|  |
| --- |
| **A. Introduction** |
| The AOC Applicant /Operator’s RVSM Approval is a key safety assurance process and all compliance documents shall be submitted to the Authority together with the completed Statement of Compliance Checklist during the initial approval and subsequent amendments of the RVSM 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 an RVSM 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 the Application for statement of compliance with CAR OPS and CAR-M regulations and any other CAA directives, 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, 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 manuals. |
| **B. Filling Instructions:** |
| 1. Operator (Accountable Manager) is required to fill the following:    1. Column **C.** Organization 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).   * 1. Tick in the box **☐** provided.  1. Operations Inspector(S) to fill column (**S - Satisfactory; US - \*Unsatisfactory; N/A-Not applicable**). 2. Airworthiness Inspector to fill 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,*** *if**Not approved, fill and sign the 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 and CAN 3-36* |

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

|  |  |  |  |
| --- | --- | --- | --- |
| **Aircraft fleet (Use continuation sheet if required)** | | | |
| **Aircraft Type** | **Registration** | **Aircraft /SN** | **Mode S Address** |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Number of months/years of operational experience with specific engine/airframe combination:** | | | |
|  | | | |
| **Application is based on the following Published Manuals:** | | | |
| MMEL Revision number: |  | Revision dates: |  |
| MEL Revision Number: |  | Revision dates: |  |
| OM-A Revision Number: |  | Revision dates: |  |
| OM-D Revision Number: |  | Revision dates: |  |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **CAA**  **Reference** | **CAR OPS-1** | **Manual**  **Ref No:** | **FOI**  **S/ US/ NA** | **AWI**  **S/ US/ NA** | **Required**  **Correction** | **Comments** |
| CAR OPS -1.241 | Operation in defined airspace with RVSM |  |  |  |  |  |
| AMC OPS -  1.241 | RVSM approval requirements. |  |  |  |  |  |
| Appendix 1 to CAR OPS -1.241 | Altimetry System Performance Requirements for Operations In RVSM Airspace |  |  |  |  |  |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **CAA**  **Reference** | **CAR OPS-1** | **Manual**  **Ref No:** | **FOI**  **S/ US/ NA** | **AWI**  **S/ US/ NA** | **Required**  **Correction** | **Comments** |
| AMC-1 OPS-  1.243 para (1) | Operations in areas with specified navigation performance requirements. |  |  |  |  |  |
| CAR OPS-1.872 | Equipment for operation in defined airspace with Reduced  Vertical Separation Minima (RVSM) |  |  |  |  |  |
| Appendix 1 to CAR OPS- 1.1045 | Operations Manual Content – OM-A & OM-D |  |  |  |  |  |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **CAA**  **Reference** | **CAR M & CAR-21** | **Manual**  **Ref No:** | **AWI**  **S/ US/ NA** | **Required Correction** | **Comments** |
| CAR-M.A.301 | Continuing Airworthiness Tasks |  |  |  |  |
| CAR-21.012 | Airworthiness Standards |  |  |  |  |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Part 1. Airworthiness** | | | | | | **Comments** |
| ***3.1 The approval of RVSM systems installation is based on:*** | ☐ Type Design | ☐ EASA STC | ☐FAA STC | ☐ Service Bulletin | ☐ Other |  |
| ***3.2 The RVSM type design approval is reflected in:*** | ☐ TC/TCD | ☐ AFM/ AFM  Sup | ☐ STC | ☐ Service Bulletin | ☐ Other |  |
| ***3.3 Approval basis for RVSM*** | **FAA AC 91-85 (91-RVSM)** | | ☐ Yes | ☐ No |  |  |
| Annex to ED Decision 2012/019/R or JAA TGL 6 | | ☐ Yes | ☐ No |  |  |
| Other | | ☐ Yes | ☐ No |  |  |
| ***3.4 Aircraft Definition*** | Group aeroplane | | ☐ Yes | ☐ No |  |  |
| Non-Group aeroplane | | ☐ Yes | ☐ No |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| ***3.5 Aircraft equipment’s for RVSM operations:*** | | **Make** | **Model** | **Comments** |
| Two Independent Altitude measurement system | No. 1: |  |  |  |
| No. 2: |  |  |  |
| SSR transponder |  |  |  |  |
| Altitude alert system |  |  |  |  |
| Automatic altitude control system |  |  |  |  |
| ACAS II System  (with Version 7.1 or later) |  |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| ***3.6 Maintenance Programme:*** | **Yes** | **No** | **S / US/ NA** | **Comments** |
| The operator should have an established maintenance program that contains all related maintenance requirements prescribed by the manufacturer for RVSM operations. | ☐ Yes | ☐ No |  |  |
| Existing maintenance Program covers RVSM operations | ☐ Yes | ☐ No |  |  |
| New Maintenance program required | ☐ Yes | ☐ No |  |  |
| ***The operator has to submit the report of last Air Data System check performed.*** | **S** | **U/S** | **Date of Test** |  |
| Performance evaluation: | ☐ Yes | ☐ No |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| ***3.7 MEL*** | **Yes** | **No** | **S / US/ NA** | **Comments** |
| The applicant has revise relevant parts of the MEL to reflect system requirements appropriate for RVSM operations | | | |  |
| Existing MEL covers requirements? | ☐ Yes | ☐ No |  |  |
| Revision of MEL required? | ☐ Yes | ☐ No |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **4. Maintenance practices** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| The applicant must establish procedures for continuing airworthiness practices covering the following subjects (Applicant should refer to manual reference including chapter) | |  |  |  |
| *4.1 Maintenance of RVSM equipment (adherence to manufacturer’s maintenance*  *instructions)* | |  |  |  |
| *4.2 Actions for non-compliant aeroplane (down-grading - technical log entries – placarding - monitoring of defects - reliability reporting – etc.)* | |  |  |  |
| *4.3 Maintenance training (Initial-recurrent-qualification of maintenance personnel, etc.)* | |  |  |  |
| *4.4 Test equipment used (use of test equipment-handling-calibration, etc.)* | |  |  |  |
| **5. Height Monitoring** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Operator procedure to monitor appropriate number of aircraft in the fleet reflected in: | |  |  |  |
| Aircraft has been monitored by  HMU/GMU? | ☐ Yes ☐ No |  |  |  |
| **6.1 Operation Manual** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Does the Operations Manual Part A has RVSM section? | ☐ Yes ☐ No |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **(Contd.) 6.1 Operation Manual** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Does the Operation Manual refers to the Standard ATC-Phraseology with regard to RVSM-Operation and the use of the respective wording is  explained? | ☐ Yes ☐ No |  |  |  |
| Does the Operation Manual refers to the Equipment: that must be checked “operational” prior entering RVSM-Airspace?  Two independent altitude measurement systems; - One altitude alerting system; - One automatic altitude control system; - One altitude reporting SSR-Transponder, coupled to that altitude measuring system, that is in operation for altitude keeping | ☐ Yes ☐ No |  |  |  |
| Does the Operation manual contains the regional operational procedures  including normal-and contingency procedures, covering the operator`s whole area of operation as specified on the AOC? | ☐ Yes ☐ No |  |  |  |
| * Europe (EUR) | ☐ Yes ☐ No |  |  |  |
| * North Atlantic (NAT) | ☐ Yes ☐ No |  |  |  |
| * Western Atlantic Route System (WATRS) | ☐ Yes ☐ No |  |  |  |
| * Northern Canadian Airspace (NAM) | ☐ Yes ☐ No |  |  |  |
| * Pacific Region (ASIA /PAC) | ☐ Yes ☐ No |  |  |  |
| * Middle East (MID) | ☐ Yes ☐ No |  |  |  |
| **6.2 Training** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Does the RVSM-Training correctly integrated? | ☐ Yes ☐ No |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **(Contd.) 6.2 Training** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| The RVSM-Training Module must contain comprehensive instruction of basic  knowledge and operational procedures to get familiar with all aspects of operations within RVSM-Airspace. | ☐ Yes ☐ No |  |  |  |
| **6.3 Flight Planning** | |  |  |  |
| For RVSM operations, instruction must be provided to the flight crew to review and verify the aircraft technical status reflected in the Tec log, to consult the airplanes Hold Item List (HIL), to verify the airplane dispatch status using the Minimum Equipment List (MEL) concerning RVSM-operation and en-route weather forecast for the detection of areas with heavy turbulence on the intended route. | ☐ Yes ☐ No |  |  |  |
| **6.4 Pre-flight** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Is there a procedure established and appropriately described, what equipment required for the operation in RVSM-Airspace has to be checked  operational before entering RVSM-Airspace? | ☐ Yes ☐ No |  |  |  |
| For RVSM operations, instruction must be provided to the flight crew to review and verify the aircraft technical status reflected in the Techlog, to consult the aeroplanes Hold Item List (HIL), to verify the aeroplane dispatch status using the Minimum Equipment List (MEL). | ☐ Yes ☐ No |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **(Contd.) 6.4 Pre-flight** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Aircraft External-Inspection: It shall be stated, that the external inspection procedure of the aeroplane shall focus on the skin-condition of the fuselage in the surrounding of the static sources and the condition of the static sources itself. | ☐ Yes ☐ No |  |  |  |
| The external inspection procedure shall contain all relevant equipment such  as all static-ports, especially the condition of the fuselage skin around the static-ports. | ☐ Yes ☐ No |  |  |  |
| The equipment relevant for RVSM-Operations must be checked operational | ☐ Yes ☐ No |  |  |  |
| **6.5 Flight Deck Preparation** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Instruction shall be provided for a comparison check between the indication of the two primary altimeters to be within a tolerance of 75 ft for RVSM- Operation. | ☐ Yes ☐ No |  |  |  |
| **6.6 In-flight** | | **Manual Ref** | **S / US/ NA** | **Comments** |
| Altimeter setting procedures must be observed and respective crosschecks  shall be performed in hourly intervals. Altitude comparison-checks during level-flight shall be stated to be within ± 200 ft. | ☐ Yes ☐ No |  |  |  |
| Procedures to monitor the airplane’s level-off maneuver and system capability at an assigned flight-level while using the automatic Altitude  control system and the autopilot function. | ☐ Yes ☐ No |  |  |  |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **(Contd.) 6.6 In-flight** | | | **Manual Ref** | | **S / US/ NA** | | **Comments** | |
| Monitoring procedures shall be described, ensuring that the altitude alerting system  is operative. | ☐ Yes ☐ No |  | |  | |  | |
| Notification to the competent Air Traffic Control Centre about the loss of RVSM capability by applying the respective phraseology. | ☐ Yes ☐ No |  | |  | |  | |
| **6.7 Post Flight** | | | **Manual Ref** | | **S / US/ NA** | | **Comments** | |
| Any malfunction affecting the RVSM-capability of the airplane, shall be recorded in detail in the Tech-log-System. | ☐ Yes ☐ No |  | |  | |  | |
| **6.8 Reporting** | | | **Manual Ref** | | **S / US/ NA** | | **Comments** | |
| For altitude deviations during RVSM-Operations, height keeping errors, at  least the following shall be stated to be reported: | ☐ Yes ☐ No |  | |  | |  | |
| Total vertical error of ±300 ft; | ☐ Yes ☐ No |  | |  | |  | |
| Altimeter system error of ±245 ft; | ☐ Yes ☐ No |  | |  | |  | |
| Deviation from assigned altitude of ± 300 ft; | ☐ Yes ☐ No |  | |  | |  | |
| During transition phase, overshooting or undershooting of a cleared flight level of more than 150 ft; | ☐ Yes ☐ No |  | |  | |  | |
| The loss of RVSM-capability;  The application of any contingency procedure: | ☐ Yes ☐ No |  | |  | |  | |
| Any malfunction in the automatic height-keeping system; | ☐ Yes ☐ No |  | |  | |  | |
| Any malfunction in the altimetry system; | ☐ Yes ☐ No |  | |  | |  | |
| Any deficiency affecting the redundancy within the altitude measurement  system. | ☐ Yes ☐ No |  | |  | |  | |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Documents to be Submitted** | **Manual Ref** | | **S / US/ NA** | | **Comments** | |
| 1. The current FSD Form conformance report filled in |  | |  | |  | |
| **Documents to be Submitted** | | **Manual Ref** | **S / US/ NA** | | **Comments** | |
| 1. Sections of AFM-Type certificate-SB etc. that document RVSM approval | |  | |  | |  | |
| 1. Service bulletin-STC-or Major modification approval | |  | |  | |  | |
| 1. Maintenance program that include items pertinent of RVSM equipment | |  | |  | |  | |
| 1. MEL | |  | |  | |  | |
| 1. Maintenance practices and procedures manual | |  | |  | |  | |
| 1. Procedures for down grading, upgrading, technical log entries, monitoring etc. | |  | |  | |  | |
| 1. Maintenance training syllabi | |  | |  | |  | |
| 1. Test equipment used, calibration | |  | |  | |  | |
| 1. Height Monitoring result | |  | |  | |  | |
| 1. Report of last Air-data System test | |  | |  | |  | |
| 1. Appropriate sections of Operation Manual covering Part 6.1 to 6.8 | |  | |  | |  | |
| 1. HMU/GMU report | |  | |  | |  | |

|  |  |  |
| --- | --- | --- |
| **D. This is to certify that the company manual(s) have addressed all Sultanate of Oman relevant applicable Regulations (CARs) to the proposed operations** | | |
| **Name of Accountable Manager:** | **Signature:** | **Date:** |
|  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **CAA USE ONLY** | | | |
| **Title** | **Name of CAA Inspector** | **Signature** | **Date:** |
| **FOI** |  |  |  |
| **AWI** |  |  |  |

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

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