

Flight Operations and Training Department

## Submit the form to:

## CROATIAN CIVIL AVIATION AGENCY Flight Operations and Training Department Ulica grada Vukovara 284, 10000 Zagreb

APPLICANT'S INFORMATION				
Applicant's name				
Applicant's address				
Applicant's identification number (OIB)				
Applicant's contact (Phone, E-mail)				
APPLICANT'S LEGAL REPRESENTATIVE INFORMATION				
Name and surame				
Address <sup>1</sup>				
Personal identification number (OIB)				
Contact (Phone, E-mail)				

<sup>1</sup> Fill in case of representation by power of attorney.

Operator:\_\_\_\_\_

Aircraft Type:\_\_\_\_\_

Applying for : CAT\_\_\_\_ RVR\_\_\_ DH\_\_\_\_

A/C Reg:	PIC:		Flight:	Date:
Airport:	Runway:	Conditions: CAT I CAT II OTS CAT II CAT III CAT III	Wind Dir/Speed:	ATC Runway Protection Provided: Unknown or None CAT II/III



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NOTE: Data should be collected whenever an approach and landing is		
attempted utilizing the Category II/III system, regardless of whether the		- 750
approach is abandoned, unsatisfactory or is concluded successfully.		750
Able to initiate an Approach: Yes $\Box$ No $\Box \downarrow$		m
If No, identify deficiencies related to airborne equipment in REMARKS		
column, which preclude initiation of a Category II/III approach.		
Abandoned Approach: No □ Yes□↓	· · · · · ·	- 600
The Auto-Approach: $\leftarrow$ OR $\rightarrow$ Auto-Land was:		000
Unsatisfactory $\Box \downarrow$ Unsatisfactory $\Box \downarrow$		m
If the Approach was discontinued or automatic landing system was		
disengaged, it was due to:		
(A) Airborne equipment faults;	11 ' 11	450
<ul> <li>(B) Ground facility difficulties;</li> </ul>		450
□ (C) ATC instructions		m
(D) Other reason (specify in REMARKS)		
Approach was discontinued or automatic landing system was		
disengaged atft MSL.		- 300
Auto-Land touchdown zone is $\approx$ 300m – 900m down the runway, and		m
within $\approx$ 8m of centerline. Record area of touchdown with an " X "on		
Runway Depiction		
$\rightarrow$		
Aircraft landed satisfactorily (within the desired touchdown area)		<sup>—</sup> 150
with lateral velocity or cross track error which could be corrected by		m
the pilot or automatic system so as to remain within the lateral	111   111	
confines of the runway without unusual pilot skill or technique.		
Describe any Category II/III system abnormalities which required		
manual intervention by the pilot to ensure a safe touchdown or		
touchdown and roll-out, as appropriate. $\downarrow$		Marker

REMARKS: \_\_\_\_\_

Date:	
Applicant's name, surname & signature:	



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Criteria for a successful approach & landing to facilitate fulfilling the requirements prescribed in SPA.LVO.105:

An approach may be considered to be successful if:

- (1) from 500 ft to start of flare:
  - (i) speed is maintained as specified in AMC-AWO 231, paragraph 2 'Speed Control'; and
  - (ii) no relevant system failure occurs; and
- (2) from 300 ft to DH:
  - (i) no excess deviation occurs; and
  - (ii) no centralised warning gives a missed approach procedure command (if installed).

An automatic landing may be considered to be successful if:

- (1) no relevant system failure occurs;
- (2) no flare failure occurs;
- (3) no de-crab failure occurs (if installed);
- (4) longitudinal touchdown is beyond a point on the runway 60 m after the threshold and before the end of the touchdown zone light (900 m from the threshold);
- (5) lateral touchdown with the outboard landing gear is not outside the touchdown zone light edge;
- (6) sink rate is not excessive;
- (7) bank angle does not exceed a bank angle limit; and
- (8) no rollout failure or deviation (if installed) occurs.

More details can be found in CS-AWO 131, CS-AWO 231 and AMC-AWO 231.