

Engineering Order

 A-34-1-001
 Rev. No.: 1
 CLH Issue:

 Technical Order
 Date: 23.10.2019
 Date:

Title: Low Visibility Operation (LVO) Procedures for A319						
Substantiation (short de	escription): mand	latory ☑ Produ	ct/Quality □ con	nmercial (WiRe	e) □ safety (ORE)	
Handling and operat	ion of LVO rele	vant equipm	ent.			
Reason for Revision:						
CAT placards are no	longer used an	d removed f	rom the proce	edure.		
☐ Mandated by AD:		Project Number:				
Aircraft Type:	32S	No. of at	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 Qua	i.: CAT III/R	VSM authori	zation	
Estimated A/C Downtime:		Labor-Hour	s:			
Component Mod.:	□ temp. removal fr	om LHT Pool	□ shop visit	□ on wing	□ on attrition	
Special action required	by:					
☑ C/OT-ED ☐ Materia	I required □ Tools	required 🗆 \	Varranty □ We	eight & Balance	9	
Costs per unit or A/C:		Total Costs:		□ Refer to W	/iRe / GF-Vorlage	
Attached Documents and Type Doc. Number 22.00.00043			Rev	. Date 26.07.	Pages .2017 2	
prepared by: Name/Signature:	verified by: Name/Signature	e:	approved by a Name/Signature		<u>htenregelung</u>	
Tobias Langenegger						
Date: 23.10.2019	Date:		Date:			
Rejected for following re	eason:					
Name/Signature:						
Date:						



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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	DH: 15ft	DH: 15ft	DH: Oft
RVR: 300m	RVR: 200m	RVR: 75m	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)



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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 liked 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.





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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

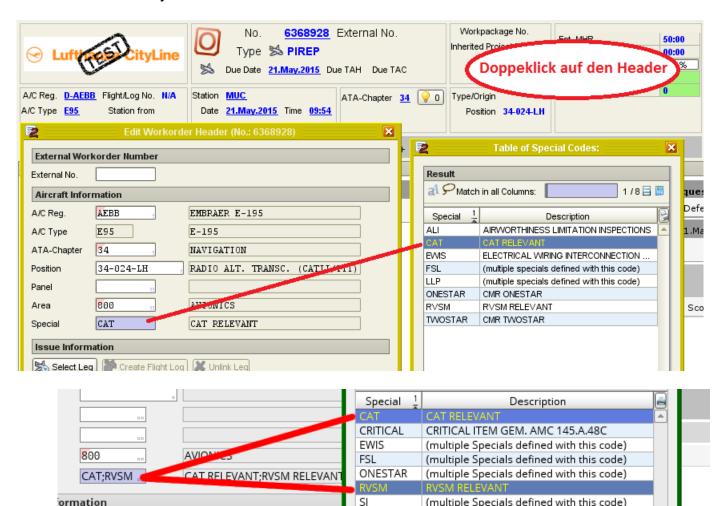
2.6.1.1 MAREP/PIREP

Make sure the ATA chapter and subchapter are correct.



select "CAT" in the field Special.

Double click on the header → double click field Special → choose "CAT" If necessary select "RVSM" as well.



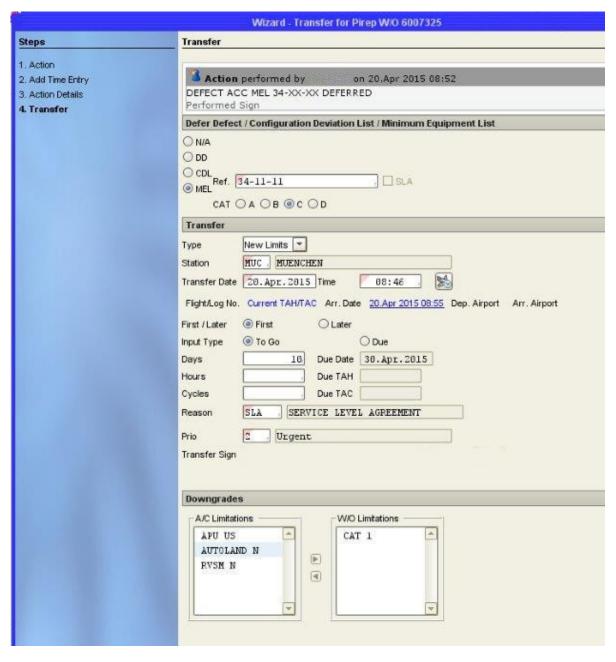


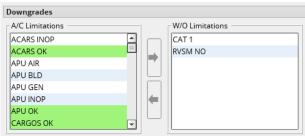
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2.6.1.2 Transfer Workorder

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.







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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 onces 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 IIIb 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

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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.

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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