Complete those sections of the form relevant to the approvals required. Section I and V should be completed in all cases. Please read the **‘Notes for Completion’** before completing the form.

### Applicant seeking Operational Approval for:

# RVSM

# NAT-HLA

# RCP 240 RSP 180

# PBCS

# SECTION I: OPERATOR/AIRFRAME DETAILS

### Applicant Details – required for all Approval requests

Please give the official name and business or trading name(s), address, mailing address, e-mail address and contact telephone/fax numbers of the applicant.

**1(a) Name of Business or Trading Name(s):**

**1(b) Name of Individual (if applicable):**

Title:       Surname:       First Name:

**1(c) AOC Number (if applicable):**

**1(e) Contact details**

Phone No:       Mobile No:

E-mail address:

**Aircraft Details**

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 Marks** | **Mode “S” Code (hex)** | **RVSM**  **Modification / Certification Date** |
|  |  |  |  |  |  |
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# SECTION II: RVSM OPERATIONAL APPROVAL

Refer to the accompanying Notes and Annex IV (Part-SPA) SPA.RVSM and associated AMC for details required to be submitted with this application. An AOC variation form shall be submitted together with this application form.

### List ICAO Regions

List those ICAO Regions for which this RVSM Operational Approval request is made.

*Note: If the applicant wishes to operate in other than the European Region additional (navigation) approvals will be required.*

|  |  |
| --- | --- |
| **ICAO Region** | **YES / NO** |
| EUR |  |
| MID/ASIA |  |
| AFI |  |
| PAC |  |
| SAM |  |
| CAR |  |
| NAM |  |
| NAT |  |

### 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) on the dates given at 2 above. Mention any relevant EASA approved design changes (other than OEM), that pertain to the listed airframes, or the EASA Type Certificate if the RVSM-compliant aircraft was certified by EASA.

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1. **RVSM Training Programmes, Operating Practices and Procedures** Provide details of training for **engineering and maintenance staff** – please provide confirmation that training has been conducted – give reference of relevant documentation.

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### Continuing Airworthiness (Maintenance Procedures)

Provide references to specific documentation and processes designed to satisfy the requirements of the following.

Aircraft maintenance programme and continuing airworthiness procedures in support of RVSM operations.

|  |
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|  |

### Operations Manuals, flight crew training, crew notices

Give reference(s) of details pertinent to RVSM operations in the proposed area(s) of operation. **Include with submission copies of relevant sections from Ops and Training Manuals.**

|  |  |  |
| --- | --- | --- |
| **Requirement** | **Reference Document** | **ICETRA Check** |
| SPA.RVSM.105 (b) |  |  |
| SPA.RVSM.105(c) |  |  |
| SPA.RVSM.105(d) |  |  |
| SPA.RVSM.115(a-c) |  |  |

### Minimum Equipment List (SPA.RVSM.105 (d)(1)) Refer to accompanying notes for details.

|  |  |  |
| --- | --- | --- |
| **Subject** | **References to MEL** | **ICETRA Check** |
| Reference of MEL where RVSM operations are addressed. |  |  |

1. **Plan for Participation in Verification/Monitoring Programmes**

Provide contact details of appropriate specialist (by name or by post) 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 unacceptable height keeping performance of an airframe.

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### What is your Proposed Date for the commencement of RVSM operations?

|  |
| --- |
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**SECTION III: NAT-HLA (FORMERLY MNPS) OPERATIONAL APPROVAL**

NAT-HLA Approval can only be granted to operators who are already RVSM approved or who are applying concurrently for RVSM Approval in accordance with Annex V (Part-SPA).

Procedures governing their application are published in the Regional Supplementary Procedures, ICAO Doc 7030, as well as in national AIPs. Refer to the accompanying notes and to the latest edition of “The North Atlantic Airspace Operations Manual” (Nat Doc 007) available online. This manual should be referenced and appropriate guidance needs to be made available in the operations manual.

Link to Nat Doc 007 - [https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/Forms/AllItems.aspx?RootFolder=%](https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/Forms/AllItems.aspx?RootFolder=%2fEURNAT%2fEUR%20and%20NAT%20Documents%2fNAT%20Documents%2fNAT%20Doc%20007&FolderCTID=0x012000DAF95319EADD9946B510C5D7B595637D00AA5EB47B299B9A4BAD1968B24E18655C) [2fEURNAT%2fEUR%20and%20NAT%20Documents%2fNAT%20Documents%2fNAT%20Doc%20007&F](https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/Forms/AllItems.aspx?RootFolder=%2fEURNAT%2fEUR%20and%20NAT%20Documents%2fNAT%20Documents%2fNAT%20Doc%20007&FolderCTID=0x012000DAF95319EADD9946B510C5D7B595637D00AA5EB47B299B9A4BAD1968B24E18655C) [olderCTID=0x012000DAF95319EADD9946B510C5D7B595637D00AA5EB47B299B9A4BAD1968B24E1](https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/Forms/AllItems.aspx?RootFolder=%2fEURNAT%2fEUR%20and%20NAT%20Documents%2fNAT%20Documents%2fNAT%20Doc%20007&FolderCTID=0x012000DAF95319EADD9946B510C5D7B595637D00AA5EB47B299B9A4BAD1968B24E18655C) [8655C](https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/Forms/AllItems.aspx?RootFolder=%2fEURNAT%2fEUR%20and%20NAT%20Documents%2fNAT%20Documents%2fNAT%20Doc%20007&FolderCTID=0x012000DAF95319EADD9946B510C5D7B595637D00AA5EB47B299B9A4BAD1968B24E18655C)

# SECTION IV: PBCS OPERATIONAL APPROVAL

PBCS Approval can only be granted to operators who are already NAT-HLA approved or who are applying concurrently for NAT-HLA Approval with no restrictions.

Detailed guidance material on PBCS operations may be found in the following documents:

1. ICAO Doc 9869 ‘Performance-based Communication and Surveillance (PBCS) Manual’
2. ICAO Doc 10037 ‘Global Operational Data Link (GOLD) Manual’

### Operations Manuals, flight crew training, crew notices

Give reference(s) of details pertinent to operations in NAT HLA AIRSPACE. Include with submission copies of relevant sections from Ops and Training Manuals.

|  |  |  |
| --- | --- | --- |
| **Operations Manual / Requirement** | **Reference(s)** | **ICETRA Check** |
| **OM Part A**  SPA.MNPS.105 (d)(2) |  |  |
| SPA.MNPS.105 (d)(5) |  |  |
| Flight crew qualification requirements, in accordance with appropriate RCP / RSP specifications. |  |  |
| Reporting procedure for any failure or malfunction of GNSS, ADS-C or CPDLC equipment. |  |  |
| Procedures to participate in ANSP and regional PBCS monitoring programmes. |  |  |
| **OM Part B**  (SPA.MNPS.105 (a), (b),  (d)(1)(3)(4). |  |  |
| **OM Part C** |  |  |
| **OM Part D** (SPA.MNPS.105 (c) |  |  |

### Minimum Equipment List

Reference of MEL where MNPS operations are addressed.

|  |  |  |
| --- | --- | --- |
| **Operations Manual / Requirement** | **Reference(s)** | **ICETRA Check** |
| SPA.MNPS.105 (d)(1) |  |  |

**13a. Give details of crew experience in NAT HLA operations, and attach evidence of training records.**

|  |  |  |
| --- | --- | --- |
| **Name** | **Function** | **Experience / Training Records** |
|  |  |  |
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|  |  |  |
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**13b. Provide evidence of training records for personnel involved in flight dispatch related to NAT HLA operations.**

|  |  |  |
| --- | --- | --- |
| **Name** | **Function** | **Experience / Training Records** |
|  |  |  |
|  |  |  |
|  |  |  |

1. **Long Range Navigation / Communication equipment details (See ‘Notes for Completion’ Para 14)**

*If the Long Range Nav Equipment needs to work through an FMS this must also be included, together with details of the software version, if applicable.*

|  |  |  |
| --- | --- | --- |
| **Tick As Applicable** | **Number Installed** | **ICETRA Check** |
| Long Range Navigation System (LRNS) |  |  |
| Inertial Reference System (INS) |  |  |
| Global Navigation Satellite System (GNSS) |  |  |
| Nav sys using inputs from one or more IRS or any other sys |  |  |
| HF Radios |  |  |
| SATCOM |  |  |
| **Capability (Attach evidence)** | **YES/NO** |  |
| FANS 1/A |  |  |
| RNP 4 |  |  |
| RNP 10 |  |  |
| ADS-C and CPDLC |  |  |
| ADS-B |  |  |
| RSP 180 |  |  |
| RCP 240 |  |  |

# SECTION IV: Performance Based Communications Surveillance (PBCS) Approval

PBCS operations can only be authorized to operators who are already NAT-HLA approved or who are applying concurrently for NAT-HLA with no restrictions. Consequently, those operators wishing to continue to use tracks where reduced separation minima are applied, need to demonstrate compliance with the applicable RCP and RSP specifications and the other provisions of ICAO Annex 6.

