**SECTION I: OPERATOR DETAILS**

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| Operator Name |  |
| AOC Number |  |

**SECTION II: AIRCRAFT DETAILS**

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| Aircraft Type |  |
| Registration |  |

**SECTION III: DOCUMENTATION**

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| *To process this application copies of the following documents are required:* | |
| Form 0091 & Form 0402 |  |
| Management of Change |  |
| AFM |  |
| Operations Manual Part A, B, C, D and MEL |  |
| Risk Assessment (if required) |  |
| **Failure to include all relevant documentation may result in a delay in processing your application** | |

**SECTION IV: REGULATORY REQUIREMENTS FOR PERFORMANCE CLASS A AEROPLANES *(for performance class B aeroplanes proceed to Section V)***

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| **MANUFACTURER DECLARATION** | | |
| **Subject** | **Regulation reference** | **AFM Reference / Remarks** |
| The airplane has an eligibility statement for reduced landing distance in the AFM | CAT.POL.A.255(a)(2) |  |

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| **TYPE OF OPERATIONS** | | |
| **Subject** | **Regulation references** | **OM Reference / Remarks** |
| For the purpose of reduced landing distance operations, non-scheduled on-demand CAT operations are those CAT operations conducted upon request of the customer. Operations falling under this approval do not include holiday charters, i.e. charters that are part of a holiday travel package | CAT.POL.A.255(a)(3)  GM1 CAT.POL.A.255(a)(3) |  |

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| **EVIDENCE OF LIMITATIONS REQUIRED BY REGULATION (CAT.POL.A.255(b)(2))** | | |
| Evidence that the following are prohibited during this type of operation must be provided: | | **OM Reference / Remarks** |
| 1. Steep approaches |  |  |
| 1. Approaches with planned screen heights higher than 60 ft or lower than 35ft |  |  |
| 1. LVO approaches |  |  |
| 1. Approaches outside stabilised approach criteria approved under point CAT.OP.MPA.115(a) |  |  |
| 1. Short landing operations in accordance with point CAT.POL.A.250 |  |  |
| 1. Landing on contaminated runways |  |  |

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| **FLIGHT CREW TRAINING & RECENCY** | | |
| **Subject** | **Regulation reference** | **OM Reference / Remarks** |
| Ground training | AMC1 CAT.POL.A.255(b)(2)(iv) |  |
| FSTD and / or flight training | AMC1 CAT.POL.A.255(b)(2)(iv) |  |
| Conversion training | AMC1 CAT.POL.A.255(b)(2)(iv) |  |
| Recurrent training and checking | AMC1 CAT.POL.A.255(b)(2)(iv) |  |
| Flight crew qualification and experience | AMC1 CAT.POL.A.255(b)(2)(iv) |  |
| Flight crew should perform at least two landings with reduced landing distance, either in actual operations or in an FSTD, performed within the validity period of the OPC. | AMC1 CAT.POL.A.255(b)(2)(vii) |  |
| *Note: the training programmes above should include* ***ALL*** *elements required by AMC1 CAT.POL.A.255(b)(2)(iv)* | | |

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| **MONITORING** | | | |
| **Subject** | | | **OM Reference / Remarks** |
| Operations should be continuously monitored by the operator to detect any undesirable trends before they become hazardous. What type of monitoring is used? (AMC2 CAT.POL.A.255(b)(2)(iv)(a)) | FDM |  |  |
| Pilot reports |  |  |
| When an FDM programme is in use, it should include FDM events or FDM measurements relevant for monitoring the risk of runway excursions at landing (AMC2 CAT.POL.A.255(b)(2)(iv)(c)) | | |  |
| Specific guidance for reporting events and exceedances during reduced required landing distance operations should be provided to the flight crew (unless FDM is used for monitoring) (AMC2 CAT.POL.A.255(b)(2)(iv)(d)) | | |  |

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| **AERODROME LANDING ANALYSIS PROGRAMME (ALAP)** | | |
| An ALAP should be established to ensure that the conditions specified below are met: (refer to CAT.POL.A.255(b)(2)(v)) | | **OM Reference / Remarks** |
| 1. No tailwind is forecast at the ETA |  |  |
| 1. if the runway is forecast to be wet at the expected time of arrival, the landing distance at dispatch shall either be determined in accordance with point CAT.OP.MPA.303(a) or (b) as applicable, or shall be 115 % of the landing distance determined for dry runways, whichever is longer |  |  |
| 1. no forecast contaminated runway conditions exist at the expected time of arrival |  |  |
| 1. no forecast adverse weather conditions exist at the expected time of arrival |  |  |

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| **EQUIPMENT AFFECTING LANDING PERFORMANCE** | | |
| **Subject** | **Regulation reference** | **Reference/Remarks** |
| The operator has established procedures to identify those systems and the equipment that are performance relevant, and to ensure that they are verified to be operative before commencing the flight. | AMC1 CAT.POL.A.255(b)(2)(vi) |  |

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| **ADDITIONAL AERODROME CONDITIONS / LIMITATIONS** | | |
| **Subject** | **Regulation reference** | **OM Reference / Remarks** |
| Aerodrome information is obtained from an authorative souce, or when this is not available, from a source that has been verified by the operator | AMC1 CAT.POL.A.255(b)(2)(ix)(a)(1) |  |
| Any change reducing landing distances that has been declared by the aerodrome operator has been taken into account | AMC1 CAT.POL.A.255(b)(2)(ix)(a)(2) |  |
| Orographic characteristics in the approach area | AMC1 CAT.POL.A.255(b)(2)(ix)(b) |  |
| Available approach aids and missed approach/balked landing considerations | AMC1 CAT.POL.A.255(b)(2)(ix)(c) |  |
| Any hazard beyond the runway end | AMC1 CAT.POL.A.255(b)(2)(ix)(c) |  |
| Length of the RESA and the effectiveness of any other mitigation measures that may be in place to reduce the likelihood and the consequences of a runway overrun | AMC1 CAT.POL.A.255(b)(2)(ix)(c) |  |

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| **COMMANDER’S DISCRETION** | | |
| **Subject** | **Regulation reference** | **OM Reference / Remarks** |
| Based on the prevailing conditions for the intended flight, the commander shall make the final decision to conduct reduced required landing distance operations and may decide not to do so when he or she considers that to be in the interest of safety | CAT.POL.A.255(b)(2)(viii) |  |

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| **RISK ASSESSMENT (IF APPLICABLE)** | | |
| Does the operator’s procedure fulfill all the requirements of CAT.POL.A.255(b)(2)? | YES |  |
| NO |  |
| If ‘NO’ is selected, a risk assessment is required and needs to include the following: | | |
| 1. Flight crew qualification in terms of training, checking and recency |  | |
| 1. Flight crew composition |  | |
| 1. Runway surface conditions |  | |
| 1. Dispatch criteria |  | |
| 1. Weather conditions and limitations, including crosswind |  | |
| 1. Aerodrome characteristics, including available approach guidance |  | |
| 1. Aeroplane characteristics and limitations |  | |
| 1. Aeroplane equipment and systems effecting landing performance |  | |
| 1. Aeroplane performance data |  | |
| 1. Operating procedures and operating minima |  | |
| 1. Analysis of the operators’ performance and occurrence reports related to unstable approaches and long landings |  | |
| *Note: TM-CAD reserves the right to require other mitigating measures in addition to those proposed by the operator* | | |

**SECTION V: REGULATORY REQUIREMENTS FOR PERFORMANCE CLASS B AEROPLANES**

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| **LIST OF RUNWAYS FOR WHICH APPROVAL IS REQUIRED** | | | |
| **Subject** | **Regulation reference** | **Aerodrome** | **Runway** |
| List of runways on which operations with reduced required landing distance will be conducted | CAT.POL.A.355(a) |  |  |

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| **RISK ASSESSMENT** | | |
| **Subject** | **Regulation reference** | **Reference / Remarks** |
| Risk assessment conducted | CAT.POL.A.355(b) |  |
| The risk assessment demonstrates that a level of safety equivalent to that intended by point CAT.POL.A.330(a) is acquired | CAT.POL.A.355(b) |  |

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| **GENERAL REGULATORY CONDITIONS TO BE MET** | | |
| **Subject** | **Regulation reference** | **OM Reference / Remarks** |
| The State of the aerodrome has determined a public interest and operational necessity for the operation, either due to the remoteness of the aerodrome or to physical limitations relating to the extension of the runway | CAT.POL.A.355(b)(1) |  |
| Short landing operations in accordance with point CAT.POL.A.350 and approaches outside stabilised approach criteria approved under point CAT.OP.MPA.115(a) are prohibited | CAT.POL.A.355(b)(2) |  |
| Landing on contaminated runways is prohibited | CAT.POL.A.355(b)(3) |  |
| A specific control procedure of the touchdown area is defined in the operations manual and implemented. | CAT.POL.A.355(b)(4)  AMC1 CAT.POL.A.355(b)(4) |  |
| The final approach and landing are conducted under visual meteorological conditions (VMC) only. | CAT.POL.A.355(b)(10) |  |

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| **AERODROME LANDING ANALYSIS PROGRAMME (ALAP)** | | |
| An ALAP should be established to ensure that the conditions specified below are met:  (refer to CAT.POL.A.355(b)(7)) | | **OM Reference / Remarks** |
| 1. No tailwind is forecast at the expected time of arrival |  |  |
| 1. if the runway is forecast to be wet at the expected time of arrival, the landing distance at dispatch shall either be determined in accordance with point CAT.OP.MPA.303(a) or (b) as applicable, or shall be 115 % of the landing distance determined for dry runways, whichever is longer |  |  |
| 1. no forecast contaminated runway conditions exist at the expected time of arrival |  |  |
| 1. no forecast adverse weather conditions exist at the expected time of arrival |  |  |

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| **FLIGHT CREW EXPERIENCE, TRAINING & RECENCY** | | |
| **Subject** | **Regulation reference** | **OM Reference / Remarks** |
| Type experience | CAT.POL.A.355(b)(5) and (b)(6)  AMC1 CAT.POL.A.355(b)(5) and (b)(6) |  |
| Initial training |  |
| Recurrent training |  |
| Recency: The operator should define in the OM appropriate recent-experience requirements to ensure that the pilot’s ability to perform an approach to and landing on the intended runway is maintained. |  |
| *Note: the training programmes above should include* ***ALL*** *elements required by AMC1 CAT.POL.A.355(b)(5) and (b)(6)* | | |

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| **ADDITIONAL AERODROME CONDITIONS / LIMITATIONS** | | |
| **Subject** | **Regulation reference** | **OM Reference / Remarks** |
| Aerodrome information is obtained from an authorative souce, or when this is not available, from a source that has been verified by the operator | AMC1 CAT.POL.A.355(b)(11) |  |
| Any change reducing landing distances that has been declared by the aerodrome operator has been taken into account |  |
| Orographic characteristics in the approach area |  |
| Available approach aids and missed approach/balked landing considerations |  |
| Any hazard beyond the runway end |  |
| Length of the RESA and the effectiveness of any other mitigation measures that may be in place to reduce the likelihood and the consequences of a runway overrun |  |

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| **OPERATIONAL & MAINTENANCE PROCEDURES / EQUIPMENT** | | |
| **Subject** | **Regulation reference** | **Reference/Remarks** |
| Operational procedures are established to ensure that all the equipment that affects landing performance and landing distance is operative before commencing the flight | CAT.POL.A.355(b)(8)(i)  AMC1 CAT.POL.A.355(b)(8)(i) |  |
| Operational procedures are established to ensure that deceleration devices are correctly used by the flight crew | CAT.POL.A.355(b)(8)(ii) |  |
| Specific maintenance instructions and operational procedures are established for the aeroplane's deceleration devices to enhance the reliability of those systems | CAT.POL.A.355(b)(9) |  |