



## APPLICATION FOR A RVSM OPERATIONAL APPROVAL

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This form, when completed in full, should be submitted to the Flight Operations Section of the Hong Kong Civil Aviation Department (CAD) Flight Standards and Airworthiness Division at the address listed in the Notes for Completion. Refer to the accompanying Notes and JAA Administrative & Guidance Material, Section 1 – General Guidance & Reference Material, Temporary Guidance Leaflet No. 6, FAA Interim Guidance 91 – RVSM, latest revision or the Asia-Pacific Approvals Registry and Monitoring Organisation (APARMO) website ([www.tc.faa.gov/act500/rvsm/aparmo\\_intro.html](http://www.tc.faa.gov/act500/rvsm/aparmo_intro.html)) for further guidance.

1. The official name and business name(s), address, mailing address and contact telephone/fax numbers of the applicant.
2. ICAO Regions for which this RVSM Operational Approval request is made.
3. Aeroplane type(s), series, manufacturer(s) serial number(s), registration mark(s), mode “S” address code(s), date(s) of modification or certification of the airframe(s) for RVSM.

Aeroplane Type	Aeroplane Series	Manufacturer(s) Serial Number	Registration	Mode “S” Code (octal)	RVSM Modification/ Certification Date

(use continuation sheet provided, if necessary)

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 : \_\_\_\_\_



## **Form DCA 4040 – Notes for Completion**

Address for Flight Operations Section :

Civil Aviation Department  
Flight Standards and Airworthiness Division  
(Attn: Flight Operations Section)  
1 Tung Fai Road, Hong Kong International Airport  
Lantau, Hong Kong  
Tel: (852) 2910 6179  
Fax: (852) 2362 4250

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

Paragraph 2 – Reduced Vertical Separation Minima (RVSM) operations are presently conducted in the Minimum Navigation Performance Specification (MNPS) airspace of the ICAO North Atlantic Region, parts of the Pacific Oceanic and in airspace near the Eastern seaboard of the USA (WATRS airspace). They will be introduced into South East Asian and European Region airspaces in 2002, although some ECAC member States bordering the North Atlantic may implement RVSM earlier than this. 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 TGL 6 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.