

A220



Low Visibility Operation (LVO)

Course Description

- There are three categories of ILS which support similarly named categories of operation:

Category I (CAT I)	A precision instrument approach and landing with a decision height not lower than 200 ft. (61 m) above touchdown zone elevation and with a runway visual range not less than 550 m.
Category II (CAT II)	A precision instrument approach and landing with a decision height lower than 200 ft. (61 m) above touchdown zone elevation but not lower than 100 ft. (30 m), and a runway visual range not less than 300m.
Category III (CAT III A)	A precision instrument approach and landing with: <ul style="list-style-type: none"> a) A decision height lower than 100 ft. (30 m) above touchdown zone elevation and b) A runway visual range not less than 200 m.

- With their IFR rating and their type rating, pilots are entitled to operate down to Category I weather minima.
- If approaches in lower weather conditions (CAT II or CAT III) are intended, additional training is required.
- AL (Autoland) can be part of this training module, AL has to be performed according AOC holder's training manual and SOP.

Aircraft Type

- Airbus A220-100 & A220-300 (BD-500)

Course Goal

- The aim of the respective training is to fulfil the respective training requirements of EU OPS and, if applicable, the AOC holders AL training requirements.

Course Structure and Duration

- Self-study WBT/CBT 4.00 hours ■ One FFS-Session 4.00 hours
- Self-study / WBT □ Classroom ■ Training on system trainer ■ Practical training on FFS T Theoretical test T Practical test

Theoretical Training and Checking

1. Aircraft Equipment & Procedures

- Checks of satisfactory functioning of equipment in flight
- Monitoring of automatic flight control systems and Autoland status annunciators with emphasis on the action to be taken in the event of failures of such systems
- Actions to be taken in the event of failures such as engines, electrical systems, hydraulics, or flight control systems
- The effect of known unserviceability and use of minimum equipment lists
- Maximum deviation allowed from glidepath or localizer
- The importance and significance of alert height, if applicable, and the action in the event of any failure above and below the alert height
- The operational capabilities and limitations of the particular airborne system

- The effects for the aircraft and consequently for low visibility operation with precipitation, ice accretion, and turbulence
- The importance of correct seating and eye position

2. Ground Equipment & Procedures

- Checks of satisfactory functioning equipment on the ground
- Effect on minima caused by changes in the status of ground installations
- Recognition of and action to be taken in the event of failure of ground equipment
- Guidance on the visual cues required at decision height
- The use and limitations of RVR assessment systems
- The principles of obstacle clearance requirements
- The procedures and precautions to be followed with regard to surface movement during low visibility operations

3. Standard Operating Procedures (SOP)

- FMS flight phase-related procedures
- Task sharing during CAT 2, CAT 3 approaches
- Failures and associated actions above 1,000 ft.
- Failures and associated actions below 1,000 ft.
- CAT 3 approaches with decision height (DH)
- FMS irregularity and corresponding crew procedures to be followed
- Rejected take-off in low visibility

4. Autoland (AL)

- AL has to be performed according the AOC holder's training manual and procedures
- A customized AL training can be combined with this LVO training module.

Practical Training and Checking

Exercises cover all LVO minima, incl. the operator's lowest approved minimum. Example here shows a CAT-3A approved aircraft type:

Nr.	Type of LVO Approach / Exercise			GA	LDG	Visual Setting
1	CAT 3A	All engines	Ground equipment failure	X		day
2	CAT 2	1 engine out			X	day
3	CAT 3A	All engines	Single AP failure	X		day
4	CAT 3A	All engines	No visual cues at DH	X		day
5	CAT 3A	All engines	On board equipment failure	X		day
6	CAT 2	All engines	Minor on board		X	dusk
7	CAT 3A	All engines	Windshear / too much X-wind	X		night
8	CAT 3A	All engines	Dual AP failure		X	night
9	At instructor pilot's discretion			X		any
10	At instructor pilot's discretion				X	any