

MAINTENANCE REQUIREMENTS FOR ALL WEATHER OPERATIONS

1. Introduction

- 1.1 The instruments and equipment requirements and maintenance requirements for Category II and Category III Operations have been specified in MCAR Part 7 (Aircraft Instruments and Equipment). In addition to the above requirements, this notice specifies the airworthiness requirements and application procedures for Myanmar Air Operator Certificate Holder to get Airworthiness Approval to conduct all weather operations.
- 1.2 In order for an operator to gain Airworthiness Approval from Department of Civil Aviation Myanmar, to conduct All Weather operations, certain maintenance related issues require assessment and formal acceptance prior to full approval being granted.
- 1.3 These issues are identified within six sections: Required Equipment, Control of Required Equipment, Identification of Required Equipment, Current Operational Status of System, System Reliability and Maintenance Personnel Qualification.

2. Required Equipment

- 2.1 An operator, in liaison with the aeroplane manufacturer, must include in the Operations Manual a complete list of equipment/systems that must be installed and serviceable at the commencement of a Low Visibility Take Off or a Category II or III approach.
- 2.2 If this requirement is to be satisfied by the Minimum Equipment List (MEL), then such equipment/system must be clearly identified within that document, so that both the flight crew and maintenance personnel are under no uncertainty as to the capability of the aeroplane prior to dispatch.

3. Control of Required Equipment

- 3.1 The operator's maintenance organization must publish procedures that clearly set out the control of "critical equipment" in terms of all weather operations.
- 3.2 Such controls should take account of the modification or repair of the above equipment.
- 3.3 Any modification embodied in critical equipment must be done in agreement with the manufacturer and therefore would be covered by a Service Bulletin (S.B).
- 3.4 Any repair accomplished on critical equipment must be undertaken by maintenance organizations accepted in accordance with DCA Airworthiness Notices A/4 in the appropriate category and carried out to approved maintenance instructions.

4. Identification of Required Equipment

- 4.1 The equipment classified as critical in paragraph 2 must be clearly identified to maintenance personnel.
- 4.2 Whilst it is accepted that modern jet transports have a fully integrated autoflight/ autoland system installed at build and included in type certification, older aeroplanes have varying capabilities of autoland and greater attention should be paid to these aeroplanes.

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- 4.3 Identification is especially important when operating a mixed fleet (with regard to autoland capability) or when an operator contracts out its maintenance to a third party maintenance organization.
- 4.4 Third party maintenance organizations, by their very nature, undertake work for several operators often simultaneously thus increasing the possibility of inappropriate equipment finding its way onto an aeroplane.
- 4.5 Operators should individually identify all applicable pieces of equipment or put in place a procedure/system that ensures maintenance personnel only install appropriate equipment onto their aeroplane.

5. Current Operational Status of System

- 5.1 There will be occasions when the autoland system will have to be downgraded from Category III to Category II or I.
- 5.2 Such occasions would be poor performance of the aeroplane, integrity or serviceability of the aeroplane systems and the non availability of appropriately trained and qualified maintenance personnel.
- 5.3 The regrading of the autoland system can be looked at as two distinct activities, the “downgrading” as mentioned above and the subsequent “upgrading” after corrective actions have been accomplished.
- 5.4 It is very important that provisions should be made to inform the flight crew of the Category II or III status of the aeroplane before dispatch. There will be occasions when the system has been downgraded but the automatic flight deck display systems indicate a Category III capability so this, in isolation, cannot be accepted as meeting the requirement.
- 5.5 The operator must publish procedures, in liaison with the manufacturer, that fully details when and how regrading should take place.

6. System Reliability

- 6.1 Aeroplanes certificated in accordance with British Civil Airworthiness Requirements (BCAR) Section D and Joint Aviation Requirements (JAR) 25 cross reference JARAWO is an acceptable basis for showing compliance with the particular aspect of All Weather Operations.
- 6.2 As part of the In Service Proving, the system has to demonstrate a reliability equal to or better than that detailed in JAR-AWO.
- 6.3 This reliability monitoring, in actual fact, is required to be a continuous process even after initial approval.
- 6.4 The data to be collected and utilized is:
 - (a) the total number of approaches, by aeroplane type where a Category II or III approach/landing was made satisfactorily whether or not it was an actual or practice approach.

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(b) reports of unsatisfactory approaches/landings by aerodrome and aeroplane registration and categorized into (i) airborne equipment fault, (ii) ground facility problem (iii) missed approach due to ATC instruction and (iv) other reasons.

- 6.5 The operator must establish a procedure to monitor the performance of the autoland system components of each aeroplane that detects any undesirable trend before it becomes hazardous. When setting alert levels in system reliability monitoring, consideration must be given to the levels or reliability assumed in qualifying the aeroplane for Category II or III operations.
- 6.6 Maintenance instructions for the Category II or III autoland equipment must be incorporated by the operator, in liaison with the manufacturer, and included in the Approved Maintenance Schedule (AMS) or Approved Maintenance Programme (AMP) for the aeroplane.

7. Maintenance Personnel Qualification

- 7.1 MCAR Part 21 and Part M require that for any aeroplane operated for Commercial Air Transport, a Certificate of Release to Service (CRS) must be issued by personnel approved by DCA or authorized in accordance with MCAR 145.
- 7.2 Operators must ensure that when their maintenance organization undertakes any work on the autoland system their personnel are appropriately qualified and authorized.
- 7.3 Many maintenance organizations have approved procedures that allow licenced/ authorized personnel to undertake limited tasks normally associated with other trades. It is acceptable for the downgrading of the autoland system to be classified as a limited task.
- 7.4 The upgrading of an autoland system, however, must be performed and certified by an engineer specifically authorized and qualified as detailed above.

8. Application

- 8.1 The operator shall need to get Airworthiness Approval and Operational Approval for All Weather Operations before such operations is conducted. The operator to get Airworthiness Approval for all weather operations, the application form attached to this notice shall be filled and submitted to Airworthiness Division, DCA Myanmar with the necessary documents.

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Attachment to Notice A/44

REPUBLIC OF THE THE UNION OF MYANMAR
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Application for All Weather Operations Approval (Airworthiness Only)

Applicability: AWO in accordance with MCAR Part 7 and Airworthiness Notice A/44.

Completion of form: Each relevant box should be completed with a tick (√) or a (X). Items marked with an asterisk (*) to be completed only for first aeroplane of each aeroplane type / model in operator's fleet. Where form must be completed by referring to a document of applicant's documentation system, add manual reference, chapter and sub-chapter. Please ensure all applicable areas are completed.

1. GENERAL

General Information			
1. Applicant:			
2. Aeroplane Registration:			
3. Aeroplane Manufacturer:			
4. Aeroplane Type Designation / Model Designation:			
5. Serial No.:			
Scope of Application		Yes	No
6. Application for Category II AWO?		<input type="checkbox"/>	<input type="checkbox"/>
7. Application for Category IIIA AWO?		<input type="checkbox"/>	<input type="checkbox"/>
8. Application for Category IIIB AWO?		<input type="checkbox"/>	<input type="checkbox"/>
9. Application for low visibility take-off below 150 m RVR?		<input type="checkbox"/>	<input type="checkbox"/>
10. other		<input type="checkbox"/>	<input type="checkbox"/>
11. Initial request for AWO approval for aeroplane type referenced in 1.4?		<input type="checkbox"/>	<input type="checkbox"/>

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3. APPLICATION PACKAGE

Documentation to be submitted to the DCA	Submitted	
	Yes	No
1. Compliance Statement which shows how the criteria of MCAR Part 7 & Notice A/44 has been complied (*)	<input type="checkbox"/>	<input type="checkbox"/>
2. Sections of the AFM or AFM Supplements that document AWO airworthiness approval	<input type="checkbox"/>	<input type="checkbox"/>
3. AWO maintenance practices & procedures (MME, Maintenance Program, Stand-alone equipment) (*)	<input type="checkbox"/>	<input type="checkbox"/>
4. Service Bulletin, Supplemental Type Certificate (STC) or Major Modification Approval Documentation, if approval based on documents as detailed in 2.4 above (except if based on approved type design).	<input type="checkbox"/>	<input type="checkbox"/>
5. Minimum Equipment List (MEL) that include items pertinent to AWO operations (*)	<input type="checkbox"/>	<input type="checkbox"/>
6. Maintenance Program or revision thereof that include item pertinent to AWO equipment (*)	<input type="checkbox"/>	<input type="checkbox"/>

4. APPLICANT'S STATEMENT

The undersigned certifies the above information to be correct and true and that aeroplane system installation, continuing airworthiness of systems, minimum equipment for dispatch comply with the requirements of CAT II/ CATIII in MCAR Part 7 and Airworthiness Notice A/44.

Name of Post Holder Maintenance:	Signature:	Date:
Name of Post Holder Quality Assurance:	Signature:	Date: