

Application for Approval to Conduct E.V.S. Approaches to 100 Feet Above Threshold Altitude

Note: Bermuda C.A.A. utilizes the standards and requirements detailed in OTAR SPA.LVO.020 in determining the basis for granting approval to operators wishing to conduct approaches to 100 feet above threshold altitude.

Applicants are required to return the form below and submit details of the appropriate entries in the Flight Manual, M.E.L. and Operations Manual to support the application, along with the checklist on pages 2 and 3 completed with documentary cross-references where applicable.

OPERATOR NAME			
ADDRESS			
TELEPHONE / FAX			
E-MAIL			
AIRCRAFT TYPE (1)		REGISTRATION (1)	V -B
AIRCRAFT TYPE (2)		REGISTRATION (2)	V -B
AIRCRAFT TYPE (3)		REGISTRATION (3)	V -B

Chief Pilot Declaration:

I declare that the information contained with my submission for approval to conduct E.V.S. approaches to 100 feet above threshold altitude is correct to the best of my knowledge. I further confirm that all initial and recurrent training is conducted in accordance with Appendix 1 to OTAR.SPA.015.LVO.

Signed: _____
Print Name:

Position:
Company:

CHECKLIST FOR APPROVAL TO CONDUCT E.V.S. APPROACHES TO 100 FEET ABOVE THRESHOLD ALTITUDE

0	Is this application for a renewal of an Approval? <i>If "yes", submission of documentation is not required unless there have been appropriate changes or amendments.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
1	Does the aircraft Flight Manual document the procedures and limitations for the use of E.V.S. in conducting such approaches? <i>Submit appropriate pages to BCAA.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
2	Is the M.E.L. amended in accordance with the equipment requirements of the E.V.S.? <i>Submit copies of the appropriate M.E.L. pages to BCAA.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
3	Is the E.V.S. integrated with the H.U.D.?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
4	Are the operational procedures for the use of E.V.S. documented in the Company Operations Manual or a "stand alone" publication? <i>Forward a copy of the procedures to BCAA.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
5	Do the procedures contain the duties and call-outs of flight crew members during approach, flare, landing, roll-out and missed approach as appropriate?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
6	Do the procedures state the requirement for multi-crew operation?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
7	Do the procedures outline a process for the reporting of failures in the operational use of procedures? <i>In particular, significant problems with the vision/HUD systems, reporting on circumstances/locations where the vision system was unsatisfactory.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
8	Do the procedures state the requirement for the Pilot Not Flying (PNF) to have an additional E.V.S. image on his instrument panel?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
9	Is there the capability to display an additional E.V.S. image on the P.N.F.'s instrument panel?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
10	Is there a table produced documenting the Reduced RVR requirements, thus enabling the commencement of an approach when an Approach Ban may be in force? <i>The table to be found in Appendix 1 to OPS 1.430 (h) is to be used.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
11	Do the procedures document the use of altimeters? <i>The radio altimeter is only to be used for enhanced terrain awareness. All minima are to be derived from the barometric altimeters.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
12	Do the procedures describe the use of E.V.S. on steep approaches? <i>The system is not to be used on approaches with a glide slope greater than 4.5°.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
13	Do the procedures describe the visual references required on the E.V.S. system, to enable the approach to be continued to 100 feet above threshold altitude?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
14	Do the procedures state the requirement for both pilot's to have achieved full unaided required visual requirements at 100 feet above threshold altitude, before continuing the approach?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
15	Do the procedures state that an approach to 100 feet above threshold altitude may only be conducted in conjunction with an ILS, MLS, PAR, GLS and APV operations with a DH no lower than 200 feet above threshold altitude?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
16	Do the procedures state that an approach to 100 feet above threshold	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:

	altitude may only be conducted in conjunction with an approach flown using approved vertical flight guidance to a MDH or DH no lower than 250 feet above threshold altitude?	Ref:
17	Are the Training requirements documented?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
18	Is it stated that pilots undergoing EVS training must be proficient in the use of HUD?	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
19	Do the training requirements specify the need to conduct E.V.S. approach training in accordance with Appendix 1 to SPA.015.LVO <i>Six monthly simulator training is required.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> Ref:
Comments:		