

Compliance Checklist for Low Visibility Operations (Aeroplanes)



In accordance with SPA.LVO.100, operators wishing to conduct any of the following operations require prior approval from the authority:

- (a) low visibility take-off (LVTO) operation;
- (b) lower than standard Category I (LTS CAT I) operation;
- (c) standard Category II (CAT II) operation;
- (d) other than standard Category II (OTS CAT II) operation;
- (e) standard Category III (CAT III) operation;
- (f) approach operation utilising enhanced vision systems (EVS) 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.

Operators wishing to apply for such privileges should initially complete the form SRG1828 and submit to apply@caa.co.uk

Additionally, this compliance checklist must be completed by any operator applying for any of the above privileges and submitted with a risk assessment to the appropriate Flt Ops Inspector. Completion of this checklist will guide operators to the appropriate regulations. The checklist is subdivided into various sections, and operators should complete those sections relevant to their application.

1. 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.		
Requirement	Regulatory Reference	Operator's Reference in Ops Manual
Has an SRG 1828 application form been submitted to the authority?	SPO.LVO.100	
Does the OM state the lighting requirements detailed in AMC1 SPA.LVO.100?	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)?		
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 Annex I to Regulation (EU) No 1321/2014.	AMC5 SPA.LVO.105	
Does the OM state that the operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: (1) the aerodrome has been approved for such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established.	SPA.LVO.115	
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. 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.		
How does the operator ensure that prior to conducting LVOs each crew member is adequately trained and qualified?	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.120	
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?		
Have procedures been incorporated into the OM Part A for LVTOs including the definition of specific crew responsibilities?	SPA.LVO.125	
Does the MEL reflect the additional requirements for LVTOs?	SPA.LVO.130	

2. Lower than Standard CAT I (LTS CATI) operations		
Requirement	Regulatory Reference	Operator's Reference in Ops Manual
Has an SRG 1828 application form been submitted to the authority?	SPO.LVO.100	
Have the DH minima criteria of para (a)(1) been considered?	AMC3 SPA.LVO.100	
How does the operator ensure that the ILS certification required by para (a)(2) is met?		
How does the operator ensure that the visual aids required by para (a)(3) is met?		
Does the OM Part A contain guidance on the lowest RVR/Converted vis as per table 2?		
What procedures have been implemented to continuously monitor operations to detect any undesirable trends before they become hazardous?	AMC3 SPA.LVO.105	
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?	AMC6 SPA.LVO.105	
Does the aircraft meet the various certification requirements of paras (a)?	SPA.LVO.110	
Does the OM state that the operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: (1) the aerodrome has been approved for such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established.	SPA.LVO.115	
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. 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.		
How does the operator ensure that prior to conducting LVOs each crew member is adequately trained and qualified?	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.120	
Does the OM Part D contain a training syllabus which meets the requirements of AMC 1?	AMC1 SPA.LVO.120	
Does the OM Part A clearly define flight crew member duties during take-off, approach, flare, hover, 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?		
Does the MEL reflect the additional requirements for LTS CAT I operations?	SPA.LVO.130	

3. CAT II Operations		
Requirement	Regulatory Reference	Operator's Reference in Ops Manual
Has an SRG 1828 application form been submitted to the authority?	SPO.LVO.100	
Does the OM Part A contain information on calculation of DH as per para (a)(2) of AMC 4?	AMC4 SPA.LVO.100	
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?		
Does the OM Part A list the effect on landing minima of failed equipment as per Table 7 and its associated notes?	AMC7 SPA.LVO.100	
Have the considerations of GM1 SPA.LVO.100(c),(e) been taken into account when establishing landing minima?	GM1 SPA.LVO.100(c),(e)	
How have the operational demonstration requirements of AMC1 SPA.LVO.105 been met? (see also GM1 SPA.LVO.105)	AMC1 SPA.LVO.105	
What procedures have been implemented to meet the monitoring requirements of AMC3 SPA.LVO.105?	AMC3 SPA.LVO.105	
Has the operator gained a minimum experience of 6 months of CAT I operations on the aircraft type?	AMC4 SPA.LVO.105	

