Application Form Low Visibility Operations (LVO) Approval

1. REFERENCES

Applicable Regulations

* Uganda Civil Aviation (Operation of Aircraft – Commercial Air Transport) Regulations, 2022
* Uganda Civil Aviation (Aircraft Instrument and Equipment) Regulations, 2022
* Uganda Civil Aviation (Air Operator Certification and Administration) Regulations, 2022
* Civil Aviation (Airworthiness) Regulations 2022
* Uganda Civil Aviation (Rules of the Air) Regulations, 2022
* Uganda Civil Aviation (Personnel Licensing) Regulations, 2022
* Uganda Civil Aviation (Safety Management) Regulations, 2022

UCAA Guidance & Advisory Documents

* CAA-AC-OPS-052 All Weather Operations
* CAA-O-GEN027
* FORM: CAA- O-GEN027: LVO Assessment Worksheet
* CAA-MAN-OPS001: Flight Operations Inspector Manual
* CAA-AC-OPS030 Operating Minima for aeroplane & helicopter operations
* CAA-AC-OPS050 Air Operator Flight Data Analysis Programme
* CAA-AC-OPS043 Guidance for air operators in establishing a flight safety documents system

 Completion of the form:

1. Each relevant box should be completed with a tick (√) as applicable.
2. Where an entry must be completed by referring to a document of applicant's documentation system, add manual reference, chapter and sub-chapter.
3. Ensure all applicable areas are completed and objective documentary evidence provided to support the application.
4. GENERAL

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| **General Information – Application Guidance**  |
| 1. Review CAA-AC-OPS052 before completion  |
| 2. Complete the LVO Application Package at Section 3  |
|  3. Complete Application Statement at Section 4 of this Document  |
|  4. Compliance Checklist/Statement (Appendix A) duly completed  |
|  5. Ensure all required documentation provided  |

1. APPLICATION PACKAGE

|  |  |
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| **Documentation listed** to be submitted to the UCAA  | **UCAA check** **YES / NO/ REMARKS** |
|  | **YES** | **NO** |  **REMARKS** |
| 1. Application event schedule documentation (Include Demonstration/FSTD detail)  |  |  |  |
| 2. UCAA Worksheet completed  |  |  |  |
| 3.Operations Manual extracts including CAT II & III operations Manual (Include FCOM extracts)  |  |  |  |
| 4. Relevant pages of AFM & other airworthiness documentation  |  |  |  |
|  5. LVO Certification evidence  |  |  |  |
|  6. MEL Extracts (All weather operations/LVO)  |  |  |  |
|  7. Risk assessment documentation  |  |  |  |
|  8. Runway suitability Assessment/Documentation |  |  |  |
| 9. If the use of operational credits is relevant includeairworthiness, certification & operational  extracts |  |  |  |
| 10. Contracted services provision (flight operations, flight dispatch, airworthiness, maintenance) |  |  |  |
| 11: Training Provisionflight operations, flight dispatch, airworthiness, maintenance |  |  |  |

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| **LVO APPLICATION FORM**(*To be completed by an AOC holder or for LVO application)*  |
| **Section 1A. General** |
| 1. Company AOC #, registered name and trading name if different. Address of company: mailing address; telephone; fax and e-mail. | 2. Address of the principal place of business, including telephone, fax and e-mail. Type of operation: |
| **Section 1B. Operational information** |  |
| 4. Start date of LVO: |
|  5. Type(s) of operation[[1]](#footnote-2) : Commercial, Non-Commercial or Specialised

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| **B. aircraft details** |
| Aircraft Manufacturer information |  |
| Aircraft Type/Model/Series |  |
| Manufacturers Serial/Construction N°(s) |  |
| Aircraft Registration(s) |  |
| Aircraft Category |  |
| Date of Certificate of Airworthiness Issued |  |
| Expiry Date of requested LVO Approval(s) *(if applicable or required)* |  |
| Remarks |  |

[ ]  CAT [ ]  NCC [ ]  SPO [ ]  NCO |
| **Section 1C Aircraft Details**  |
| Aircraft Manufacturer Information |  |
| Aircraft Type/Model/Series |  |
| Manufacturers Serial/Construction N°(s) |  |
| Aircraft Registration(s)  |  |
| Aircraft Category  |  |
| Date Certificate of Airworthiness issued |  |
| Remarks  |
| **Section 1D. LVO Authorization Applied for**  |
| 6. | LVO category applied for and with the relevant minima:  |
| LVO Application |
| LVO | **Yes** | **No** | **RVR (m)** | **DH (feet)** |
| Take-off (LVTO) |[ ] [ ]   | N/A |
| Approach & Landing | CAT II  |  |  |  |  |
|  | CAT III  |  |  |  |  |
|  Operational  Credits | EFVS[[2]](#footnote-3)  |  |  |  |  |
|  | SA CAT I |  |  |  |  |
|  | SA CAT II |  |  |  |  |
| **Section 1E. Subcontracted Organizations**8. AMO proposed ratings: |
| Approved Training Organization & FSTD | Aircraft Maintenance Organization |
| **Section 1F. List of required attachments (see worksheet for full detail)** |
| [ ]  Airworthiness & Certification Documentation [ ]  Flight crew training and checking programme information[ ]  Compliance Statements [ ]  MEL including LVO considerations[ ]  Operations manual stating operator LVO operating policy and/or procedures [ ]  CAT II/III Operations Manual or equivalent [ ]  Relevant risk assessment and monitoring programmes[ ]  Processes to ensure to ensure that only runways and instrument procedures suitable for the intended operations are used[ ]  Applicable documents of purchase, leasing and other LVO related contracts  |
| **Section 1G. LVO Operations** |
| **Details & Evidence** | **Yes** | **Document Reference** | **No** |
| The LVO airworthiness documentation | [ ]  |  | [ ]  |
| A training programme for the flight crew members involved in these operations has been established taking into account the following items:(1) flight crew qualification requirements, including FSTD training; | [ ]  |  | [ ]  |
| (2) description of initial and recurrent training, checking and syllabi. | [ ]  |  | [ ]  |
| Operating procedures have been established specifying:(1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL | [ ]  |  | [ ]  |
| (2) flight crew composition and experience requirements | [ ]  |  | [ ]  |
| (3) flight planning | [ ]  |  | [ ]  |
| (4) requirements and procedures for low visibility take-off (LVTO) | [ ]  |  | [ ]  |
| (5) requirements and normal procedures for LVTO, SA CAT I, SA CAT II, CAT II, CAT III & EFVS as relevant | [ ]  |  | [ ]  |
| (6) requirements and procedures for ground ops | [ ]  |  | [ ]  |
| (7) procedures for abnormal situations | [ ]  |  | [ ]  |
| (8) post-flight procedures | [ ]  |  | [ ]  |
| (9) continuous monitoring of low visibility operations. | [ ]  |  | [ ]  |
