

CAT II AND CAT III PROGRAM EVALUATION
DSA.AOC.CHKL.122



OPERATOR :		
CHECKED BY :	CHECK DATE:	SIGNATURE :

AIRCRAFT CONFIGURATION	
● Aircraft Make & Model?	
● Engine Make & Model & Serial Number?	
● Engine Make & Model & Serial Number?	

GENERAL	JUSTIFICATION/ REERENCE IN THE MANUALS
Does the operator's Operations Manual address the following topics with respect to CAT II/CAT III operations:	
<ul style="list-style-type: none"> ● Minima to be used for auto-land Nomination of 'monitoring pilot and 'lookout pilot' 	
<ul style="list-style-type: none"> ● Limitations on conduct of auto-lands including recency, nominated crew etc 	
<ul style="list-style-type: none"> ● Action in the event of system failures 	
<ul style="list-style-type: none"> ● Auto-coupled approaches to runways not cleared for auto-land, such as those subject to cross, head, tail wind and gust limitations 	
<ul style="list-style-type: none"> ● Reporting and MEL requirements 	
CAT II/ CAT III MAINTENANCE PROCEDURES	
Is the proposed aircraft certified for low visibility operations using auto-land facility	
Are the minimum equipment that certifies CAT II/CAT III certification requirements indicated in the AFM?	
Are the components considered to be CAT II/CAT III critical identified and listed?	
Are structural areas noted as CAT II/CAT III critical areas identified and listed?	
Is the name or title of the person who will ensure that the aircraft is maintained in accordance with the approved programme included?	
Does the Aircraft Maintenance Program contain the special maintenance requirements that the manufacturer may have specified for auto-land operations?	

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Does the method the operator will use to ensure that all personnel performing maintenance on the CAT II/CAT III system are properly trained, qualified, and knowledgeable of that specific system described?	
Does the MEL identify systems and equipment that are required for CAT II/CAT III operations?	
Is the method the operator will use to notify the crew if the aircraft has been restricted from CAT II/CAT III but is airworthy for an intended flight identified?	
Is the method the operator will use to ensure conformance to the CAT II/CAT III maintenance standards, including the use of calibrated and appropriate test equipment described?	
Is there a quality assurance programme for ensuring continuing accuracy and reliability of test equipment, especially when outsourced?	
Is the method the operator will use to verify that components and parts are eligible for installation in the CAT II/ CAT III system identified?	
Does the operator have a procedure to conduct trials in VMC conditions when introducing a new aircraft type for auto-land operations?	
Does the operator have a system of pilot reporting after each auto-land operation?	
Are there procedures to prevent ineligible parts from being installed?	
Is the method the operator will use to return an aircraft to service after maintenance has been performed on a CAT II/CAT III component/system or after the aircraft was determined to be non-compliant defined?	
CONTINUED AIRWORTHINESS ISSUES	
Are there provisions for Periodic inspections, functional flight tests, and maintenance and inspection procedures for ensuring continued compliance with the CAT II/ CAT III operations requirements?	
Are the maintenance requirements listed in Instructions for Continued Airworthiness (ICA) associated with any CAT II/ CAT III associated component or modification identified?	
Does the Operator plan to participate in a monitoring programme?	
Does the Monitoring Programme include method of scheduling?	
Does the programme have provisions for monitoring the results?	
Is there an "altitude error" reporting system in place?	
Are other maintenance items the operator incorporated to ensure continued compliance with CAT II/ CAT III requirements identified and appropriate?	
USE OF AMO SERVICE PROVIDERS	

Operators using the services of an Approved Maintenance Organization must include provisions to ensure that the requirements of their CAT II/ CAT III programmes are being met.	
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