach below 100 feet above runway threshold elevation for the intended runway, unless at least one of the visual references specified below is distinctly visible and identifiable to the pilot without reliance on the enhanced vision system:	App. 1to OPS 1.430					
(a)	The lights or markings of the threshold; or	App. 1to OPS 1.430					
(b)	The lights or markings of the touchdown zone	App. 1to OPS 1.430					
j	**Circling.**						
(1)	Minimum descent height (MDH). The MDH for circling shall be the higher of:	App. 1to OPS 1.430					
(a)	The published circling OCH for the airplane category; or	App. 1to OPS 1.430					
(b)	The minimum circling height derived from Table 10 Minimum visibility and MDH for circling v. airplane category; or	App. 1to OPS 1.430					
(c)	The DH/MDH of the preceding instrument approach procedure	App. 1to OPS 1.430					
(2)	Minimum descent altitude (MDA). The MDA for circling shall be calculated by adding the published aerodrome elevation to the MDH, as determined by 1. above	App. 1to OPS 1.430					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
(3)	Visibility. The minimum visibility for circling shall be the higher of:	App. 1to OPS 1.430					
(a)	The circling visibility for the airplane category, if published; or	App. 1to OPS 1.430					
(b)	The minimum visibility derived from Table 10 Minimum visibility and MDH for circling v. airplane category; or	App. 1to OPS 1.430					
(c)	The RVR/CMV derived from Tables 5 and 6 for the preceding instrument approach procedure	App. 1to OPS 1.430					
(4)	Notwithstanding the requirements in subparagraph 3. above, an CARC may exempt an operator from the requirement to increase the visibility above that derived from Table 10 Minimum visibility and MDH for circling v. airplane category	App. 1to OPS 1.430					
(5)	Exemptions as described in subparagraph 4. must be limited to locations where there is a clear public interest to maintain current operations. The exemptions must be based on the operator's experience, training program and flight crew qualification. The exemptions must be reviewed at regular intervals	App. 1to OPS 1.430					
k	**Visual approach.**						
(1)	An operator shall not use an RVR of less than 800 m for a visual approach	App. 1to OPS 1.430					
(2)	Conversion of reported meteorological visibility to RVR/CMV	App. 1to OPS 1.430					
(a)	An operator must ensure that a meteorological visibility to RVR/CMV conversion is not used for takeoff, for calculating any other required RVR minimum less than 800 m, or when reported RVR is available	App. 1to OPS 1.430					
(b)	When converting meteorological visibility to RVR in all other circumstances than those in subparagraph (a) above, an operator must ensure that the following Table is used as detailed in Table -11- Conversion of met visibility to RVR/CMV	App. 1to OPS 1.430					
2	**Minimum equipment list consideration.**						
(1)	An operator must include in the Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, an approach utilizing EVS, or a Category II or III approach in accordance with the AFM or other approved document	OPS 1.460					
(2)	The commander shall satisfy himself/herself that the status of the airplane and of the relevant airborne systems is appropriate for the specific operation to be conducted	OPS 1.460					

No	AWO Operational Approval Application Attachments	JCAR OPS	OMA	YES	NO	NA	Remarks
3	**Continuous monitoring.**						
(1)	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.	App. 1 to OPS 1.440		☐	☐	☐	
(2)	The following information must be retained for a period of 12 months:	App. 1 to OPS 1.440		☐	☐	☐	
(a)	The total number of approaches, by airplane type, where the airborne Category II or III equipment was utilized to make satisfactory, actual or practice, approaches to the applicable Category II or III minima; and	App. 1 to OPS 1.440		☐	☐	☐	
(b)	Reports of unsatisfactory approaches and/or automatic landings, by aerodrome and airplane registration, in the following categories:	App. 1 to OPS 1.440		☐	☐	☐	
	• Airborne equipment faults	App. 1 to OPS 1.440		☐	☐	☐	
	• Ground facility difficulties	App. 1 to OPS 1.440		☐	☐	☐	
	• Missed approaches because of ATC instructions; or	App. 1 to OPS 1.440		☐	☐	☐	
	• Other reasons	App. 1 to OPS 1.440		☐	☐	☐	
(3)	An operator must establish a procedure to monitor the performance of the automatic landing system or HUDLS to touchdown performance, as appropriate, of each airplane	App. 1 to OPS 1.440		☐	☐	☐	

• **Assessment Result**	
☐ **Satisfactory**	☐ **Unsatisfactory**

• **Remarks**	

Flight Operations Inspector Name	Signature	Date