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|  **A. Introduction** |
| The AOC Applicant/Operator’s Steep Approach (SA) approval is a key safety assurance document and shall be submitted to the Authority together with the completed Statement of Compliance Checklist during the initial certification and subsequent amendments of the Steep Approach requirements/approvals whenever there is a change, in States Laws and Regulations, management, operations specific approvals, change in facilities, Airworthiness Directives (AD), services or equipment, technology or procedures of an Operator in compliance with the requirements.The statement is in a form of a complete listing of all parts of the Civil Aviation Authority applicable CAR OPS, CAR M regulations and any other CAA directives. In the case of new Applicant for a Steep Approach Approval, the Statement of Compliance Checklist shall be completed and submitted together with the formal application for operators’ manual approvals. The Statement of Compliance Checklist completed by the operator shall indicate in the Manuals how the relevant applicable Regulations to the proposed operations have been addressed. All supporting documents related to Application for statement of compliance with CAR OPS, shall be submitted to CAA Flight Safety Department/ Airworthiness Section.The operator in compliance with other provisions promulgated in the regulations may require additional compliance with other regulations or specific approvals (e.g. ETOPS/EDTO, RVSM, CAR-100 Safety Management System, Quality Management System etc.). It is therefore the CAA requirement for an applicant of an AOC or AOC holders to complete and sign the relevant comprehensive sets of compliance checklists and forms.All supporting documents related to Application for statement of compliance with CAR OPS and CAR-M shall be submitted to CAA Flight Safety Department/ Airworthiness Section including a copy of the latest versions of the applicable documents and manuals. |
| **B. Filling Instructions:** |
| 1. Operator (Accountable Manager) is required to fill the following:
	1. Column **C.** ORGANISATION DETAILS.
	2. Column Operator's Manual Ref No.
	3. Sign and date column, **D,** this is to certify that the Operation Manuals are in compliance with Civil Aviation laws and Regulations (CARs).
	4. Tick in the box **☐** provided.
2. Operations Inspector(S) to fill S/US column (**S - Satisfactory; US - \*Unsatisfactory; N/A-Not applicable**).
3. Airworthiness Inspector(S) to fillS/US column (**S - Satisfactory; US - \*Unsatisfactory; N/A-Not applicable**) for CAR MEL and CAR OPS.

***\*Note 1:*** *If unsatisfactory, Inspector(s) shall mark the box D****.*** *Not approved and fill and sign Deficiency Trackingand Review Checklist (AOC-109), and to send to the operator for corrective action. A signed copy must be retained in flight Safety for the record with the review number/Version.****\*Note 2****:* *For reference and guidance, Refer to CAR OPS-1 Commercial Air Transportation (Aeroplanes).* |

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| **C. Organisation Details** |
| **Organization & Trading Name (If any):** |  | **AOC Number:** |
| **Accountable Manager:** |  | **Tel.: +968** |
| **Address: -** |  |  |
| **Email: -** |  |  |
| **Contact person:** |  | **Tel.: +968** |

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| **Aircraft fleet (Use continuation sheet if required)** |
| **Aircraft Type** | **Registration** | **Aircraft S/N** | **Manufacturer’s STC** | **Approved Aerodromes** |
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| **Type of Approval Requested:** |
| **Greater than 4.5o – Less than 7.5o Approach** | **YES ☐**  | **NO ☐** | **Previous Steep Approach Approval** | **YES ☐**  | **NO ☐** |
| **New aircraft operator** | **YES ☐**  | **NO ☐** | **Upgraded equipment on existing aircraft** | **YES ☐**  | **NO ☐** |

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| **Application is based on the following Published Manuals:** |
| **MMEL Revision Number:** |  | **Revision Date:** |  |
| **MEL Revision Number:** |  | **Revision Date:** |  |
| **OM Revision Number:** |  | **Revision Date:** |  |
| **AFM Revision Number:** |  | **Revision Date:** |  |

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| **CAA****Reference** | **CAR OPS-1** | **Manual****Ref No:** | **FOI****S/ US/ NA** | **AWI****S/ US/ NA** | **Required****Correction** | **Comments** |
| CAR OPS-1.005 | Procedures - General |  |  |  |  |  |
| Appendix 1 toCAR OPS- 1.005(a) | Operations of Performance Class B Aeroplanes |  |  |  |  |  |
| CAR OPS-1.430 | Aerodrome Operating Minima |  |  |  |  |  |
| AMC to OPS-1.430(d) para (7.5) | Continuous Descent Final Approach CDFA |  |  |  |  |  |
| CAR OPS-1.470 | Performance – General - Applicability |  |  |  |  |  |
| CAR OPS-1.515para (a)(3) &(4) | Landing – Dry Runways – Class A Aircraft (Steep approach procedures & Short landing operations) |  |  |  |  |  |
| **CAA****Reference** | **(Contd.) CAR OPS-1** | **Manual****Ref No:** | **FOI****S/ US/ NA** | **AWI****S/ US/ NA** | **Required****Correction** | **Comments** |
| Appendix 1 to CAR OPS-1.515 (a)(3) & (a)(4) | Steep approaches and Short Landing operations |  |  |  |  |  |
| CAR OPS-1.550para (a) | Landing – Dry Runways – Class B Aircraft (Steep approach procedures & Short landing operations) |  |  |  |  |  |
| Appendix 1 toCAROPS- 1.550(a) | Steep approach procedures |  |  |  |  |  |
| Appendix 2 toCAR OPS- 1.550(a) | Short landing operations |  |  |  |  |  |
| CAR-100 | Safety Management Systems |  |  |  |  |  |
| **CAA****Reference** | **CAR M & CAR-21** | **Manual****Ref No:** | **FOI****S/ US/ NA** | **AWI****S/ US/ NA** | **Required****Correction** | **Comments** |
| CAR-M.A.301 | Continuing Airworthiness Tasks |  |  |  |  |  |
| CAR-21.012 | Airworthiness Standards |  |  |  |  |  |

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| **D. This is to certify that the company manual(s) have addressed all Sultanate of Oman relevant applicable Regulations (CARs) to the proposed operations.** |
| **Postholder Operations Name:** | **Signature:** | **Date:** |
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| **CAA USE ONLY** |
| **Title** | **Name of CAA Inspector** | **Signature** | **Date:** |
| **FOI** |  |  |  |
| **AWI** |  |  |  |

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| **Review No:** | **Results** | ☐ **Approved** | ☐ **Not Approved** |

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| **Chief Operations Section (COS) Name:** | **Signature** | **Date:** |
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