Operational demonstration Form
Auto-Approach and Auto-Land Performance

Operator: _____

Aircraft Type: _____ Applying for: CAT___ RVR___ DH____

A/C Reg:	Captain:		Flight:	Date:
Airport:	Runway:	Conditions: CAT I ☐ CAT II ☐ CAT III ☐	Wind Dir/Speed:	ATC Runway Protection Provided: Unknown or None ☐ CAT II/III ☐

NOTE: Data should be collected whenever an approach and landing is attempted utilizing the Category II/III system, regardless of whether the approach is abandoned, unsatisfactory or is concluded successfully.

Able to initiate an Approach: Yes ☐ No ☐↓

If No, identify deficiencies related to airborne equipment in REMARKS column, which preclude initiation of a Category II/III approach.

Abandoned Approach: No ☐ Yes☐↓

The Auto-Approach: ←OR→ Auto-Land was:
Unsatisfactory ☐↓ Unsatisfactory ☐↓

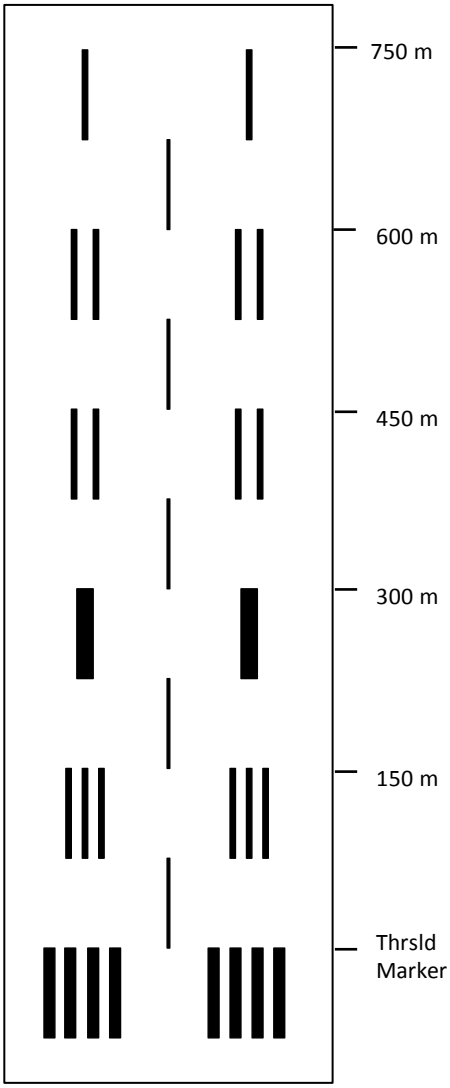
If the Approach was discontinued or automatic landing system was disengaged, it was due to:
☐ (A) Airborne equipment faults;
☐ (B) Ground facility difficulties;
☐ (C) ATC instructions
☐ (D) Other reason (specify in REMARKS)

Approach was discontinued or automatic landing system was disengaged at _____ft MSL.

Auto-Land touchdown zone is ≈ 300m – 750m down the runway, and within ≈ 8m of centreline. Record area of touchdown with an " X "on Runway Depiction
→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→

☐ Aircraft landed satisfactorily (within the desired touchdown area) with lateral velocity or cross track error which could be corrected by the pilot or automatic system so as to remain within the lateral confines of the runway without unusual pilot skill or technique.

Describe any Category II/III system abnormalities which required manual intervention by the pilot to ensure a safe touchdown or touchdown and roll-out, as appropriate.↓



REMARKS: _____
_____
_____

See next page for successful CAT II/III approach and automatic landing criteria→→→

(a) The purpose of this GM is to provide operators with supplemental information regarding the criteria for a successful approach and landing to facilitate fulfilling the requirements prescribed in SPA.LVO.105.

(b) An approach may be considered to be successful if:

(1) from 500 ft to start of flare:

(i) speed is maintained as specified in AMC-AWO 231, paragraph 2 'Speed Control'; and

(ii) no relevant system failure occurs; and

(2) from 300 ft to DH:

(i) no excess deviation occurs; and

(ii) no centralised warning gives a missed approach procedure command (if installed).

(c) An automatic landing may be considered to be successful if:

(1) no relevant system failure occurs;

(2) no flare failure occurs;

(3) no de-crab failure occurs (if installed);

(4) longitudinal touchdown is beyond a point on the runway 60 m after the threshold and before the end of the touchdown zone light (900 m from the threshold);

(5) lateral touchdown with the outboard landing gear is not outside the touchdown zone light edge;

(6) sink rate is not excessive;

(7) bank angle does not exceed a bank angle limit; and (8) no rollout failure or deviation (if installed) occurs.

(d) More details can be found in CS-AWO 131, CS-AWO 231 and AMC-AWO 231.