



4. RVSM Airworthiness Documentation – Give reference(s) of relevant documentation which shows that the above airframes have been modified or certified to the RVSM Minimum Aircraft Systems Performance Specification (MASPS) of the dates given. Mention any relevant CAD Airworthiness Approval Notices (AAN's) that pertain to the listed airframes.

5. RVSM Training Programmes, Operating Practices and Procedures – training for engineering and maintenance staff, please provide confirmation that training has been conducted – give references of relevant documentation.

6. Continued Airworthiness (Maintenance Procedures).

References to specific documentation and processes designed to satisfy the requirements of the following sub-paragraphs in TGL 6 must be provided as an appendix to this application.

10.1 General

10.2 Maintenance Programmes

10.3 Maintenance Documents

10.4 Maintenance Practices

Appendix 4, Training Programmes and Operating Practices and Procedures, paragraphs 3 and 6.

Further investigation of this aspect of the application cannot commence until such time as the above information has been provided.

In addition to the above, amendments to your company Maintenance Management Exposition or Engineering Manual will also have to be submitted and approved. These amendments must define the procedures to be followed for initial and continued RVSM approval and should be submitted to this office.

7. Operations Manuals, flight crew training, crew notices – reference(s) of details pertinent to RVSM operations in the proposed area(s) of operation.
  
8. Minimum Equipment List – reference of MEL where RVSM operations are addressed.
  
9. Plan for Participation in Verification/Monitoring Programmes – As a minimum provide contact details of appropriate specialist (by name or by post-holder) who understands the requirements of, and the reason for, the programme. This specialist will need to be aware of the requirements to advise the authority of fleet changes as soon as they occur and will also need to be readily contactable should routine monitoring show aberrant or unacceptable height keeping performance of an airframe.
  
10. Proposed Date for the commencement of RVSM operations.

Please note that a minimum of 30 working days will normally be required to check and confirm the information given above – If data is missing or omitted the process may take considerably longer.

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Signature : \_\_\_\_\_

Name (BLOCK LETTERS) : \_\_\_\_\_

Position : \_\_\_\_\_

Date : \_\_\_\_\_



## Notes for Completion

Completed form should be submitted to the Flight Standards Office at:

### **Flight Standards and Airworthiness Division**

#### **Civil Aviation Department**

Level 4, Office Building, 1 Tung Fai Road, Hong Kong International Airport, Lantau, Hong Kong Tel: (852) 2910 6179

Fax: (852) 2362 4250

Email: ops@cad.gov.hk

Paragraph 1 – For Hong Kong AOC holders, company name and AOC number will suffice.

Paragraph 2 – The areas of applicability (by Flight Information Region) of RVSM airspace in identified ICAO regions is contained in the relevant sections of ICAO Doc 7030 "Regional Supplementary Procedures". This request needs to state the proposed ICAO regions(s) of RVSM operation.

Paragraph 3 – This information is required by both the State of Registry for the State RVSM Approvals database and by the verification and monitoring programme office(s) of the appropriate ICAO Regions(s). As some fleets may be the subject of “rolling modification programmes”, the notification of conformance with RVSM requirements can also be a rolling process. In such cases, provided all other steps have been completely satisfactorily, full RVSM approvals can be granted to an operator on an airframe by airframe basis to be subsumed by a fleet approval once the whole fleet is RVSM compliant. Enter Mode “S” code (if assigned) in octal format – see also paragraph 9.

Paragraph 4, 5, 6, 7 and 8 – Details in these paragraphs are required so that the appropriate CAD officers (Flight Operations Inspectors, Airworthiness Officers, etc.) are able to confirm the RVSM compliance data.

Paragraph 9 – linked with paragraph 3. See the relevant guidance document or the AIC for further details, however, one major requirement of the verification and monitoring programmes is for the details of an operator’s RVSM approved fleet to be kept up-to-date.

## **Anti-Bribery Reminder**

Anyone, while having dealings of any kind with the Civil Aviation Department (CAD), should not offer advantage to the CAD officers, or else he may commit an offence under section 4(1) and/or section 8 of the Prevention of Bribery Ordinance (Chapter 201 of Laws of Hong Kong), and be liable to a maximum penalty of a fine of \$500,000 and imprisonment for 7 years.