

	CIVIL AVIATION AUTHORITY OF BANGLADESH Flight Standard & Regulations Division Compliance Checklist for Specific Approval-LVO (To be attached to the SPA application and documentation)	AOC number: Aircraft Type: Registration Marks: MSN
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In accordance with SPA.LVO.100, operators wishing to conduct any of the following operations require prior approval from the CAAB:

- (A) low visibility take-off (LVTO) operation;
- (B) standard Category II (CAT II) operation;
- (C) standard Category III (CAT III) operation;
- (D) approach operation utilising enhanced vision systems (EVS)/Heads Up Display(HUDs) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.

This compliance Checklist is designed to assist operators in demonstrating compliance with the applicable requirements. The checklist is subdivided into various sections, and operators should complete those sections relevant to their application.

An application for LVO approval will be connected with either an application for a new AOC, an application to add a new aircraft type to an existing AOC, or an application to add LVO approval to an aircraft type already listed on the AOC. In all cases, this Compliance Checklist should be submitted to CAAB

The CAAB reserves the right to refuse an application if this Compliance Checklist is not completed in sufficient detail, or contains inaccurate information. Please ensure that the **'Operator's Comments'** column is completed thoroughly, including references to operations manual entries, supporting documentation and sufficient statements to demonstrate compliance.

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
A. Low Visibility Take-Off Operations (LVTO) Take-off operations with aeroplanes in an RVR of less than 400m requires the grant of an LVTO approval.		
AMC1 SPA.LVO.100 Does the OM state the lighting requirements detailed in AMC1 SPA.LVO.100?		
For LVTO with an RVR of less than 125m does the OM Part A state the additional requirements of para (c)?		
AMC5 SPA.LVO.105 Maintenance instructions for the on-board guidance systems should be established by the operator, in liaison with the manufacturer, and included in the operator's aircraft maintenance programme in accordance with applicable ANOs.		
SPA.LVO.115 a) Does the OM state that the operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: <ul style="list-style-type: none"> (1) the aerodrome has been approved for such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established. 		

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
b) If the operator selects an aerodrome where the term LVP is not used, the operator shall ensure that there are equivalent procedures that adhere to the requirements of LVP at the aerodrome. This situation shall be clearly noted in the operations manual or procedures manual including guidance to the flight crew on how to determine that the equivalent LVP are in effect.		
SPA.LVO.120 How does the operator ensure that prior to conducting LVOs each crew member is adequately trained and qualified?		
AMC1 SPA.LVO.120 Has a course detailing the Ground Training required been included into the OM Part D as per paragraph (b) of AMC1?		
Have appropriate procedures for incapacitation been developed and included in training programmes?		
Have the LVTO training requirements of para (g) of AMC 1 been incorporated into the OM Part D?		
If LVTOs below 150m are applied for, does the OPC syllabus include at least one LVTO at the lowest approved minima?		
SPA.LVO.125 Have procedures been incorporated into the OM Part A for LVTOs including the definition of specific crew responsibilities?		
SPA.LVO.130 Does the MEL reflect the additional requirements for LVTOs?		
B. CAT II Operations		
AMC4 SPA.LVO.100 Does the OM Part A contain information on calculation of DH as per para (a)(2) of AMC 4?		
Does the OM Part A state the required visual aids which must be available as per para (a)(3) of AMC 4?		
Does the OM Part A state the minimum RVR as per Table 3 of AMC 4?		
AMC7 SPA.LVO.100 Does the OM Part A list the effect on landing minima of failed equipment as per Table 7 and its associated notes?		
AMC1 SPA.LVO.105 How have the operational demonstration requirements of AMC1 SPA.LVO.105 been met?		
AMC3 SPA.LVO.105 What procedures have been implemented to meet the monitoring requirements of AMC3 SPA.LVO.105?		
AMC4 SPA.LVO.105 Has the operator gained a minimum experience of 6 months of CAT I operations on the aircraft type?		

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<p>AMC5 SPA.LVO.105</p> <p>Have maintenance instructions for the on-board guidance systems been established by the operator, in liaison with the manufacturer, and included in the operator's aircraft maintenance programme in accordance with applicable ANOs</p>		
<p>AMC6 SPA.LVO.105</p> <p>For runways with irregular pre-threshold terrain or other foreseeable or known deficiencies, has each aircraft type/runway combination been verified by operations in CAT I or better conditions?</p>		
<p>If different variants of the same type are used, have the requirements of para (c) been met?</p>		
<p>SPA.LVO.110</p> <p>Does the aircraft meet the various certification requirements of para (b)?</p>		
<p>SPA.LVO.115</p> <p>Does the OM state that the operator shall not use an aerodrome for LVOs below a visibility of 800 m unless:</p> <p>(1) the aerodrome has been approved for such operations(CAT II) by the State of the aerodrome; and</p> <p>(2) low visibility procedures (LVP) have been established.</p>		
<p>If an aerodrome is used where the term LVP is not used, the operator shall ensure that there are equivalent procedures that adhere to the requirements of LVP at the aerodrome.</p> <p>This situation shall be clearly noted in the operations manual or procedures manual including guidance to the flight crew on how to determine that the equivalent LVP are in effect.</p>		
<p>SPA.LVO.120How does the operator ensure that prior to conducting LVOs each crew member is adequately trained and qualified?</p>		
<p>AMC1 SPA.LVO.120</p> <p>Does the OM Part D contain a training syllabus which meets the requirements of AMC 1?</p>		
<p>AMC1 SPA.LVO.120</p> <p>Has a course detailing the Ground Training required been included into the OM Part D as per paragraph (b) of AMC1?</p>		
<p>AMC1 SPA.LVO.125</p> <p>Does the OM Part A clearly define flight crew member duties during take-off, approach, flare, hover, rollout and missed approach?</p>		
<p>Do the procedures in OM Part A cover all items required by para (b)(2) of the AMC 1?</p>		
<p>SPA.LVO.130</p> <p>Does the MEL reflect the additional requirements for CAT II operations?</p>		

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<p>C. CAT III Operations</p> <p><i>In addition to meeting the requirements CAT II, operators must comply with these additional requirements and should complete both Section B and Section C.</i></p>		
<p>AMC5 SPA.LVO.100</p> <p>Does the OM Part A contain information on the calculation of CAT III DH as per AMC5 SPA.LVO.100?</p>		
<p>AMC1 SPA.LVO.105</p> <p>If a DH of less than 100 ft is required has the requirement for 100 approaches been met?</p>		
<p>AMC4 SPA.LVO.105</p> <p>If applying for CAT IIIB approval, have operations using CAT II or CAT III been conducted for 6 months?</p>		
<p>AMC6 SPA.LVO.105</p> <p>How does the operator ensure that aircraft type/runway combination is verified by the successful completion of at least one approach and landing in CAT II or better conditions, prior to commencing CAT III operations?</p>		
<p>AMC1 SPA.LVO.120</p> <p>Have the additional requirements for CAT III operations stated at para (f) been included in the OM Part D?</p>		
<p>How does the operator ensure that FSTDs used for training are approved to conduct this training?</p>		
<p>SPA.LVO.130</p> <p>Does the MEL reflect the additional requirements for CAT III operations?</p>		
<p>D. Approach Operation Utilising Enhanced Vision Systems (EVS)/HUDs(Heads Up Display)</p> <p><i>This section is designed for use by operators who wish to use EVS to gain operational credit to reduce the required RVR for CAT I, APV or NPA approaches. Operators who wish to use EVS solely as an aid to situational awareness do not require a Specific Approval; however, they should discuss its implementation with their Flt Ops Inspector.</i></p>		
<p>AMC6 SPA.LVO.100</p> <p>Does the OM Part A include the information shown in Table 6 regarding the reduction of required RVR values for CAT I, APV or NPA approaches?</p>		
<p>Does the OM Part A state the conditions under which a CAT I approach may be continued below MDA as per para (b)?</p>		
<p>AMC6 SPA.LVO.100</p> <p>Does the OM Part A state the requirement for APV and NPA approaches to be flown using CDFA technique?</p>		
<p>Does the OM Part A state the conditions under which a APV and NPA approach may be continued below MDA as per para (c)?</p>		
<p>Does the EVS include the equipment specified at para (c)?</p>		

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
AMC3 SPA.LVO.105 What procedures have been implemented to meet the monitoring requirements of AMC3 SPA.LVO.105?		
SPA.LVO.110 Does the OM Part A list the operational requirements stated at para (c)?		
AMC1 SPA.LVO.120 Does the OM Part D contain a training syllabus which meets the requirements of para (h)(4)?		
AMC1 SPA.LVO.120 Has a course detailing the Ground Training required been included into the OM Part D as per paragraph (b) of AMC1?		
AMC1 SPA.LVO.125 Does the OM Part A clearly define flight crew member duties during approach, flare, rollout and missed approach?		
AMC1 SPA.LVO.125 Do the procedures in OM Part A cover all items required by para (b)(2) of the AMC 1?		
SPA.LVO.130 Does the MEL reflect the additional requirements for EVS operations?		

I, hereby certify that the above compliance statement is a true reflection of the training, equipment, processes and procedures of company

Signed: Date:

Position in company: