



**EVALUATE CONTINUING
AIRWORTHINESS AND MAINTENANCE
REQUIREMENTS FOR CATEGORY I, II AND III
OPERATIONS**

Reference: **CL: O-AWS045**

Revision: **Revision 0**

Date of Evaluation:

Name of Operator:

Location:

Aircraft Serial No:

Aircraft Type:

Aircraft Registration No:

Maintenance Control Manual Document No. Issue and date:

Approved Maintenance Program Document No. Issue and date:

Inspector(s):

Assessment Code: **YES = Satisfactory NO = Not Satisfactory N/C = Not Checked N/A = Not Applicable**

Check **YES** column if you reviewed the record, procedure or event and have no comment

Check **NO** column if you reviewed the record, procedure or event and have a comment

Check **NOT CHECKED** column if you did not review the record, procedure or event or you do have adequate information to make a valid comment

Check **NOT APPLICABLE** column if the line item is not required in this particular Operator

Make notes regarding a NO answer for resolution

S/ N		REFERENCE REGULATIONS	INSPECTOR'S OBSERVATION			
			YES	NO	NC	NA
1	INDIVIDUAL ITEM PRESENTATION & CONTENT	SLCAR Part 25; chpts 2.7 & 2.8				
	Procedures that includes control of:					
1.1	Identification of all components used in the lower minimum systems in the existing parts pool, parts borrowing procedure, and control of spare parts.					
1.2	Ensuring that calibration standards for all test equipment used for maintaining lower minimum systems and equipment are met.					
1.3	A list of maintenance personnel qualified to release an aircraft for Category II or III must be identified.					
1.4	An approved training and recurrent training programme must be provided					
1.5	Only those persons trained and qualified should be permitted to perform Category II & III maintenance/inspections.					
1.6	Identifying chronic discrepancies and corrective action follow-up.					
1.7	Keeping aircraft with chronic and/or repetitive discrepancies out of a lower minimum status until positive corrective action is taken.					
1.8	Training maintenance personnel assigned to reliability analysis					
1.9	All maintenance accomplished on lower minimum required systems and equipment.					

1.1 0	All alterations to systems and equipment					
1.1 1	Approach status of each aircraft at all times					
1.1 2	Evaluations of self-test, Built-in Test Equipment (BITE), or Automated Test Equipment (ATE) to ensure suitability.					
2	AIRCRAFT EQUIPMENT AND SYSTEMS					
2.1	Are aircraft equipment required for CAT I authorization installed:					
(a)	A flight director (FD) system and/or an automatic approach coupler autopilot					
(b)	An instrument failure warning system (eg. System faults detection and warning systems)					
2.2	Are additional aircraft equipment required for CAT II authorization installed:					
(a)	Two ILS localizer and Glide Slope receiver					
(b)	A communications system that does not affect the operation of at least one of the ILS systems.					
(c)	An autocoder (autopilot) and an FD system, or two independent FD systems					
(d)	A marker beacon receiver that provides distinctive aural and visual indications of the outer and the middle markers.					
(e)	Two gyroscopic pitch and bank indicating systems.					
(f)	Two gyroscopic direction indicating systems					
(g)	Two airspeed indicators.					
(h)	Two sensitive altimeters adjustable for barometric pressure, having markings at 20 foot intervals and each having a placarded correction for altimeter scale error and for the wheel height of the aircraft.					
(i)	Two vertical speed indicators.					
(j)	One self-monitoring radio altimeter with dual display					
(k)	For Category II operations with decision heights below 150 feet a radio altimeter is required.					
(l)	Go-around guidance.					
(m)	An autothrottle system (for certain aircraft to reduce pilot workload).					
(n)	An autocoder (autopilot) and an FD system, or two independent FD systems					
(o)	Warning systems for immediate detection by the pilot of system faults in items (1.1), (1.4) and (1.9) of Group I					
(p)	Dual controls.					
(q)	An externally vented static pressure system with an alternate static pressure source.					
(r)	A windshield wiper or equivalent means of providing adequate cockpit visibility for a safe visual transition by either pilot to touchdown and rollout					

(s)	Heat source for each airspeed system pitot tube installed or an equivalent means of preventing malfunctioning due to icing of the pitot system.				
2.3	Are additional aircraft equipment required for CAT IIIA authorization installed:				
(a)	Redundant flight control system requirements.				
	(i) A Fail Operational or Fail Passive automatic landing system at least to touchdown ;				
	(ii) A Fail Operational or Fail Passive manual flight guidance system providing suitable head-up or head-down command guidance, and suitable monitoring capability at least to touchdown;				
	(iii) A hybrid system, using automatic landing capability as the primary means of landing at least to touchdown ; or				
	(iv) Other system that can provide an equivalent level of performance and safety				
(b)	An automatic throttle or automatic thrust controlsystem				
(c)	At least two independent navigation receivers/sensors providing lateral and vertical position or displacement information,				
(d)	At least two approved radio altimeter systems that meet the performance requirements criteria as specified in the AFM,				
(e)	Failure detection, annunciation, and warning capability, as determined acceptable by criteria in the AFM				
(f)	Missed approach guidance provided by one or more of the following means :				
	(i) Attitude displays that include suitable pitch attitude markings, or a pre-established computed pitch command display.				
	(ii) An approved flight path angle display, or				
	(iii) An automatic or flight guidance go-around capability.				
(g)	Suitable forward and side flight deck visibility for each pilot as specified in the AFM.				
(h)	Suitable windshield rain removal, ice protection, or defog capability as specified in the AFM.				
2.4	Are additional aircraft equipment required for CAT IIIB authorization installed:				
(a)	A redundant flight control or guidance system demonstrated in accordance with international acceptable criteria. Acceptable flight guidance or control systems include the following—				

	(i) A Fail Operational landing system with a Fail Operational or Fail Passive automatic rollout system ; or				
	(ii) A Fail Passive landing system, limited to touchdown zone RVR not less than RVR 200 m (600 ft), with Fail Passive rollout provided automatically or by a flight guidance system providing suitable head-up or head-down guidance, and suitable monitoring capability, or				
	(iii) A Fail Operational hybrid automatic landing and rollout system with comparable manual flight guidance system, using automatic landing capability as the primary means of landing; or				
	(iv) Other system that can provide an equivalent level of performance and safety.				
(b)	An automatic throttle or automatic thrust control that meets the appropriate criteria as specified in the AFM.				
(c)	At least two independent navigation receivers/sensors providing lateral and vertical position or displacement information				
(d)	At least two approved radio altimeter systems that need the performance criteria outlined in the AFM,				
(e)	Failure detection, annunciation and warning capability as specified in the AFM.				
(f)	Missed approach guidance provided by one or more of the following means :				
	(i) Attitude displays that include calibrated pitch attitude markings, or a pre-established computed pitch command display ;				
	(ii) An approved flight path angle display ; or				
	(iii) An automatic or flight guidance go-around capability.				
(g)	Suitable forward and side flight deck visibility for each pilot, as specified in the AFM.				
(h)	Suitable windshield rain removal, ice protection, or defog capability as specified in the AFM.				
2.5	Are additional aircraft equipment required for CAT IIIC authorization installed:				
(a)	A Fail Operational Automatic Flight Control System, or manual flight guidance system designed to meet fail operational system criteria,				
(b)	A fail operational automatic, manual, or hybrid rollout control system.				
3	AIRCRAFT MAINTENANCE/INSPECTION PROGRAMME (AMP)				

3.1	Each maintenance programme for Category II/III instruments and equipment shall contain the following					
(a)	A list of each instrument and item of equipment specified above that is installed in the aircraft and approved for Category II/III operations, including the make and model of those specified in Regulations					
(b)	Schedule that provides for the performance of inspections under(3.1)(e) of this checklist within 3 calendar months after the date of the previous inspection.					
(c)	A schedule that provides for the performance of bench checks for each listed instrument and item of equipment that is specified in Regulations within 12 calendar months after the date of the previous bench check.					
(d)	A schedule that provides for the performance of a test and inspection of each static pressure system within 12 calendar months after the date of the previous test and inspection.					
(e)	The procedures for the performance of the periodic inspections and functional flight checks to determine the ability of each listed instrument and item of equipment specified in Regulations to perform as approved for Category II/III operations including a procedure for recording functional flight checks					
(f)	A procedure for assuring that the pilot is informed of all defects in listed instruments and items of equipment					
(g)	A procedure for assuring that the condition of each listed instrument and item of equipment upon which maintenance is performed is at least equal to its Category II/III approval condition before it is returned to service for Category II/III operations.					
(h)	A procedure for an entry in the maintenance records that shows the date, airport, and reasons for each discontinued Category II/III operation because of a malfunction of a listed instrument or item of equipment.					
3.2	Bench Check shall consist of removal of an instrument or equipment					
(a)	A visual inspection for cleanliness, impending failure, and the need for lubrication, repair, or replacement of parts ;					
(b)	Correction of items found by that visual inspection ; and					
(c)	Calibration to at least the manufacturer's specifications unless otherwise specified in the approved Category II/III manual for the aircraft in which the instrument or item of equipment is installed.					
3.3	Special procedures for airworthiness release and control of the aircraft approach status					
3.4	The programme must include procedures for					

	requalification of an aircraft for lower minimum following maintenance on any required system. This must include tests after replacements, resetting in rack, and interchange of components.					
4	AIRCRAFT MINIMUM EQUIPMENT LIST (MEL)	SLCAR Part 26 chpt 4.12(b)				
4.1	Appropriate sections of the MEL must be revised to identify Category II & III required systems and special procedures, if applicable.					