3. CAT II Operations		
Requirement	Regulatory Reference	Operator's Reference in Ops Manual
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 Annex I to Regulation (EU) No 1321/2014.	AMC5 SPA.LVO.105	
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?	AMC6 SPA.LVO.105	
If different variants of the same type are used, have the requirements of para (c) been met?		
Does the aircraft meet the various certification requirements of para (b)?	SPA.LVO.110	
Does the OM state that the operator shall not use an aerodrome for LVOs below a visibility of 800 m unless: (1) the aerodrome has been approved for such operations by the State of the aerodrome; and (2) low visibility procedures (LVP) have been established.	SPA.LVO.115	
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. 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.		
How does the operator ensure that prior to conducting LVOs each crew member is adequately trained and qualified?	SPA.LVO.120	
Does the OM Part D contain a training syllabus which meets the requirements of AMC 1?	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.120	
Does the OM Part A clearly define flight crew member duties during take-off, approach, flare, hover, 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?		
Does the MEL reflect the additional requirements for CAT II operations?	SPA.LVO.130	

4. Other Than Standard CAT II (OTS CATII) Operations		
In addition to meeting the requirements CAT II, operators must comply with these additional requirements and should complete both Section 3 and Section 4.		
Has an SRG 1828 application form been submitted to the authority?	SPO.LVO.100	
Does the OM Part A state the additional ILS certification requirements for OTS required by para (a)(1)?	AMC4 SPA.LVO.100	
Has the terrain ahead of the runway using OTS CAT II been surveyed as per para (b)?	AMC4 SPA.LVO.100	
Have specific procedures been implemented for OTS CAT II operations?	AMC1 SPA.LVO.125	

5. CAT III Operations		
In addition to meeting the requirements CAT II, operators must comply with these additional requirements and should complete both Section 3 and Section 5.		
Has an SRG 1828 application form been submitted to the authority?	SPO.LVO.100	
Does the OM Part A contain information on the calculation of CAT III DH as per AMC5 SPA.LVO.100?	AMC5 SPA.LVO.100	
Have the addition considerations for CAT III operations of GM1 SPA.LVO.100(c),(e) been taken into account when establishing landing minima?	GM1 SPA.LVO.100(c),(e)	
Does the OM Part A include the additional guidance given in GM1 SPA.LVO.100(e)?	GM1 SPA.LVO.100(e)	

5. CAT III Operations		
In addition to meeting the requirements CAT II, operators must comply with these additional requirements and should complete both Section 3 and Section 5.		
If a DH of less than 100 ft is required has the requirement for 100 approaches been met?	AMC1 SPA.LVO.105	
If applying for CAT IIIB approval, have operations using CAT II or CAT III been conducted for 6 months?	AMC4 SPA.LVO.105	
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?	AMC6 SPA.LVO.105	
Have the additional requirements for CAT III operations stated at para (f) been included in the OM Part D?	AMC1 SPA.LVO.120	
How does the operator ensure that FSTDs used for training are approved to conduct this training?		
Does the MEL reflect the additional requirements for CAT II operations?	SPA.LVO.130	

6. Approach Operation Utilising Enhanced Vision Systems (EVS)		
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.		
Has an SRG 1829 application form been submitted to the authority?	SPO.LVO.100	
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?	AMC6 SPA.LVO.100	
Does the OM Part A state the conditions under which a CAT I approach may be continued below MDA as per para (b)?		
Does the OM Part A state the requirement for APV and NPA approaches to be flown using CDFA technique?		
Does the OM Part A state the conditions under which a APV and NPA approach may be continued below MDA as per para (c)?		
Does the EVS include the equipment specified at para (c)?	GM1 SPA.LVO.100(f)	
What procedures have been implemented to meet the monitoring requirements of AMC3 SPA.LVO.105?	AMC3 SPA.LVO.105	
Does the OM Part A list the operational requirements stated at para (c)?	SPA.LVO.110	
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.120	
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?	AMC1 SPA.LVO.125	
Does the MEL reflect the additional requirements for EVS operations?	SPA.LVO.130	

I, hereby certify that the above LVO Compliance Statement is a true reflection of the training, equipment, process and procedures of company

Signed: Date:

Position in company: