



**FLIGHT OPERATIONS DIVISION
SPECIFIC APPROVALS
APPLICATION FORM**

CAAM/BOP/SPA/GEN


About this Application Form:

This form is approved by the Civil Aviation Authority of Malaysia (CAAM) for the issuance of specific approvals. The application form is made up of five sections as follows:

- 1) Section A- Details of the Applicant
- 2) Section B- Details of Proposed/ Approved Type of Operations
- 3) Section C- Applicant(s) Declaration
- 4) Section D- Flight Operations Section
- 5) Section E- Airworthiness Section

Abbreviations

AFM	=	Aircraft Flight Manual
AMMD	=	aircraft moving map display
AMO	=	Approved Maintenance Organisation
AOC	=	Air operator certificate
AWI	=	Airworthiness Inspector
CAAM	=	The Civil Aviation Authority of Malaysia
CAD	=	Civil Aviation Directives
CAGM	=	Civil Aviation guidance manual
CAMO	=	Continuing Airworthiness Management Organisation
DG	=	Dangerous goods
EDTO	=	Extended diversion time operations
EFB	=	Electronic. Flight bag
FOI	=	Flight Operations Inspector
HEMS (H)	=	Helicopter Emergency Medical Service
HHO (H)	=	Helicopter Hoist Operations
HOFO (H)	=	Helicopter Offshore Operations
IMC	=	Instrument meteorological conditions
LVO	=	Low Visibility Operations
MCAR	=	Malaysian Civil Aviation Regulations
MOE	=	Maintenance Organisation Exposition
NAT-HLA	=	North Atlantic High-Level Airspace
NVIS (H)	=	Night Vision Imaging Systems
PMI	=	Principal Maintenance Inspector

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POI	=	Principal Operations Inspector
PBN	=	Performance based navigation
RVSM	=	Reduced Vertical Separation Minimum
SET-IMC	=	Single - Engined Turbine Aeroplane Operations at night or in IMC
SPA	=	Specific approval
SAM	=	Specific Approvals Manger
SME	=	Subject Matter Expert
TSO	=	Technical Standard Order

GUIDELINES FOR COMPLETING THIS APPLICATION FORM

All applicants shall fill all sections of this application form. If applying for multiple specific approvals, only ONE section A to section C is required, followed with all the relevant section D and section E as applicable to the SPA being applied for.

All information will be used to assess if the applicant is entitled to a Specific Approval. An incomplete, poorly prepared or inaccurate application may:

- Result in rejection of the application
- Result in delays
- Result a refusal to issue the SPA.

Please remember it is an offence to make a false declaration in this form in accordance with Regulation 164 of the Civil Aviation Regulations 2016 (MCAR 2016)

If the form is filled by hand, use block letters and either a black or blue ballpoint pen. Some questions contain check boxes. Annotate with a ✓ where appropriate. This information is used by the F.O./A.W.I when going through the application package

Section A – Details of the applicant									
Applicant type:		AOC Number: <input type="text"/>							
<input type="checkbox"/>	Initial issue of Specific Approval		Proposed Start Date: <input type="text"/>						
<input type="checkbox"/>	Variation to existing Specific Approval								
Details of the operator of the aircraft:									
Name of Operator									
Trading name if different									
Phone		Fax							
Registered Address									
		City							
		State	Postcode						
Details of the person that you wish CAAM to contact in relation to this application									
Full Name									
Phone		Mobile							
Email									
Section B – Details of proposed type of operations									
<input type="checkbox"/>	RVSM	<input type="checkbox"/>	PBN	<input type="checkbox"/>	LVO	<input type="checkbox"/>	EDTO	<input type="checkbox"/>	EFB
<input type="checkbox"/>	MNPS	<input type="checkbox"/>	PBCS	<input type="checkbox"/>	CPDLC	<input type="checkbox"/>	ADS-C	<input type="checkbox"/>	ADS-B OUT
<input type="checkbox"/>	ADS-B IN	<input type="checkbox"/>	NVIS(H)	<input type="checkbox"/>	HHO(H)	<input type="checkbox"/>	HEMS(H)	<input type="checkbox"/>	HOFO(H)
<input type="checkbox"/>	SET-IMC	<input type="checkbox"/>	DG	<input type="checkbox"/>	Others Specify:				
Proposed/Approved type of operations									
<input type="checkbox"/>	Schedule	<input type="checkbox"/>	Non-Schedule	<input type="checkbox"/>	Passenger	<input type="checkbox"/>	Cargo		

Section C- Applicants Declaration

DECLARATION

1. I declare and undersign below that the statements, answers and attachments provided in this application form is true and correct to the best of my knowledge in accordance with Civil Aviation Regulations 2016 (MCAR) and Civil Aviation Directives (CAD).

Giving false or misleading information is an offence under Regulation 164 of the Civil Aviation Regulations 2016 (MCAR)

2. I understand that processing the application may be delayed if:

- The application does not accurately and completely identify my/our requirements; or
- The details in this application are subsequently changed; or
- Adequate supporting documentation has not been provided.

3. I understand and agree that for CAAM to proceed with this application, I must:

- Accept the cost as per civil aviation (fees and charges) regulation; and
- Forward the prescribed payment; and
- Forward all supporting documentation as required by the specific approval being applied for.

Note. – CAAM may send materials/responses relating to this application by email or by mail.

Name of DFO		Signature		Date	
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Section D – Flight Operations					
Part 1 – Additional aircraft information					
Aircraft Category (A, B, C, D or E) (if application for multiple categories, state all categories being applied for)					
Expiry date of requested LVO approval(s). (if applicable or required)					
Part 2 – LVO application					
LVO		YES	NO	RVR (m)	DH (feet)
Take-off (LVTO)					
Approach & landing	CAT I				
	CAT II				
	CAT III A				
	CAT III B				
	CAT III C				
	Utilising HUDLS/ EVS				
Part 3 – Operational Demonstration (Airplanes and Helicopter)					
(The operator will need to submit a plan in writing for operational demonstrations as required by the respective CAD's and CAGM's)					
Part 4 – Transitional Periods for CAT II and CAT III operations					
1. Operators with no previous CAT II or CAT III Experience				Months	
Minimum experience of CAT I operations on the aircraft type					
Minimum experience of CAT II or CAT IIIA operations on the aircraft type					
2. Operators with previous CAT II or CAT III experience				Months	
CAT II or CAT III experience previously gained and maintained on the aircraft type					
Operational demonstration for CAT II or CAT III operations using auto-coupled approach procedures, with or without auto-land					

Part 5 – Eligible Aerodromes and Runways (CAT II/CAT III)

Each aircraft type/runway combination shall be verified by the successful completion of at least one approach and landing in CAT II or better conditions, prior to commencing CAT III operations. (insert flight details)	
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For runways with irregular pre-threshold terrain or other foreseeable or known deficiencies, each aircraft type/runway combination should be verified by operations in CAT I or better conditions, prior to commencing CAT I, CAT II, CAT II or CAT III operations. (as applicable)	
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Part 6 – Flight Crew Experience

Give details of crew experience in LVO operations (provide relevant experience of proposed crew)

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Section E – Airworthiness	
Part 1 – General Info	
Name of CAMO and approval no.	
Name of AMO and approval no.	
Part 2 – Aircraft Design Approval	
2.1	The LVO Type Design approval is reflected in: <i>(tick appropriate box, provide compliance evidence in the right column and attach the supporting documentation)</i>
<input type="checkbox"/>	AFM
<input type="checkbox"/>	AFM supplement
<input type="checkbox"/>	Type Certificate Data Sheet
<input type="checkbox"/>	Supplemental Type Certificate
<input type="checkbox"/>	Other (specify)
2.2	Aircraft Flight Manual shows following airworthiness approval for LVO systems installation: <i>(tick appropriate box, provide compliance evidence in the right column and attach the supporting documentation)</i>
<input type="checkbox"/>	CAT II
<input type="checkbox"/>	CAT III
2.3	The approval of the LVO systems installation is based on: <i>(tick appropriate box, provide compliance evidence in the right column and attach the supporting documentation)</i>
<input type="checkbox"/>	Type Design
<input type="checkbox"/>	FAA STC
<input type="checkbox"/>	EASA/JAA STC
<input type="checkbox"/>	Service Bulletin
<input type="checkbox"/>	Major Modification
<input type="checkbox"/>	Other (specify)
If space insufficient to provide details, kindly annotate the number and provide additional details accordingly (If Required).	

Part 3 – System eligibility for referenced aircraft airborne equipment		
3.1	System manufacturer/model installed (e.g. Flight Guidance System (FGS)) – List down all the required equipment for the type of category applied or provide matrix for airborne equipment as per CAGM6008(III) Chapter 3.	
	Make	Model
		TSO
Part 4 – Maintenance Program (provide compliance evidence in the right column and attach the supporting documentation)		
4.1	The applicant should have an established maintenance program that contains all LVO related maintenance requirements prescribed by the manufacturer or design organisation.	
Part 5 – Minimum Equipment List (MEL) (provide compliance evidence in the right column and attach the supporting documentation)		
5.1	The operator shall ensure that all instruments and equipment items related to the LVO are specified in the MEL	
5.2	The operator should revise the relevant parts of the MEL to reflect system requirements (e.g. redundancy levels,) appropriate to the intended LVO operations	
If space insufficient to provide details, kindly annotate the number and provide additional details accordingly (If Required).		

Part 6 – Maintenance practices and procedures	
The applicant must institute procedures in respect of continuing airworthiness practices for LVO. These procedures should cover the following subjects: <i>(provide compliance evidence in the right column and attach the supporting documentation)</i>	
6.1	Maintenance of LVO equipment (adherence to manufacturer's maintenance instructions, modification procedures, repair procedures, system calibration policy, LVO maintenance practices, handling of onboard systems, etc.).
6.2	Action for non-compliant aircraft (downgrading, technical log entries, corrective actions, placarding, upgrading, release to service procedures, monitoring and reporting of repetitive defects, reliability reporting, reporting to the CAAM, etc.)
6.3	Maintenance training (initial training and recurrent training of applicant's maintenance management staff and contractor's maintenance personnel (CAMO/AMO), training syllabus qualification of maintenance personnel, etc.).
6.4	Test equipment (use of test equipment, handling, calibration, etc.).
Part 7 – Compliance Matrix on CAGM(III) Chapter 5	
The applicant must submit a detailed compliance matrix show compliance with the requirements of Chapter 5 CAGM6008(III).	
If space insufficient to provide details, Kindly annotate the number and provide additional details accordingly (If Required).	

FOR CAAM USE ONLY				
Date of Initial application Received by administrator	 Name & Signature of CAAM Personnel		
Fee payable				
Cash / Credit Card				
Receipt No.:				
Subject	Responsible division	Date	Name & Signature	
Application Form and application package checked for completeness.	SAM & Airworthiness SME			
Airworthiness Recommendation granted	Airworthiness SME/PMI			
Operational Approval granted (<i>AOC, AOC Extract, or letter of Authorisation</i>).	POI/SAM			
Approval process administratively completed (<i>OPS Spec Update, Billing, and Exchange of Certificates</i>).	Administrator			
Approved (if no, state reasons below)	YES		NO	
Remarks (Attach extra sheet(s) if required):				