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| **Part A: General Information** | | | | |
| Registered Name of the Operator: | |  | | |
| Trading Name (if different): | |  | | |
| Contact Person: | |  | | |
| Address for communication: Telephone No.  Fax No.  Email address: | |  | | |
| Air Operator Certificate Number: (if applicable) | |  | | |
| Aircraft Registration | |  | | |
| Aircraft Manufacturer | |  | | |
| Aircraft Type / Model | |  | | |
| List(s) CAT II systems and equipment by make and model attachment(s) | | | | |
| **Part B: Airworthiness Information** | | | | |
| Item No | **Items** | | **(Column-I)**  **Compliance by operator (Attachment No. and ref)** | **(Column-II) Verification by DCA** |
| **1.0 Airworthiness application’s attachments** | | | | |
| 1.1 | Detail of Approval Basis | |  |  |
| 1.2 | **Airworthiness documents showing aircraft eligibility for CAT II Operations**  AFM, AFM revision, AFM supplement, showing aircraft eligibility and compliance for CAT II operations.  If Aircraft is modified/or in process to be modified to meet CAT II Operations standards. Submit for airworthiness approval the documentation and records of modification(s). | |  |  |
| 1.3 | **CAT II system and equipment requirement**  The operator must have a configuration list and, if necessary, an MEL detailing the required aircraft system and equipment for CAT II operations. | |  |  |
| 1.4 | **Maintenance program**  Maintenance requirements, practices and procedures are included in the maintenance program and are complied with. | |  |  |
| 1.5 | **Minimum equipment list (MEL)**  The minimum equipment, which must be serviceable at the beginning of CAT II approach, must be established. | |  |  |
| 1.6 | **Training**  Training program for maintenance personnel (CAMO and AMO) should include familiarization training on CAT II configuration, maintenance and operations. | |  |  |
| 1.7 | **Policies and procedures (P&P)**  Continuing Airworthiness P&P (CAME) sections and checklists attached to the application corresponding to CAT II eligibility, configuration and maintenance. | |  |  |
| **2.0** | **Assessment of Eligibility for CAT II Operations (CS-AWO Subpart 3, CS-25/FAR-25, MCAR PART-M and Subpart E of MCAR PARR-SPA)** | | | |
| 2.1 | **Aircraft and System eligibility for CAT II operations; Flight Manual statement,** which includes: | |  |  |
| 2.1.1 | Limitations, including the minimum decision height to which the aeroplane is certificated | |  |  |
| 2.1.2 | Normal and abnormal procedures | |  |  |
| 2.1.3 | Changes to the performance information, if necessary (e.g. approach speed, landing distance, go-around climb) | |  |  |
| 2.1.4 | Minimum required equipment, including flight instruments | |  |  |
| 2.1.5 | The maximum head, tail and cross wind components in which the performance of the aeroplane has been demonstrated | |  |  |
| **2.2** | **Continuing Airworthiness (CA) [CS 25.1529, MCAR PART M.302, MCAR PART SPA.LVO.110]** | | | |
| 2.2.1 | Continuing airworthiness instructions applicable to the aircraft configuration and the aircraft qualification for CAT II Operations. | |  |  |
| 2.2.2 | Maintenance program, including reliability program for data collection, analysis and continuous monitoring. | |  |  |
| **2.3** | **Aircraft system and equipment requirement for CAT II operations; Approach guidance system** that includes (CS-AWO 221 & CS-AWO-222): | | | |
| 2.3.1 | Two ILS and/or two MLS receivers with a display of the selected deviation information at each pilot’s station | |  |  |
| 2.3.2 | An automatic approach coupler or a flight director system with display at each pilot’s station (or an alternative giving equivalent performance and safety) | |  |  |
| 2.3.3 | A radio altimeter with displays at each pilot’s station of:   * radio altitude, and * the selected decision height (e.g. an index on an analogue scale or a digital indication) | |  |  |
| 2.3.4 | Clear visual indication at each pilot’s station (e.g. an alert light) when the aeroplane reaches the pre-selected decision height appropriate to the approach; | |  |  |
| 2.3.5 | Automatic or flight director go-around system or acceptable attitude indicators | |  |  |
| 2.3.6 | Audible warning of automatic pilot failure (for automatic approach) | |  |  |
| 2.3.7 | An automatic throttle system where necessary (CS-AWO 206) | |  |  |
| 2.3.8 | An appropriate equipment failure warning system | |  |  |
| 2.3.9 | An alert of excess deviation from the required approach path, at each pilot’s station (e.g. amber flashing light) | |  |  |
| 2.4 | **Minimum equipment list (MEL)** | |  |  |
| 2.4.1 | MEL showing provision for CAT II Operations (CS-AWO 222 & MCAR PART ORO) | |  |  |
| 2.4.2 | The minimum equipment for CAT II operations is established (CS-AWO 222 & MCAR PART ORO) | |  |  |
| 2.5 | CAME sections and checklists attached to the application corresponding to CAT II eligibility, configuration and maintenance (MCAR PART M , M.301) | |  |  |
| 2.6 | CAT II configuration, maintenance and operations familiarization training (MCAR PART M, M.706 (k)) | |  |  |
| **3.0** | **Survey and Inspection** | | | |
| 3.1 | If necessary, a formal inspection is arranged with the operator. During the inspection, the operator is required to demonstrate how the requirements are being met. | |  |  |

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| **Applicant Declaration:** | | |
| I confirm that the information contained herein is correct and complete. | | |
| **Organization CAMO Manager Name** | **Signature** | **Date** |
|  |  |  |

**FOR DCA USE ONLY:**

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| **Part C: DCA Airworthiness Inspector and FOI Recommendation** | | | | |
| **OIC / Sections reviewed** | **NAME** | **Recommended or**  **Not Recommended** | **Signature** | **Date** |
| AIW (All sections reviewed) |  |  |  |  |
| FOI  (Sections 1.5, 2.1, 2.3, 2.4 & 3.0) |  |  |  |  |
| OIC = Officer in charge  YES = Requirements are met  NO = Requirements not met  N/A = Not applicable  FOI = Flight Ops Inspector  AIW = Airworthiness Inspector | | | | |

**General Remarks to Airworthiness and Flight Operations Inspectors:**

1. Following review of the CAT II approval from Airworthiness perspective, the Airworthiness Inspector shall return the completed FORM-DCA-CAT II-AIR checklist with recommendation to the Flight Operations Inspector for approval.
2. The Flight Operations Inspector shall not issue the approval for the FORM-DCA-CAT II-AIR authorisation until it has been recommended by the inspector of the Airworthiness Section.