


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Transport Malta Centre Triq Pantar Lija LJA 2021 Malta
OAN Number: 08/22	Issue Date: 06 October 2022	
Subject: Revision of All Weather Operations Approval		

1. INTRODUCTION

Following the changes to All Weather Operations regulations in accordance with published Regulation (EU) 2021/2237 Air Ops and 2021/2227 Air Crew, Operators are required to apply for revised AWO approval and be issued with new OPS SPECS.

EASA have published AWO IMPLEMENTATION MANUAL V0.2 to address the implementation of AWO in accordance with the new regulations effective 30th October 2022.

2. MAIN CHANGES

- **LVTO 150m** There is a new definition of LVO (old rules LVTO was RVR<400m, in the new rules an RVR 550m or below is an LVTO) but the requirements have not changed.
- **LVTO 125m** No significant differences for approvals to RVR 125 m. 90-meter visual segment" moved to GM.
- **LVTO 75m** Requires instrument guidance certified in accordance with. CS-AWO issue 2
- **Special authorisation CAT I SA CAT I: RVR 400m/150ft.** NO grandfathering from LTS CAT I.
- **Category II operations, CAT II: RVR/DH 300m/100ft.** No differences in Ops Spec. except that" HUDLS" to touchdown" also qualifies Cat D clarifies for RVR 300 m.
- **Special Authorization Category II Operations SA CAT II: RVR/DH: 350m/100ft.** Replaces OTS CAT II on essentially unchanged conditions. The ILS classification II/D/3 changes to II/D/2 while the max GP-angle becomes 3,2° iso 3,5°. SA CAT has its own col in the tables for downgraded equipment.
- **Category III operations: CAT III: RVR: 175m; DH: 50ft.** Previously CAT IIIA with RVR ≥200m. No differences except the naming and the lowest RVR (175 m instead of 200 m). It should require changes to the training programme. Fail-passive approach systems are now limited to DH 50 feet or above.
- **Category III operations: CAT III: RVR: 125m; DH: <50ft.** Previously CAT IIIB. No differences except in the naming convention.
- **Category III operations: CAT III: RVR: 75m; No DH.** Previously CAT IIIB, No DH. No differences except in the naming convention. Previously EVS. No differences except change of naming to EFVS-A. **Operational credits: EVS, RVR 350 m Operational credits: EFVS-A: 200ft/RVR 350 m; natural vision according to AFM or otherwise 100 ft.** Previously EVS. No differences except change of naming to EFVS-A

3. REQUIRED ACTION(s)

The amended AMC and GM shall apply from 30 October 2022. These pose significant changes to both our procedures and operator processes alike and as such operators are requested to start their processes to comply with the above-mentioned regulation. This OAN has been issued as an awareness notice prompting compliance action by operators.

ALL operators are required to:

1. Adapt all affected OMs regarding removal of LTS CAT I, OTS CAT II & CAT IIIA/B.
2. Adapt OMs/Procedures/Checklists/Briefings regarding new terminology.
3. Review the Minimum equipment list to update the new terminology. Each individual operator should assess the impact of the regulatory changes regarding LVO operations on its particular MEL and propose the appropriate changes to the MEL, if necessary.
4. Definition of Type A & B approach concept in the OM.
5. Review the methodology to establish aerodrome operating minima and apply for approval.
6. Review of all minima tables (e.g. RVR vs. facilities).
7. Contact TM CAD regarding the new and lower RVR minima (175 m) for CAT III with DH 50-99 ft.
8. Review of Safety Performance Monitoring & Data Collection Requirements (definition of successful Autoland).
9. Collect and review all recorded ACFT/RWY end LVOs/Autoland combinations.
10. Define and implement a process for the RWY suitability check (Previous Operational Data Assessment, Desktop Assessment, Operational Assessment).
11. Review new definitions of terms regarding AWO that are included in the OM-A.
12. Review of operational procedures for LVOs.
13. Flight Crew Training: adapt Training Syllabus.
14. Safety/FDM Department: adapt Autoland monitoring, especially touchdown point.

15. Submit the necessary application Centrik for revised approvals. The application on Centrik is named **Revised AWO approval in accordance with EU 2021/2237/2227** to include:
- Form 068 indicating in the form that the application applied for is for a revision of an existing approval.
 - OM A, B, C, D and MEL revised in accordance with the new regulations as listed in 4.1 of the same manual.
 - A record of past data captured during the period of their approval with particular emphasis on how an approach and landing is considered successful or unsuccessful.
 - Evidence of runway suitability checks.
 - Evidence that the methodology for determining the aerodrome operating minima has been reviewed and apply for approval in Form 091.

Operators are also to note that after 30.10.2022, in accordance with Regulation (EU) 2020/1296, the following require TM CAD approval:

1. Aerodrome selection policy linked to approval of fuel schemes.
2. Inflight fuel management policy links to the approval of fuel schemes.
3. Special Refuelling and defueling.

FLIGHT OPERATIONS INSPECTORATE