| The operations manual or procedures manual contains the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach operations, as appropriate. | [ ]  |  | [ ]  |
| The operations manual or procedures manual includes the minimum equipment that has to be serviceable at the commencement of an LVO in accordance with the aircraft flight manual (AFM) or other approved document, as applicable. | [ ]  |  | [ ]  |
| LVO is included in the Compliance Monitoring Program.  | [ ]  |  | [ ]  |
| LVO is taken into account in the SMS (Hazard/Risk Register, Risk Assessment, Management of Change). | [ ]  |  | [ ]  |
| **Section 1H. LVO Crew Experience** |
| Give details of crew experience in LVO operations (Please provide relevant experience of proposed crew): |
| See worksheet for full detail  |
| **Section 1I. Airworthiness** |
| Certification basis of aircraft attesting to AWO minima and auto-land status (see worksheet and CAA-AC-OPS052 for certification requirements)  | [ ]  |  | [ ]  |
| Amended Continuing Airworthiness Maintenance programme submitted – including AWO tasks | [ ]  |  | [ ]  |
| Procedures to ensure continued airworthiness relative to low visibility operations provided | [ ]  |  | [ ]  |
| MCM revision including |  |  |  |
| * Control of modification status of critical components
 | [ ]  |  | [ ]  |
| * Setting alert levels in system reliability monitoring
 | [ ]  |  | [ ]  |
| * A list of critical components
 | [ ]  |  | [ ]  |
| * Licensing / Training / Authorisation of certifying staff
 | [ ]  |  | [ ]  |
| * Upgrade / Downgrade procedures
 | [ ]  |  | [ ]  |
| * Cockpit placards
 | [ ]  |  | [ ]  |
| * Flight Crew / Flight Operations notification
 | [ ]  |  | [ ]  |
| * Personnel to follow the operator’s maintenance procedure to approve an aircraft’s return to service.
 | [ ]  |  | [ ]  |
| * Control of modification status of critical components
 | [ ]  |  | [ ]  |
| Maintenance arrangement to support AWO operations – with trained, qualified, and authorised personnel | [ ]  |  | [ ]  |
| Training programme has been approved by the authority? | [ ]  |  | [ ]  |
| **Section 1J. The signature and the information contained in this form denote a formal for an LVO approval.** |
| Signature: | Date: (day/month/year) | Name and title: |
| **Section 2. To be completed by the Uganda Civil Aviation Authority (CAA)**  |
| Received by (name and office): | Date received:(day/month/year) |
| Date forwarded to the flight operations department (day/month/year): | For: ☐ Action ☐ Information only |
| Remarks: |
| **Section 3. To be completed by the flight standards department** |
| Received by: | Pre-application number: |
| Date (day/month/year): |  |
| Designated project manager: | Date forwarded to the designated project manager: (day/month/year) |
| Remarks:  |

## 4 APPLICANT STATEMENT

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| The undersigned certifies the above information to be correct and true and that aeroplane certification requirements, equipment installation, continuing airworthiness requirements, minimum equipment for dispatch, operating procedures, flight dispatch/planning requirements and flight crew/dispatch officers/maintenance personnel training comply with LVO requirements. |
| **Applicant Name and Title:****Phone:** | **Signature:** | **Date:** |

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| ***(For official use only)*** |
| **Inspector Receiving Application Name:** | **Signature:** | **Date Received:** |

Appendix A LVO Compliance Checklist

* This compliance checklist ensures that the LVO operations applicant has adequately addressed the regulatory requirements applicable to the operations.
* The compliance checklist is prepared by the Operator and submitted to the Authority indicating how the relevant applicable regulations to the proposed LVO operations have been addressed. It is required to be submitted together with the formal application package and all supporting documentation.
* The applicant should complete the section pertaining to the applicable Part of the Regulations.
* There is also a LVO Worksheet which is submitted to the UCAA, it includes a requirement for supporting documents.
* Please ensure the Compliance Statement at the end of the compliance checklist is signed and dated

|  | **Regulations**  | **Applicable****Yes/No /NA** | **Manual / Document Reference** | **Compliance Status/Remarks*****UCAA Use*** |
| --- | --- | --- | --- | --- |
| **The Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022.**  |  |  |  |
| **The Civil Aviation (Aircraft Instrument and Equipment) Regulations, 2022**  |  |  |  |
| **The Civil Aviation (Safety Management) Regulations, 2022 Part III (see regulation)**  |  |  |  |
| **The Civil Aviation (Airworthiness of Aircraft) Regulations, 2022****(see regulation)**  |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Regulation Number**  | **The Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022**  | **Applicable****Yes/No /NA** | **Manual / Document Reference** | **Compliance Status/Remarks*****UCAA Use*** |
| **Regulation** **35.**  | **Aerodrome Operating minima**  |  |  |  |
|  | 1. The authority shall require that the operator establish aerodrome operating minima for each aerodrome to be used in operations and shall approve the method of determination.
 |  |  |  |
|  | 1. The aerodrome operating minima referred to in sub-regulation (1) shall, not be lower than any thar may be established for such aerodromes by the State of the aerodrome, except when specifically approved by that State.
 |  |  |  |
|  | 1. The authority shall authorise operational credit or credits for operations with advanced aeroplanes equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS.
 |  |  |  |
|  | 1. Where the operational creditrelates to low visibility operations, the State of the operator shall issue a specific approval.
 |  |  |  |
|  | 1. The authorisations under sub-regulation (3) shall not affect the classification of the instrument approach procedure.
 |  |  |  |
|  | 1. Subject to sub-regulation (4), ‘operational credit’ includes:
2. for the purposes of an approach ban, a minimum below the aerodrome operating minima;
3. reducing or satisfying the visibility requirements; or
4. requiring fewer ground facilities as compensated for my airborne capabilities
 |  |  |  |
|  | 1. when issuing a specific approval for the operational credit, the authority shall ensure that:
2. the aeroplane meets the appropriate airworthiness certification requirements;
3. the information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operational manual is more than one;
4. the operator has carried out a safety risk assessment of the operations supported by the equipment;
5. the operator has established and documented normal and abnormal procedures and MEL;
6. the operator has established a training programme for the flight crew members and relevant personnel involved in the flight operation
7. The operator has established a system for data collection, evaluation and trend monitoring for low visibility operations, for which there is an operational credit; and
8. the operator has instituted appropriate procedures in respect of continuing airworthiness (maintenance and repair) practices and programmes
 |  |  |  |
|  | 1. An operator shall in establishing the aerodrome operating minima which applies to any particular operation take full account of the following:
2. the type, performance and handling characteristics of the aeroplane and any conditions or limitations stated in the flight manual;
3. the composition of the flight crew, their competence and experience;
4. the dimensions and characteristics of the runways which may be selected for use;
5. the adequacy and performance of the available visual and non-visual ground aids;
6. the equipment available on the aeroplane for the purposes of navigation, acquisition of visual references and control of the flight path during the approach, landing and the missed approach;
7. the obstacles in the approach and missed approach areas and the obstacle altitude or height for the instrument approach procedures;
8. the means used to determine and report meteorological conditions;
9. the obstacles in the climb out areas and necessary clearance margins;
10. the conditions prescribed in the operations specifications; and
11. any minima that may be promulgated by the State of the aerodrome
 |  |  |  |
|  | 1. Instrument approach operations shall be classified based on the designed lowest operating minima, bellow which an approach operation shall only be continued with the required visual reference as follows:
2. Type A – a minimum descent height or decision height at or above 75m or 250 ft; and
3. Type B – a decision height below 75m or 250 ft which are categorised as follows:
4. Category I or Cat I – a decision height not lower than 60m (200ft) and with either a visibility not less than 800m or a runway visual range not less than 550m;

(ii) Category II or Cat II – a decision height lower than 60m or 200ft but not lower than 30m or 100ft and a runway visual range not less than 300m; and (iii) Category III or CAT III – a decision height lower than 30m or 100 ft or no decision height and a runway visual range less than 300m or no runway visual range limitations.  |  |  |  |
|  | 1. The authority shall issue a specific approval for instrument approach operations in low visibility which shall only be conducted when RVR information is provided
 |  |  |  |
|  | 1. Where there is take-off in low visibility, the authority shall issue a specific approval for the minimum take-off RVR.
 |  |  |  |
|  | 1. For instrument approach operations, aerodrome operating minima below 800m visibility shall not be authorised unless RVR information is provided.
 |  |  |  |
|  | 1. The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a Minimum Descent Altitude (MDA) or Minimum Descent Height (MDH), minimum visibility and, where necessary, cloud conditions.
 |  |  |  |
|  | 1. The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a Decision Altitude (DA) or Decision Height (DH) and the minimum visibility or RVR.
 |  |  |  |
| **Regulation 36.**  | **General operating rules Category II and Category III Operations.**  |  |  |  |
|  | 1. A person shall not operate an aircraft in a category II or category III operation unless
2. The PIC and co-pilot of the aircraft hold the appropriate authorisations, and ratings prescribed in the Civil Aviation (Personnel Licensing) Regulations, 2022,
3. Each flight crew member has adequate knowledge of and familiarity with the aircraft and procedures to be used; and
4. The instrument panel in front of the pilot who is controlling the aircraft has the appropriate instrumentation for the type of flight control guidance system that is being used.
 |  |  |  |
|  | 1. A person shall not, unless with the authorisation of the authority, operate an aircraft in Category II or Category III operations unless each ground component required for that operation and the related airborne equipment is installed and operating
 |  |  |  |
|  | 1. Where the approach procedure being used provides for and requires the use of a decision height or decision altitude, the authorised Decision Height (DH) or Decision Altitude (DA) is the highest of the following:
2. the Decision Height (DH) or Decision Altitude (DA) prescribed in the approach procedure;
3. the Decision Height (DH) or Decision Altitude (DA) prescribed for the pilot in command; or
4. the Decision Height (DH) or Decision Altitude (DA) for which the aircraft is equipped.
 |  |  |  |
|  | 1. A pilot operating an aircraft in a Category II or Category III approach that provides and requires use of a decision height or decision altitude shall not, unless with the authorisation of the authority, continue the approach below the authorised decision height unless:
2. the aircraft is in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres, and where that descent rate shall allow touchdown to occur within the touchdown zone of the runway of intended landing;
3. at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:
4. the approach light system, except that the pilot shall not descend below 100ft above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable;

(ii) the threshold or the threshold markings; (iii) the threshold lights (iv) the touchdown zone or touchdown zone markings; and (v) the touchdown zone lights.  |  |  |  |
|  | 1. A pilot operating an aircraft shall immediately execute an appropriate missed approach procedure whenever, prior to touchdown, the requirements of sub-regulation (4) are not met.
 |  |  |  |
|  | 1. A person operating an aircraft using a Category III approach without Decision Height (DH) shall not land that aircraft except in accordance with the operations specifications issued by the authority.
 |  |  |  |
|  | 1. Sub-regulations (1) to (6) do not apply to operations conducted by Air Operator Certificate (AOC) holders issued with a certificate under the Civil Aviation (Air Operator Certification & Administration) Regulations, 2022
2. A person shall not operate an aircraft in a Category II or Category III operations conducted by an AOC holder unless the operation is conducted in accordance with that AOC holder’s specific operations specifications.
 |  |  |  |
| **Regulation 37.**  | **Category II & Category III operations manual**  |  |  |  |
|  | 1. Except as provided in sub-regulation (3), a person shall not operate an aircraft in a Category II or a Category III operation unless
2. there is available in the aircraft a current and approved Category II or Category III manual, as appropriate, for that aircraft;
3. the operation is conducted in accordance with the procedures, instructions, and limitations in the appropriate manual; and
4. the instruments and equipment listed in the manual that are required for a particular Category II or Category III operation have been inspected and maintained in accordance with the approved maintenance programme.
 |  |  |  |
|  | (2) An operator shall keep a current copy of each approved manual at its principal base of operations and shall make each manual available for inspection upon request by the authority.  |  |  |  |
|  | (3) Sub-regulations (1) and (2) do not apply to operations conducted by an AOC holder issued under the Civil Aviation (Air Operator Certification & Administration) Regulations 2022. |  |  |  |
|  | (4) An applicant for approval of a Category II or III operations manual or an amendment to an approved Category II operations manual shall submit the proposed manual or amendment to the authority.  |  |  |  |
|  | (5) Where the application made under these Regulations is a request for an evaluation programme, the application shall include the following: (a) the location of the aircraft and the place where the demonstrations are to be conducted, and (b) the date the demonstrations are to commence at least ten days after filing the application |  |  |  |
|  | (6) A Category II or III operations manual shall contain: (a) the registration number, make and model of the aircraft to which it applies;(b) a maintenance programme; and (c) the procedures and instructions related to:(i) recognition of decision height or decision altitude (ii) use of runway visual range information (iii) approach monitoring (iv) the decision region, which is the region between the middle marker and the decision height or decision altitude;(v) the maximum permissible deviations of the basic instrument landing system indicator within the decision region;(vi) a missed approach procedure (vii) use of airborne low approach requirement (viii) minimum altitude for use of the autopilot (ix) instrument and equipment failure warning systems(x) instrument failure; and (xi) other procedures, instructions, and limitations as the Authority may deem necessary  |  |  |  |
| **Regulation** **38** | **Threshold crossing height for 3D instrument approach operations**  |  |  |  |
|  | An operator shall establish operational procedures designed to ensure that an aeroplane being used to conduct 3D instrument approach operations crosses the threshold by a safe margin, with the aeroplane in the landing configuration and attitude.  |  |  |  |
| **Regulation 41** | **Pre-flight action**  |  |  |  |
|  | A PIC of an aircraft registered in Uganda shall satisfy himself or herself before the flight is commenced that:1. the flight can safely be made, taking into account the latest information available as to the route and aerodromes to be used, the weather reports and forecasts available, and any alternative course of action which can be adopted in case the flight cannot be completed as planned
2. the equipment, including radio apparatus required by these Regulations to be carried is carried and is in a fit condition for use
3. that the aircraft is in every way fit for the intended flight, and that where a certificate of release to service is required by the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 is in force and shall not cease to be in force during the intended flight; and
4. Load & Distribution requirement (see regulation for full text)
 |  |  |  |
| **Regulation 67.**  | **Take-off Alternate aerodrome**  |  |  |  |
| **See Regulation for full text**  | (1) Selection of take-off alternate dependent on meteorological or other conditions at point of departure  |  |  |  |
|  | 1. A take-off alternate shall be located within the following flight time from the aerodrome of departure
 |  |  |  |
|  | 1. for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in International Standard Atmosphere or ISA and still-air conditions using the actual take-off mass.
 |  |  |  |
|  | 1. for aeroplanes with three or more engines, two hours of flight time at an all-engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass
 |  |  |  |
|  | 1. For an aerodrome to be selected as a take-off alternate, the available information shall indicate that, at the estimated time of use the conditions shall be at or above the operator’s established aerodrome operating minima for that operation
 |  |  |  |
| **Regulation 69.**  | **Destination alternate aerodromes**  |  |  |  |
|  | 1. For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and Air Traffic Services (ATS) flight plans, unless:
 |  |  |  |
|  | 1. the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:

(i) the approach and landing may be made under visual meteorological conditions; and (ii) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or  |  |  |  |
|  | 1. the aerodrome is isolated and operations into isolated aerodromes do not require the selection of a destination aerodrome or aerodromes and shall be planned in accordance with Regulation 76(3)(d)(iv)
2. text refers to isolated aerodrome (see full regulation)

(ii) Text refers to isolated aerodrome (see full  Regulation)  |  |  |  |
|  | 1. two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans where, for the destination aerodrome:
2. meteorological conditions at the estimated time of use are below the operator’s established aerodrome operating minima for that operation; or
3. meteorological information is not available

  |  |  |  |
|  | 1. Notwithstanding sub-regulations (1), (2) and regulation 68, the authority may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety shall be maintained, approve operational variations to alternate aerodrome selection criteria, and the specific safety risk assessment shall, include:
2. capabilities of the operator
3. overall capability of the aeroplane and its systems
4. available aerodrome technologies, capabilities and infrastructure
5. quality and reliability of meteorological information
6. identified hazards and safety risks associated with each alternate aerodrome variation; and
7. specific mitigation measures.
 |  |  |  |
| **Regulation 92.**  | **Commencing an instrument approach**  |  |  |  |
|  | 1. A pilot shall not continue an approach past the final approach fix, or where a final approach fix is not used, begin the final approach segment of an instrument approach procedure, at any aerodrome unless:
2. a source approved by the authority issues a weather report for that aerodrome;
3. the latest weather report for that aerodrome indicates the visibility to be equal to or more than the visibility minima prescribed for that procedure; and
4. for instrument approach and landing operations, 800m visibility should not be authorised unless RVR information is provided
 |  |  |  |
|  | 1. Where a pilot begins the final approach segment of an instrument approach procedure and subsequently receives a weather report indicating below minimum conditions, the pilot may continue the approach to decision height or minimum descent altitude.
 |  |  |  |
|  | 1. For the purpose of this regulation, the final approach segment begins at the final approach fix or facility prescribed in the instrument approach procedure.
 |  |  |  |
|  | 1. Where a final approach fix is not prescribed for a procedure that includes a procedure turn, the final approach segment approach segment begins at a point where the procedure turn is completed and the aircraft is established inbound towards the aerodrome on the final approach course within the distance prescribed in the procedure.
 |  |  |  |
| **Regulation 93** | **Threshold crossing height for precision approaches** |  |  |  |
|  | An operator shall establish operational procedures designed to ensure that the aircraft being used to conduct precision approaches crosses the threshold by a safe margin with the aircraft in the landing configuration and altitude.  |  |  |  |
| **Regulation 94** | **Operation below Decision Height or minimum descent altitude**  |  |  |  |
|  | 1. A pilot shall not, where a decision height or minimum descent altitude is applicable, operate an aircraft at any aerodrome below the authorised minimum descent altitude, or continue an approach below the authorised decision height unless:
2. the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres
3. a descent rate shall allow touchdown to occur within the touchdown zone of the runway of intended landing
4. the flight visibility is not less than the visibility prescribed in the standard instrument approach being used, and
5. at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot
6. the approach light system, except that the pilot shall not descend below the 100ft above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable

(ii) threshold or the threshold markings (iii) threshold lights (iv) the runway end identifier lights (v) the visual approach slope indicator system or precision approach path indicator (vi) the touchdown zone or touchdown zone markings (vii) the touchdown zone lights (viii) the runway or runway markings, or (ix) the runway lights  |  |  |  |
|  | 1. The visual references set out in sub-regulation(1)(d) shall not apply to Category II and III operations
 |  |  |  |
|  | 1. The required visual references under Category II and III operations shall be provided in the AOC holder’s operations specifications or a specific approval issued by the authority
 |  |  |  |
| **Regulation 95.** | **Landing during instrument meteorological conditions**  |  |  |  |
|  | A pilot operating an aircraft shall not land that aircraft when the flight visibility is less than the visibility prescribed by the authority in the standard instrument approach procedure being used. |  |  |  |
| **Regulation 96**  | **Execution of a missed approach procedure**  |  |  |  |
|  | A pilot operating an aircraft shall immediately execute an appropriate missed approach procedure where either of the following conditions exist:1. Whenever the required visual reference criteria is not met in the following situations
2. when the aircraft is being operated below minimum descent altitude or MDA; or

(ii) upon arrival at the missed approach point, including a DH where a DH is specified and its use is required, and at any time after that until touchdown, or  |  |  |  |
|  | 1. whenever an identifiable part of the aerodrome is distinctly visible to the pilot during a circling manoeuvre at or above MDA, unless the inability to see an identifiable part of the aerodrome results only from a normal bank of the aircraft during the circling approach.
 |  |  |  |
| **Regulation 141.**  | **Specific approval required for Category II or Category III operations**  |  |  |  |
|  | 1. A person shall not act as a pilot of an aircraft in Category II or III operations unless:
2. in the case of a PIC, the person holds a current Category II or III pilot authorisation for that aircraft type, or
3. in the case of a co-pilot, the person is authorised by the State of registry to act in that capacity in that aircraft in Category II or III operations
4. An authorisation is not required for an individual pilot of an AOC holder with specific approval for Category II or III operations.
 |  |  |  |
| **Regulation 152** | **Initial specialised operations training**  |  |  |  |
|  | 1. A person shall not serve nor shall any AOC Holder use a person as a flight crew member unless that person has completed the appropriate initial specialised operations training curriculum approved by the authority
2. Specialised operations for which initial training curricula shall be developed including:
3. low minima operations, including low visibility take-offs and Category II and III operations
4. extended range operations
5. specialised navigation, and
6. PIC right seat qualification
 |  |  |  |
|  | 1. An AOC Holder shall provide initial specialised operations training to ensure that each pilot and flight operations officer is qualified in the type of operation in which that person serves and in any specialised or new equipment, procedures and techniques, such as:
2. Class II navigation
3. knowledge of specialised navigation procedures, such as Required Navigation Performance (RNP), Minimum Navigation Performance Specification (MNPS) and Reduced Vertical Separation Minimum (RVSM); and
 |  |  |  |
|  |  (ii) knowledge of specialised equipment, such  as Inertia Navigation System (INS), Long  Range Navigation (LORAN), OMEGA  |  |  |  |
|  | 1. Category II and Category III operations approaches:
2. special equipment, procedures and practice; and
3. a demonstration of competency
 |  |  |  |
|  | 1. lower than standard minimum take-offs
2. runway and lighting requirements
3. rejected take-offs at or near V1 with a failure of the most critical engine

(iii) taxi operations; and(iv) procedures to prevent runway incursions under low visibility conditions |  |  |  |
|  | 1. extended range operations with two turbine engine aeroplanes
2. airborne radar approaches, and
3. autopilot instead of co-pilot
 |  |  |  |
| **Regulation 161** | **Low minimums authorisation for PIC**  |  |  |  |
|  | Where a PIC has not completed:1. fifteen flights performing PIC duties in an aircraft type including 5 approaches to landing using Category I or II operations procedures, that PIC shall not plan for or initiate an instrument approach when the ceiling is less than 300ft and the visibility is less than 2000m and
 |  |  |  |
|  | 1. twenty flights performing PIC duties in an aircraft including 5 approaches and landing using Category III operations procedures, that PIC shall not plan for or initiate an approach when the ceiling is less than 100ft or the visibility is less than 400m Runway Visual Range (RVR)
 |  |  |  |
|  | **The Civil Aviation (Aircraft Instrument and Equipment) Regulations, 2022**  |  |  |  |
| **Regulation 71**  | Aeroplanes equipped with automatic landing systems, a head-up display or HUD or equivalent displays, enhanced vision systems or EVS, synthetic vision systems or SVS or combined vision systems or CVS (1) Where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, the use of such systems for the safe operation of an aeroplane shall be approved by the State of the Operator.  |  |  |  |
|  | 1. The authority shall not approve the operational use of automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, unless the operator
 |  |  |  |
|  | 1. ensures that the equipment meets the appropriate airworthiness certification requirements
2. has carried out a safety risk assessment of the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS, or CVS; and
3. has established and documented the procedures for the use of, and training requirements for, automatic landing systems, a HUD or equivalent displays, EVS, SVS, or CVS
 |  |  |  |
| **Regulation 101**  | **Aeroplanes equipped with automatic landing systems, HUD or equivalent displays, EVS, SVS or CVS**  |  |  |  |
|  | (1) Where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS, or CVS, or any combination of those systems into a hybrid system, the criteria for the use of such systems for the safe operation of an aeroplane shall be approved by the State of Registry. |  |  |  |
|  | 1. In establishing operational criteria for the use of automatic landing systems, a HUD or equivalent displays, EVS, SVS, or CVS, the operator shall ensure that:
2. the equipment meets the appropriate airworthiness certification requirements
3. he or she conducts a safety risk assessment of the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS, or CVS and
4. he or she establishes and documents the procedures for the use of, and training requirements for, automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS.
 |  |  |  |

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| Applicant Submitting Compliance Document (Operator)  |
| Title and Name: | Signature: | Date Received (UCAA):  |

1. Delete as appropriate [↑](#footnote-ref-2)
2. e.g. EFVS-A or EFVS-L [↑](#footnote-ref-3)