APPLICATION FOR EVS/ HUDLS OPERATIONAL APPROVAL

Applicants are strongly advised to read Section II 'EVS Notes for Completion' before completing the form. Please complete the form in **BLOCK CAPITALS** using black or dark blue ink.

This form is designed to elicit all the required information from those operators wishing to gain operational approval to use a certified Enhanced Vision System/ Head Up Display Landing System (EVS/ HUDLS). The completed form and supporting documentation should be submitted to the Flight Operations Section at the address listed in the 'Notes for Completion'.

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| **Section I** | **Page 1** | **Operator/ Airframe Details** | **Completion mandatory** |
| **Section II** | **Page 2** | **EVS Notes For Completion** |  |
| **Section III** | **Page 2**  | **Signature Block** | **Completion mandatory** |
| **Section IV** | **Page 3 to 5** | **Applicant’s EVS Submissions Matrix** | **Completion mandatory** |

**SECTION I – OPERATOR / AIRFRAME DETAILS**

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| 1. **Applicant Details – required for all Approval requests**
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| Please give the official name and business or trading name(s), address, mailing address, e-mail address and contact telephone / fax numbers of the applicant.***Note:*** *For AOC holders - company name, AOC number and e-mail address will suffice.* |
| **Forename**  | **Surname**  |
| **Name of Company**  | **AOC no**  |
| **Address of Company**  |
|   | **Postcode**  |
| **Mailing address (if different from company’s address)**  |
|   | **Postcode**  |
| **Telephone**  | **Fax**  |
| **Email**   | **Mobile no**  |

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| 1. **Aircraft Details – required for all Approval requests**

Aeroplane type(s), series and registration mark(s). |
| **Aeroplane Type**  | **Aeroplane Series** | **Registration** |
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**SECTION II – EVS NOTES FOR COMPLETION**

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| 1. **Applicability**
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| A certified EVS / HUDLS and operational approval may allow operators to carry out CAT I approaches in lower than normal visibility. It also helps to enhance situational awareness in many other phases of flight.BAR 6 outlines procedures, minima and training requirements for the use of EVS / HUDLS in commercial operations; similar requirements will also apply for private operations.The requirements for operator approval to use an EVS / HUDLS in order to reduce CAT I landing minima are given in:* BAR 6 subpart SPA.LVO; and
* EUROCAE ED-179.

Formal approval will normally be subject to a flight and / or simulator observation. |
| 1. **Operator's EVS Submissions Matrix**
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| Section IV of this application form is the Operator's EVS Submissions Matrix. All applicants should complete Column 4 of this matrix in full. If more than one type of aircraft / fleet is included in a single application a completed matrix should be included for each aircraft / fleet.**Failure to complete the EVS Submissions Matrix may result in a delay in processing your application.** |
| 1. **Documents to be included with the application**
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| Copies of all documents referred to in Column 4 of the Operator's EVS Submissions Matrix should be included when returning the completed application form to the Brunei DCA. Original documents should not be sent, photocopies are sufficient. Do not send complete manuals, only the relevant sections / pages will be required.**Failure to include all relevant documentation may result in a delay in processing your application.** |

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| 1. **Submissions and Enquiries**
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| Address for submissions:***Flight Operations Section******Regulatory Division******Department of Civil Aviation*** ***Ministry of Transport and Infocommunications*** ***Brunei International Airport*** ***Bandar Seri Begawan, BB2513******Brunei Darussalam*** | Contact details for enquiries:***Flight Operations Section******Regulatory Division******Tel: +(673) 233 0142 ext. 1362/1350******Fax: +(673) 234 5345******Email:*** ***flightops.regulatory@dca.gov.bn*** |

**SECTION III – SIGNATURE BLOCK**

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| **Signature**  | **Date**  |
| **Name**   | **Appointment**  |
| Please note that a **minimum** of 60 working days will normally be required to check and confirm the information given above - if data is missing or omitted the process may take **considerably** longer. |

**SECTION IV – APPLICANT’S EVS SUBMISSIONS MATRIX**

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| **Main Heading** | **Expanded areas to be addressed by application** | **Sub-requirement** | **Operator's Operations Manual Reference or Document Reference** |
| 1. **Reference Documents used in compiling submission**
 | Your submission should be based on current up to date regulatory material.You should publish a compliance statement showing how the criteria BAR 6 and EUROCAE ED-179 (where appropriate) have been satisfied. |  |   |
| 1. **Aircraft Flight Manual (AFM)**
 | A copy of the relevant AFM entry showing the aircraft certification standard for EVS / HUDLS operations. |  |   |
| 1. **Feedback and reporting of significant problems**
 | Outline your process for reporting of failures in the operational use of procedures.Note: In particular, significant problems with the EVS / HUDLS systems, reporting on circumstances / locations where the EVS was unsatisfactory. |  |   |
| 1. **Approach plate supplier and Operating Minima**
 | Who is your approach plate supplier?Confirmation that all minima are calculated in accordance with BAR 6 subpart SPA.LVO. |  |   |
| **5. Operations Manual entries and Standard Operating Procedures** | Manufacturer / operator developed.Manufacturer's procedures recommended as starting point and must include at least the following. | Definitions.Check that crew are qualified for EVS / HUD operations.MEL handling.Equipment required for EVS operations.Types of approach where EVS can be used.Statement that autopilot / flight director should be used whenever possible.Minimum visual references for landing.Approach Ban and RVR.Stabilised Approach Criteria.Correct seating and eye position.Crew co-ordination, e.g. duties of PF and PNF:* designation of handling and non-handling pilots;
* use of automatic flight control system;
* checklist handling;
* approach briefing;
* radio communications handling;
* monitoring and cross-checking of instruments and radio aids; and
* use of the repeater display by PNF.

Contingency procedures including:* failures above and below decision height;
* ILS deviation warnings;
* autopilot disconnect;
* auto-throttle disconnect;
* electrical failures;
* engine failure;
* failures and loss of visual references at or below decision height; and
* EVS / HUDLS failure below normal decision height.
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**EVS Modular Training Package**

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| **Type of Operation** | **Training Required** | **Training Means** | **Operator's Operations Manual Reference or Document Reference** |
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| **Any Further Comments to Support the Application** |
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