Detailed guidance material on PBCS operations may be found in the following documents:

1. ICAO Doc 9869 ‘Performance-based Communication and Surveillance (PBCS) Manual’
2. ICAO Doc 10037 ‘Global Operational Data Link (GOLD) Manual’

### AFM / STC Documentation

Give reference(s) of relevant documentation which ensure that communication and surveillance equipment meet the prescribed RCP and RSP specification respectively, as shown by an AFM statement or equivalent.

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| --- |
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### Minimum Equipment List

Reference of MEL where PBCS operations incl. RCP240 and RSP180 are addressed.

|  |  |  |
| --- | --- | --- |
| **Operations Manual / Requirement** | **Reference(s)** | **ICETRA check** |
| CAT.IDE.A.345(a) |  |  |

### Required PBCS equipment details

|  |  |  |
| --- | --- | --- |
| **Tick as Applicable** | **Number Installed** | **ICETRA Check** |
| HF Radios |  |  |
| SATCOM |  |  |
| ACARS |  |  |
| CMU |  |  |
| FMC |  |  |
| **Capability (Attach evidence)** | **YES/NO** |  |
| FANS 1/A |  |  |
| CPDLC |  |  |
| RNP 4 |  |  |
| ADS-C |  |  |
| RSP 180 |  |  |
| RCP 240 |  |  |

1. **Operations Manuals**

Give reference(s) of details pertinent to operations in PBCS Airspace. Include with submission copies of relevant sections from Ops and Training Manuals.

|  |  |  |
| --- | --- | --- |
| **Operations Manual / Requirement** | **Reference(s)** | **ICETRA check** |
| **OM Part A**  AMC1.CAT.IDE.A.345(a)(c)(1) |  |  |
| **OM Part B**  AMC1.CAT.IDE.A.345(a)(c)(1) |  |  |
| **OM Part C** |  |  |
| **OM Part D**  AMC1.CAT.IDE.A.345(a)(c)(2)(3) |  |  |

**19a. Give details of flight crew qualification and training in PBCS operations.**

|  |  |  |
| --- | --- | --- |
| **Name** | **Function** | **Training Records** |
|  |  |  |
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**19b. Provide evidence of training records for personnel involved in flight dispatch related to PBCS operations.**

|  |  |  |
| --- | --- | --- |
| **Name** | **Function** | **Training Records** |
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1. **PBCS Airworthiness Documentation**

Give reference(s) of relevant documentation which ensure continued airworthiness of the communication equipment and surveillance equipment in accordance with the appropriate RCP and RSP specification respectively.

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### Plan for Participation in Verification/Monitoring Programmes

Provide contact details of appropriate specialist who understands the requirements of, and the reason for, the programme. This specialist shall oversee and coordinate any information related to CSP/SSP service fail notifications along with applicable reports addressing possible system malfunction or deficiencies.

The operator should ensure that their contracted CSPs notify the ATS units of any failure condition that may have an impact on PBCS operations. Notification should be made to all relevant ATS units regardless of whether the CSP has a contract with them.

The operator may demonstrate the compliance of their contracted CSP through service level agreements (SLAs)/contractual arrangements for data link services or through a joint agreement among PBCS stakeholders such as a Memorandum of Understanding (MOU) or a PBCS Charter.

A PBCS charter has been developed by PBCS stakeholders and is available as an alternative to SLAs to validate the agreement between the operator and the CSP for compliance with RCP/RSP required for PBCS operations. The charter is hosted on the website [www.FANS-CRA.com](http://www.fans-cra.com/) where operators and CSPs can subscribe.

|  |  |  |
| --- | --- | --- |
| **Operations Manual / Requirement** | **Reference(s)** | **ICETRA Check** |
| **OM**  GM1 CAT.IDE.A.345(a) |  |  |

**NOTE 1 – In order to have an unlimited access to the NAT HLA Organised Track System (OTS) RCP/RSP compliance (RSP 180 and RCP 240 + ADS-C + CPDLC required).**

# SECTION V: OPERATOR DECLARATION

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate and a true statement of all aircraft listed in this application.

I further declare that we hold all the necessary aircraft data and airworthiness records to enable confirmation that the aircraft is RVSM/NAT-HLA(MNPS)/PBCS\* compliant and contracted CAMO & Maintenance Organisations are capable to support RVSM/NATHLA(MNPS)/PBCS\* operations. (\* Delete as appropriate)

|  |  |
| --- | --- |
| Name: | Signature |
| Designation: | Date: |

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.

