

APPLICATION FORM for Issue of AWO OPERATIONAL APPROVAL

This form is designed to elicit all the required information from those Operators wishing to gain operational approval to operate to :

N ^o	OPERATION's	RVR (m) / DH (ft)
1.	<i>Lower than Standard CAT I</i> m / ft
2.	CAT II m / ft
3.	<i>other than Standard CAT II</i> m / ft
4.	CAT III A m / ft
5.	CAT III B m / ft
6.	CAT III C m / ft
7.	LVTO m / ft

The completed form and supporting documentation should be submitted to the Flight Operations Department of GDCA of RA.

Section I Applicant Data Operator / Airframe Details *Completion mandatory*

Section II AWOPS Notes For Completion

Section III Signature Block *Completion mandatory*

Section IV Operator's AWOPS Submissions Matrix *Completion mandatory*

SECTION I. OPERATOR / AIRFRAME DETAIL

1. Applicant Data Operator - required for all Approval requests		
1. Registered (Trading) Name :		CIF :
2. Registered Office :		
3. AOC Reference :		
4. Accountable Postholder Name :		
5. Name and contact detail's of Responsible Technical Coordinator at management of AWO :		
6. Address and contact for notification of this procedure :		
Tel :	Fax :	E - mail :
2. Aircraft Details - required for all Approval requests		
<i>Airplane type(s) or fleets (if a fleet has more than one variant, complete second column).</i>		
Airplane Type or Fleet	Variant	
Number of Aircraft :		

SECTION II. AWOPS NOTES for COMPLETION

<p>1. Applicability</p> <p>ARM - OPS outlines the procedures, minima and training requirements for conducting approaches using :</p> <ul style="list-style-type: none"> • lower than Standard CAT I ; • CAT II ; • other than Standard CAT II; <i>and</i> • CAT III (A, B, C) approach minima. <p>It also covers procedures, minima and training requirements for conducting Take - offs in visibility less than 150 m (<i>aircraft Category A, B and C</i>), or 200 m (<i>aircraft Category D</i>).</p> <p><i>Note : Take - off in less than 400 m visibility but more than 150 m / 200 m is not subject to formal approval, but requirements still apply.</i></p> <p>This Application Form should not be used for Enhanced Visual Systems (<i>EVS</i>) approval application .</p> <p style="text-align: center;"><u>Reference material :</u></p> <ul style="list-style-type: none"> • ARM - OPS (<i>in particular Subpart E</i>) and EASA TGL 44 ; • ICAO Doc. 8168 (<i>PANS - OPS</i>), ICAO Doc. 9365 (<i>Manual of All Weather Operations</i>) ; • Formal approval will normally be subject to a flight and simulator observation.
<p>2. Operator’s AWOPS Submissions Matrix</p> <p>Section IV of this Application Form is the Operator’s AWOPS Submissions Matrix.</p> <p>All applicants should complete Column 4 of this matrix in full. <i>Failure to complete the AWOPS Submissions Matrix may result in a delay in processing your application.</i></p>
<p>3. Documents to be included with the Application</p> <p>Copies of all documents referred to in Column 4 of the Operator’s AWOPS Submissions Matrix should be included when returning the completed application form to the GDCA of RA.</p> <p><i>Original documents should not be sent, photocopies are sufficient. Do not send complete manuals, only the relevant sections / pages will be required. Failure to include all relevant documentation may result in a delay in processing your Application.</i></p>
<p>4. Application Data</p> <p>As Accountable Manager of the Organization, I declare that the documentation provided defines the operation for which the approval is requested.</p> <p>Once this Application is approved, <u>I undertake to ensure</u> that all operation’s and activities will be provided in accordance with the requirements of current legislation in this area.</p> <p>If after the approval the aircraft to meet any requirement temporarily, without loss of airworthy condition for another type of operation, it will not be operated as AWO, a fact that will be reported to the GDCA of RA.</p>

SECTION III. SIGNATURE BLOCK

<p>Signature : Date : / /</p> <p>Name (BLOCK LETTERS) :</p> <p>Appointment :</p> <p><i>Please note that a minimum of 60 working days will normally be required to check and confirm the information given above - if data is missing or omitted the process may take considerably longer.</i></p>

SECTION IV. APPLICANT'S AWOPS SUBMISSIONS MATRIX

Main Heading	Expanded areas to be addressed by application	Sub - requirement	Operator's Operational Manual Reference or Document Reference
1.0 Reference Documents used in compiling submission	Your submission should be based on current up to date regulatory material. You should publish a compliance statement showing how the criteria of ARM - OPS and ICAO Doc. 9365 (<i>where appropriate</i>) have been satisfied You should state exactly what type AWOPS approval you are applying for, e. g. CAT II or III, LVTO arc, etc.	Include which version of ARM - OPS Subpart E you will be using :	
2.0 Aircraft Flight Manual (<i>AFM</i>)	A copy of the relevant AFM entry showing the aircraft certification standard for AWOPS operations		
3.0 Operational Demonstration	Requirements given in ARM - OPS (<i>Appendix 1 to ARM - OPS 1. 440</i>) Continuous monitoring programme	<i>Note : In particular, significant problems with the Autoland / HUDLS systems (as appropriate), in particular reporting on circumstances / locations where the Autoland / HUDLS was unsatisfactory.</i>	
4.0 Operations Manuals	Outline your process for reporting of failures in the operational use of procedures	<i>Note : In particular, significant problems with the Autoland / HUDLS systems (as appropriate), in particular reporting on circumstances / locations where the Autoland / HUDLS was unsatisfactory.</i>	
5.0 Operations Manual entries and Standard Operating Procedures	Manufacturer / Operator developed. Manufacturer's procedures recommended as starting point and must include at least the following	Definitions. Crew qualifications for AWOPS operations. Equipment required for AWOPS operations. MEL handling. <i>Low Visibility Take -Off :</i> <ul style="list-style-type: none"> • <i>Take-off minima and lighting ;</i> • <i>Visual visibility assessment and references ;</i> • <i>Crew responsibilities;</i> • <i>Approved lateral guidance system ;</i> • <i>ATC calls ;</i> • <i>Contingency procedures including :</i> <ul style="list-style-type: none"> - <i>engine failure between V_I and V_R ;</i> <li style="text-align: center;"><i>and</i> - <i>Rejected Take-off.</i> 	

SECTION IV. APPLICANT'S AWOPS SUBMISSIONS MATRIX (continued)

Main Heading	Expanded areas to be addressed by application	Sub - requirement	Operator's Operations Manual Reference or Document Reference
		<p style="text-align: center;"><i>Approach and Landing :</i></p> <ul style="list-style-type: none"> • <i>Modes of operation ;</i> • <i>Statement that Autopilot / Flight Director must be used whenever possible ;</i> • <i>AWOPS fuel considerations ;</i> • <i>Minimum visual references for landing ;</i> • <i>Approach Ban and RVR ;</i> • <i>Cross - wind limits ;</i> • <i>Effect of irregular pre-threshold terrain ;</i> • <i>Stabilized Approach Criteria ;</i> • <i>Correct seating and eye position ;</i> • <i>Designation of PF and PNF and their duties ;</i> • <i>Use of Automatic Flight Control System;</i> • <i>Checklist handling ;</i> • <i>Approach briefing ;</i> • <i>Radio communications handling ;</i> • <i>Monitoring and cross - checking of Instruments and radio aids ;</i> • <i>Cockpit Call Outs ;</i> • <i>Contingency procedures including :</i> • <i>Use of equipment downgrade list ;</i> • <i>failures above and below Decision Height;</i> • <i>ILS deviation warnings ;</i> • <i>Autopilot disconnect ;</i> • <i>Auto - throttle (Thrust) disconnect ;</i> • <i>electrical failures ;</i> • <i>Engine failure ;</i> • <i>failures and loss of visual references at or below Decision Height ; and</i> • <i>pilot incapacitation.</i> 	

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