

RF 1070 - Application for Approval to use Enhanced Visual Systems (EVS)

This form must be completed by the aircraft owner, his nominated representative or an aircraft management company nominated person who has direct experience of EVS.

If printing, complete the form in BLOCK CAPITALS using black or dark blue ink.

| 1. AIRCRAFT DETAILS | |
|-----------------------------------|-------------|
| Registration mark | ZJ - |
| Manufacturer and type designation | |
| Manufacturer Serial Number (MSN) | |

| 2. AIRCRAFT OPERATOR | | | |
|------------------------------|--|--------------|--|
| This aircraft is operated by | | | |
| Contact name | | | |
| Address | | | |
| | | Postcode/ZIP | |
| Telephone | | Fax | |
| Mobile | | Email | |

| 3. APPLICANT'S EVS SUBMISSIONS MATRIX | | | |
|--|--|----------------------------------|------------------|
| Item | Detail | Ops Manual or Document Reference | For JAR Use only |
| Reference documents used in compiling submission | You should publish a compliance statement showing how the criteria of RGM 1260-01 (where appropriate) have been satisfied. | | |
| Aircraft Flight manual (AFM) | A copy of the relevant AFM entry showing the aircraft certification standard for EVS operations. | | |
| 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 systems, reporting on circumstances/locations where the EVS was unsatisfactory. | | |
| Approach plate supplier and Operating Minima | Name and method of calculating minima. | | |
| OM entries and SOPs | Manufacturer or Operator developed? <u>Content:</u> Starting Point Crew Qualification Check Equipment required for EVS ops Types of approach where EVS can be used | | |

| | | | |
|---|---|--|--|
| | <p>MEL entries Statement that Autopilot to be used whenever possible Min visual references for landing Approach ban and Runway Visual Range Stabilised Approach Criteria</p> <p><u>Crew Co-ord :</u> Duties of Pilot Flying (PF), Pilot Non Flying (PNF) use of Automatic Flight Control System use of checklist approach briefing radio handling monitoring and cross checking of instruments use of repeater display by PNF</p> <p><u>Contingency Procedures:</u> failures above/below Decision Altitude (DA) ILS deviation wings autopilot disconnect auto-throttle disconnect electrical failures engine failures failures and loss of visual references at or below DA EVS failure below normal DA</p> | | |
| Ground school training | <p>EVS theory Interpretation of images Display characteristics Calibration checks Visual anomalies Eye and seat position Weather/fog characteristics Low visibility operations Crew briefings/callouts Duties of PF/PNF and Crew Resource Management Actions at DA and 100 ft agl Transition from EVS imagery to non-EVS visual Use of clear switch Recognition of malfunctions AFM performance and obstacle clearance on go around Use of auto-flight systems and minimum engage height AFM limitations and system failures</p> | | |
| Flight simulator and line training | <p>Simulator training syllabus Line flying under supervision. Recurrent training.</p> | | |
| Any Further Comments to Support Your Application (<i>continue overleaf if required</i>) | | | |

4. APPLICANT'S DECLARATION

This Application complies with the applicable Article of the Air Navigation (Jersey) Law 2014 and the relevant Regulatory Guidance Material (RGM) requirements and is correct to the best of my knowledge.

| | | | |
|---------------|--|------|--|
| Name | | | |
| Position held | | | |
| Organisation | | | |
| Signature | | Date | |