

**A-34-1-001**
Technical Order**Rev. No.: 1**
Date: 23.10.2019**CLH Issue:**
Date:**Title: Low Visibility Operation (LVO) Procedures for A319****Substantiation (short description):** ☐ mandatory ☒ Product/Quality ☐ commercial (WiRe) ☐ safety (ORE)

Handling and operation of LVO relevant equipment.

Reason for Revision:

CAT placards are no longer used and removed from the procedure.

☐ **Mandated by AD:**

Project Number:

Aircraft Type: 32S

No. of affected A/C: ALL

Component P/N:

Refer to CAS:

Planning Data:☐ Threshold: Start date: Days: FH: FC:☐ Before (absolute): Date: FH: FC:☐ Interval: Days: FH: FC:Suggested Qualification: CAT-B2 ☐ Special Quali.: CAT III/RVSM authorization

Estimated A/C Downtime: Labor-Hours:

Component Mod.: ☐ temp. removal from LHT Pool ☐ shop visit ☐ on wing ☐ on attrition**Special action required by:**☒ C/OT-ED ☐ Material required ☐ Tools required ☐ Warranty ☐ Weight & Balance**Costs per unit or A/C:****Total Costs:**☐ Refer to WiRe / GF-Vorlage**Attached Documents and CLH TR's:**

| Type | Doc. Number | Rev. | Date | Pages |
|------|-------------|------|------------|-------|
| ISI | 22.00.00043 | | 26.07.2017 | 2 |

prepared by:
Name/Signature:**verified by:**
Name/Signature:**approved by as per [Vollmachtenregelung](#)**
Name/Signature:

Tobias Langenegger

Date: 23.10.2019

Date:

Date:

Rejected for following reason:

Name/Signature:

Date:



Table of content

- 1 CAT II/III Philosophy on Airbus A319
- 2 Downgrading of CAT status
 - 2.1. Downgrading by the cockpit crew
 - 2.2. Downgrading by maintenance personnel
 - 2.3. Differentiation of CAT status
 - 2.4. RVSM
 - 2.5. Documentation of CAT status
 - 2.6. Set A/C Downgrade in AMOS
- 3 Maintenance
 - 3.1. Special repairs
- 4 Qualification of personnel
- 5 References



1. CAT II/III Philosophy on Airbus A319

On the A319 there is an Auto Land system which provides landing capabilities up to CAT 3B with a DH of 0ft and a RVR of 75m. Depending on the required equipment, there are three operating modes, CAT II, CAT III Single and CAT III dual. See AFM Chapter 22-22 *REQUIRED EQUIPMENT FOR CAT II AND CAT III APPROACH AND LANDING* for details.

There are approvals for:

| CAT II | CAT IIIA | CAT IIIB with DH | CAT IIIB without DH |
|------------------------|-----------------------|-------------------------|----------------------------|
| DH: 100ft RVR: 300m | DH: 15ft RVR: 200m | DH: 15ft RVR: 75m | DH: 0ft RVR: 75m |

2. Downgrading of CAT status

2.1. Downgrading by the cockpit crew

On other stations than CLH maintenance stations proceed as follows:

When the MEL operational procedure requires a change in the CAT status:

- Open a Workorder with failure description and an additional comment based on the MEL:

“A/C downgraded to CAT I only”

“A/C downgraded to CAT II only”

“A/C downgraded to CAT III SINGLE only”

- Set CLASS to H (Handicap)

2.2. Downgrading by maintenance personnel (CLH maintenance stations)

CLH Maintenance personnel (or trained external personnel) must downgrade the aircraft if:

- A complaint within the CAT III systems could not be fixed and must be transferred
- There is nobody with a CAT III/RVSM authorization available

➔ Add applicable comment to the W/O

“A/C downgraded to CAT I only”

“A/C downgraded to CAT II only”

“A/C downgraded to CAT III SINGLE only”

➔ Set class to H (Handicap)

2.3. Differentiation of CAT status

The allowed CAT status is implemented to the MEL. Pay special attention to Operational Restrictions linked to a MEL item. Any changes in the CAT status could be found there.

2.4. RVSM

If a CAT relevant complaint is also RVSM relevant, make sure the special “RVSM” is set too. In case of a deferred defect the RVSM restriction must be set also.

| | | |
|---------|-------------------------------|----------------------------|
| Special | CAT;RVSM <input type="text"/> | CAT RELEVANT;RVSM RELEVANT |
|---------|-------------------------------|----------------------------|

| | |
|-----------------|--|
| W/O Limitations | |
| CAT 1 | |
| RVSM NO | |



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2.5. Documentation of CAT status

When downgrading the A/C make a comment on the W/O "A/C DOWNGRADED TO CAT XX" and set CLASS to H (Handicap)

2.6. Set A/C Downgrade in AMOS

2.6.1.1 MAREP/PIREP

Make sure the ATA chapter and subchapter are correct.

| | | |
|-------------|------------------------------------|--|
| ATA-Chapter | <input type="text" value="34-42"/> | <input type="text" value="RADIO ALTIMETER"/> |
|-------------|------------------------------------|--|

select "CAT" in the field Special.

Double click on the header → double click field Special → choose "CAT"

If necessary select "RVSM" as well.

Edit Workorder Header (No.: 6368928)

External No.

Aircraft Information

A/C Reg. EMBRAER E-195

A/C Type E-195

ATA-Chapter NAVIGATION

Position RADIO ALT. TRANSP. (CAT II/III)

Panel

Area AVIONICS

Special CAT RELEVANT

Issue Information

Select Leg | Create Flight Log | Unlink Leg

Table of Special Codes:

Result

Match in all Columns: 1 / 8

| Special | Description |
|---------|--|
| ALI | AIRWORTHINESS LIMITATION INSPECTIONS |
| CAT | CAT RELEVANT |
| EWIS | ELECTRICAL WIRING INTERCONNECTION ... |
| FSL | (multiple specials defined with this code) |
| LLP | (multiple specials defined with this code) |
| ONESTAR | CMR ONESTAR |
| RVSM | RVSM RELEVANT |
| TWOSTAR | CMR TWOSTAR |

| Special | Description |
|----------|--|
| CAT | CAT RELEVANT |
| CRITICAL | CRITICAL ITEM GEM. AMC 145.A.48C |
| EWIS | (multiple Specials defined with this code) |
| FSL | (multiple Specials defined with this code) |
| ONESTAR | (multiple Specials defined with this code) |
| RVSM | RVSM RELEVANT |
| SI | (multiple Specials defined with this code) |



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2.6.1.2 Transfer Workorder

If it is not possible to fix the defect, it could be transferred ACC MEL. In this case, the limitations must be set under Transfer/Downgrades. Now the status of the A/C is shown in the Module Fleet Tracker (APN: 1466) and printed on the HIL.

Wizard - Transfer for Pirep W/O 6007325

Steps

1. Action
2. Add Time Entry
3. Action Details
- 4. Transfer**

Transfer

Action performed by [] on 20.Apr 2015 08:52
DEFECT ACC MEL 34-XX-XX DEFERRED
Performed Sign

Defer Defect / Configuration Deviation List / Minimum Equipment List

☐ N/A
☐ DD
☐ CDL Ref: 34-11-11 ☐ SLA
☒ MEL
CAT ☐ A ☐ B ☒ C ☐ D

Transfer

Type: New Limits
Station: MUC MUENCHEN
Transfer Date: 20.Apr. 2015 Time: 08:46
Flight/Log No. Current TAH/TAC Arr. Date: 20.Apr 2015 08:55 Dep. Airport Arr. Airport
First / Later: ☒ First ☐ Later
Input Type: ☒ To Go ☐ Due
Days: 10 Due Date: 30.Apr. 2015
Hours: Due TAH:
Cycles: Due TAC:
Reason: SLA SERVICE LEVEL AGREEMENT
Prio: 2 Urgent
Transfer Sign

Downgrades

A/C Limitations

- APU US
- AUTOLAND N
- RVSM N

W/O Limitations

- CAT 1

Downgrades

A/C Limitations

- ACARS INOP
- ACARS OK
- APU AIR
- APU BLD
- APU GEN
- APU INOP
- APU OK
- CARGOS OK

W/O Limitations

- CAT 1
- RVSM NO

2.6.1.3 Closing Workorder

By closing the workorder the A/C will automatically be set to CAT III, as long as no other workorder limits the CAT status. Therefore, any CAT relevant workorders must only be closed with a "CAT III/RVSM authorization".

2.6.3. Workorder information System (APN: 1)

Use the Workorder Information System to find Workorders marked with the Special "CAT" or ones that were transferred with a relevant limitation.

3. Maintenance

All maintenance actions must be made according the valid revision of the Aircraft Maintenance Manual (AMM).

The Aircraft is designed CAT IIb capable. All the work and test necessary to maintain these status are already implemented to the approved manuals.

3.1. Special repairs

3.1.1. Antenna cables

After working on antenna cables and connectors, the same tests are necessary as on the appropriate antenna, except the bonding test.

All repairs be performed acc. valid documents (ESPM, AMM). Special attention should be paid to length sensitive cables. They could not be repaired.

3.1.2. Intermittent faults

In the case of intermittent faults in the CAT system, only CAT I approaches are allowed. Additionally a technician B2 with CAT III/RVSM authorization must be informed to

- evaluate the fault
- and
- find appropriate solutions



4. Qualification of personnel

Maintenance on the CAT II/III systems must only be done by qualified CLH personnel or according CLH trained foreign personnel. On CLH internal license the CAT III/RVSM authorization will be added after the required training.

All trainings are valid for two years. After two years a recurrent training must be done.

To avoid AOGs it could be necessary that technicians without CAT II/III authorization work on CAT III units. The qualification must be a B2 or a B1 including Avionics LRU qualification. The A/C must be downgraded to CAT I ONLY till a qualified B2 technician performs the required tests und upgrades the A/C.

5. Upgrading to CAT III status

Releasing the A/C for CAT III operation is only allowed by qualified CLH maintenance staff or foreign employees with CLH CAT II/III license. (Chapter 4)

The limited CAT status is marked with the appropriate label beside lower ECAM display (chapter 2). There is no label for the unlimited CAT status.

A list of required equipment for CAT II and CAT III approaches and landings is implemented to the Airplane Flight Manual (AFM) in

- ➔ NORMAL PROCEDURES/22 AUTO FLIGHT SYSTEM/22-PA Precision Approach/Required Equipment for CAT II and CAT III Approach and Landing.

6. References

Richtlinien für den Allwetterflugbetrieb vom 13. November 1998

Airbus ISI 22.00.00043

AFM DLH – A319-114

TYPE-CERTIFICATE DATA SHEET No. EASA.A.064 for AIRBUS A318 – A319 – A320 – A321