**SECTION VI: Confirmation of review by ICETRA inspector:**

Date:

Name:

Signature:

# SECTION VII: NOTES FOR COMPLETION

## NOTES FOR COMPLETION BROKEN DOWN BY SECTION:

#### Section One – Completion of Section I is Mandatory For All Applications

*Paragraph 1* - For AOC holders – company name, AOC number and e-mail address will suffice.

*Paragraph 2 -* 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 Region(s). Enter Mode ‘S’ code (if assigned) in hexadecimal format – see also paragraph 10.

#### Section Two – RVSM Approval

Refer to AMC to Annex V (Part-SPA).

*Paragraph 3 –* RVSM Operations have been conducted in the North Atlantic (NAT) region since 1997, in Europe (EUR) since 2001 and in the whole of North America (NAM) since early 2005. RVSM operations are now conducted in all the world’s ICAO regions. Specific details regarding the areas of applicability within each region can be found in ICAO Doc 7030/4 – Regional Supplementary Procedures.

Comprehensive guidance on operational matters for European RVSM airspace is contained in ICAO EUR Doc 009 entitled ‘Guidance material on the implementation of a 300 m (1 000 ft) vertical separation minimum in the European RVSM airspace’.

*Paragraphs 4, 5, 7 and 8 –* Details in these paragraphs are required so that the appropriate personnel (Flight Operations Inspectors, Airworthiness Inspectors.) are able to confirm the RVSM compliance data.

*Paragraph 6 –* Further investigation of Continued Airworthiness (Maintenance Procedures) cannot commence until such time as the information at Paragraph 6 has been provided. In addition to the information requested, amendments to your Part M Approval EASA, may 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 the relevant Airworthiness Inspector.

*Paragraph 8 -*

Aircraft used for operations in RVSM airspace shall be equipped with:

1. two independent altitude measurement systems;
2. an altitude alerting system;
3. an automatic altitude control system;
4. a secondary surveillance radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.

*Paragraph 9 –* linked with paragraph 2. A major requirement of the verification and monitoring programmes if for the airframe details of an operator’s RVSM approved fleet to be kept up-to- date.

#### Section Three – NAT-HLA Approval

*Paragraphs 11, 12 and 13 –* Details in these paragraphs are required so that the Inspectors are able to confirm NAT-HLA compliance.

*Paragraph 14 –* Suitable Long Range Navigation Equipment for NAT HLA airspace includes IRS/INS and certain GPS equipment. If the Long Range Nav Equipment has to work through an FMS this must also be included, together with details of the software version, if applicable.

An example of an acceptable entry would be:

“XXX (Model Number) Inertial Reference System with a YYY (Model Number) Flight Management Guidance Computer (where “XXX” and “YYY” represent the manufacturer’s names). Inertial alignment limits are 60° South and 76° North latitudes. Software part number is (Part Number).”

Or

“ZZZ (Model Number) GPS Navigation System with a YYY (Model Number) FMS. Software part number is (Part Number).” Such as entry would need to be supported with documentation that shows that the GPS “engine” meets the specifications in FAA Notice 8110.60 or FAA Advisory Circular 20-138A, Annex A.

**In order to have an unlimited access to the NAT HLA Organised Track System (OTS) RCP/RSP compliance (RSP 180 and RCP 240 + ADS-C + CPDLC required)**

#### Section Four – PBCS Approval

ICAO Annex 6 ‘Operation of Aircraft’ contains requirements on Performance Based Communication and Surveillance (PBCS).

As of 29.03.2018 PBCS has been implemented in certain airspaces, reducing the existing separation minima for a more efficient use of those airspaces.

As a consequence, those operators wishing to continue to use tracks where reduced separation minima are applied, need to demonstrate compliance with the applicable RCP and RSP specifications and the other provisions of ICAO Annex 6.

In the course of 2018 EASA has provided information and guidance on the matter to Member States.

Recent regulatory updates to Reg. (EU) 965/2012 have clarified the applicable requirements on communication and navigation equipment by referring to surveillance equipment as well, for those airspaces where it is required.

The present amendment to the AMCs and GMs of the said Reg. (EU) 965/2012 intends to provide detailed means of compliance and guidance to Member States and operators for the implementation of PBCS, based on the content of:

* Doc 9869 - PBCS Manual
* ICAO PBCS Operational Authorization Guide
* EASA ED Decision 2021/005/R.

The proposed amendments are applicable to:

* commercial air transport operations (CAT) or aeroplanes
* other operations of complex aeroplanes in airspaces where PBCS is implemented.