

**REQUIREMENTS AND PROCEDURES FOR GRANT OF AIRWORTHINESS
APPROVAL FOR REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

1. Applicability

This Airworthiness Notice is applicable to all Myanmar registered aircraft, for getting Reduced Vertical Separation Minimum (RVSM) Airworthiness Approval for operating international flights in airspace or on routes designated for Reduced Vertical Separation Minimum (RVSM). RVSM airspace is any airspace or route between FL 290 and FL 410 inclusive where aircraft are separated vertically by 1,000 ft (300 m). This notice specifically addresses the airworthiness approval process only.

2. Definitions

- 2.1 ***Airworthiness approval.*** The process of assuring the State authority that aircraft meet RVSM. Typically, this would involve an operator meeting the requirements of the aircraft manufacturer service bulletin for that aircraft and having the State authority verify the successful completion of that work.
- 2.2 ***RVSM approval.*** The term used to describe the successful completion of airworthiness approval and operational approval (if required).

3. Approval Process

- 3.1 According to the ICAO Annex 6 Part I, the state of registry of the aircraft to maintain an approval process for grant of each operational approval prior to flights into the designated regions. The approval process consists of 2 steps i.e. airworthiness approval and operational approval.
- 3.2 This notice specifically addresses the airworthiness approval process only, and is a prerequisite for operational approval. The Airworthiness Division will issue the airworthiness approval after all the airworthiness requirements is satisfied.
- Note : Airworthiness approval in itself does not qualify an aircraft to fully operational.

4. Requirements

- 4.1 In accordance with the procedures, restrictions and minimum equipment fitted specified in updated (MCAIR Part 7, Aircraft Instruments and Equipment), approval will be granted base on the minimum aircraft system performance specification (MASPS) from the authority of type design of the aircraft. The following are the acceptable document references required for the approval and as applicable, compliance to the requirements specified in each referenced document must be

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satisfied.

4.2 Aircraft made to FAR requirements need to comply with the airworthiness requirements specified in FAA Doc. 91-RVSM, interim Guidance Material for RVSM. The equivalent guidance material from JAA (Temporary Guidance Leaflet No. 6) will need to be complied with for aircraft made under JAA. (The aircraft made to EASA rules shall comply with the applicable airworthiness requirements of EASA for that particular type of aircraft.)

4.3 Aircraft that requires modification to qualify for any of the above approvals must be in accordance with manufacturer's approved data package. This data package will be subjected to review and acceptance by the DCA. Approval of modification shall be in accordance with Airworthiness Notice A/4.

Note: It is encouraged that operators request for a pre-application meeting with the DCA before applying for any of the above approvals.

5. Continuing Airworthiness

5.1 In order to maintain the integrity of the design features and to ensure that the aircraft systems continue to meet the specified standards, the operators are required to review its maintenance procedures (This procedure must outline procedures to maintain aircraft in accordance with the requirements of FAR 91, appendix G) and address all aspects of continuing airworthiness which are affected by RVSM requirements. As part of application for airworthiness approval, the operator shall submit an amendment to the Approved Aircraft Maintenance Program (AMP). The AMP amendment must be traceable to the Maintenance Planning Document (MPD), or any equivalent document issued by the aircraft manufacturer.

5.2 Operator shall ensure that each RVSM maintenance program must include the following:

- (a) Identification of components considered to RVSM critical, and identification of structural areas noted as RVSM critical areas.
- (b) The name or title of the responsible person who will ensure that the aircraft is maintained under the approved program.
- (c) The method the operator will use to ensure that all personnel performing maintenance on the RVSM system are properly trained, qualified, and knowledgeable of that specific system.
- (d) The method the operator will use to notify the crew if the aircraft has been restricted from RVSM but is airworthy for an intended flight.
- (e) The method the operator will use to ensure conformance to the RVSM

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maintenance standards, including the use of calibrated and appropriate test equipment and a quality assurance program for ensuring continuing accuracy and reliability of test equipment, especially when outsourced.

- (f) The method the operator will use to verify that components and parts are eligible for installation in the RVSM system, as well as to prevent ineligible components or parts from being installed.
- (g) The method the operator will use to return an aircraft to service after maintenance has been performed on an RVSM component/system or after the aircraft was determined to be noncompliant.
- (h) Periodic inspections, functional flight tests, and maintenance and inspection procedures with acceptable maintenance practices for ensuring continued compliance with the RVSM aircraft requirements.
 - i. These elements may be listed in detail or described by reference to an acceptable program that is identified and controlled by revision or issue number.
 - ii. The need for functional flight tests may be limited to only after repairs or modifications that are deemed to warrant such testing and may be accomplished through monitoring height-keeping performance.
- (i) The maintenance requirements to be done on the component or system associated with any RVSM component or associated modification.
- (j) Any other maintenance requirement that needs to be incorporated to ensure continued compliance with RVSM requirements.
- (k) Operators using the services of AMOs must include provisions to ensure that the requirements of their RVSM programs are being met.

5.3 The basis for certification should be stated in the aircraft flight manual (AFM) together with any system limitations. The AFM also provide the appropriate system operating and emergency procedures applicable to the equipment installed. Operator shall demonstrate that adequate maintenance facilities are available to ensure continued compliance with the RVSM maintenance requirements. Operator shall ensure that all appropriately licensed engineers and/or approval holders are adequately trained. Emphasis on the training shall be on the differences and additional maintenance requirements for each approval. For operator who engages maintenance contractors for the maintenance of their aircraft must ensure that the maintenance contractors are capable and their personnel appropriately trained.

5.4 A minimum of two aircrafts of each aircraft type grouping of the operator shall have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aircraft, whichever period is longer. If an operator

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aircraft type grouping consists of a single aircraft, monitoring of that aircraft shall be accomplished within the specified period.

6. Documents

The following documents should be reviewed and updated as appropriate to include the effects of RVSM implementation:

- (a) The Structural Repair Manual with special attention to the areas around the static source, angle of attack sensors and doors if their rigging can affect airflow around the previously mentioned sensors.
- (b) Each operator requesting RVSM operational approval shall submit a maintenance and inspection program which includes any maintenance requirements as part of a continuous airworthiness maintenance program approval or an equivalent program approved by the DCA. An approved RVSM maintenance program outlining procedures to maintain RVSM aircraft in accordance with the requirements of this Notice. Each program must contain the following:
 - i. Periodic inspections, functional flight tests, and maintenance and inspection procedures, with acceptable maintenance practices, for ensuring continued compliance with the RVSM aircraft requirements.
 - ii. A quality assurance program for ensuring continuing accuracy and reliability of test equipment used for testing aircraft to determine compliance with the RVSM aircraft requirements.
- (c) The MMEL/MEL. The MEL, adopted from the master minimum equipment list (MMEL), should include items pertinent to operating in RVSM airspace.
- (d) Maintenance Manual.
- (e) Standards Practices Manual.
- (f) Illustrated Parts Catalog.
- (g) Flight Manual/ Flight Manual Supplements.

7. Tools and Test Equipment

Operator shall have at their disposal the tools and test equipment required to maintain aircraft to the approval standards. Test equipment shall be calibrated utilizing reference standard whose calibration is certified as being traceable to the national standards, or standards acceptable by the DCA. Calibration shall be carried out at periodic intervals and up to required accuracy.

8. Application

Application for airworthiness approval shall be made in writing to Director of Airworthiness, DCA, Myanmar. An engineering declaration shall accompany the application for each approval sought (see Appendix). The declaration shall include, but not limited to, the following information and the documents mentioned in paragraph 6 of this notice:

- (a) An identification of the RVSM aircraft group or the non-group aircraft;
- (b) A definition of the RVSM flight envelopes applicable to the subject aircraft;
- (c) Documentation that establishes compliance with the applicable RVSM aircraft requirements of MCAR Part 7 and this notice;
- (d) The conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements;
- (e) Documentary evidence that indicate that the aircraft is equipped and has complied with the requirements specified;
- (f) Documentary evidence is shown that items specified in the Appendix 1 have been complied;
- (g) Continuing airworthiness requirements (maintenance procedures, tooling and training) have been met if not already shown in above paragraph.

9. Amendment or Removal of Authority

9.1 DCA may amend operations specifications or management specifications of the airworthiness approval issued under MCAR Part 7 and this notice to be cancelled, suspended, or revoked an RVSM airworthiness approval, if the DCA determines that the operator is not complying, or unable to comply with this notice. Examples of reasons for amendment, revocation, or restriction include, but are not limited to, an operator's:

- (a) Committing one or more altitude-keeping errors in RVSM airspace;
- (b) Failing to make an effective and timely response to identify and correct an altitude-keeping error; or
- (c) Failing to report an altitude-keeping error.

9.2 The RVSM Airworthiness Approval issued to a Myanmar registered aircraft will be invalid once the aircraft has been deregistered from Myanmar aircraft registry.

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ENGINEERING DECLARATION FOR RVSM AIRWORTHINESS APPROVAL

Organisation:

Organisation responsible for maintenance:

Maintenance Approval No.

Specified Applicable regulation:

Applicant's means of compliance document:

Description of Aircraft -

- (a) Type
- (b) Series
- (c) Aircraft Serial Number
- (d) Type of Engine
- (e) Engine Serial Number

Place and year of Construction:

Has a RVSM approval in respect of
the aircraft been issued by the Civil Aviation
Authorities of the country of origin?

(If so the documents should be forwarded)

Engineers and Approval Holders Training:

Special tools requirement:

Declaration:

Under authority vested by the Director General and in accordance with the conditions and limitations appointment by the Department of Civil Aviation, I/We hereby certified that the information contained in this declaration have been examined in accordance with established procedures and found to comply with the applicable requirements of the Department of Civil Aviation. I/We therefore recommend for approval/ approve this application.

(1) _____

(2) _____

(Names and signatures
of approved person/s)

(Approval No.)

(Date)

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Documents which accompany for the RVSM approval:

1. Maintenance Manual.
2. Structural Repair Manual.
3. Standard Practice Manual.
4. Illustrated Parts Catalog.
5. Maintenance Schedule.
6. MMEL/MEL.
7. Flight Manual/ Flight Manual Supplement.
8. RVSM approval granted by Country of origin or other Manufacturer's Country Authority.
9. List of equipment fitted onboard to meet the requirements of RVSM operation.
10. Report of the conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements.