

Annex to Decision 2017/009/R
'AMC and GM to Part-SPA — Amendment 6'

The Annex to Decision 2012/019/R is hereby amended as follows:

The text of the amendment is arranged to show deleted, new or amended text as shown below:

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

AMC1 SPA.RVSM.105 RVSM operational approval
CONTENT OF OPERATOR RVSM APPLICATION

The following material should be made available to the competent authority, in sufficient time to permit evaluation, before the intended start of RVSM operations:

(...)

(h) Continuing airworthiness

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

(...)

AMC2 SPA.RVSM.105 RVSM operational approval
OPERATING PROCEDURES

(...)

(d) In-flight procedures

- (1) The following practices should be incorporated into flight crew training and procedures:

(...)

- (vii) At intervals of approximately 1 hour, cross-checks between the primary altimeters should be made. A minimum of two will need to agree within ± 60 m (± 200 ft). Failure to meet this condition will require that the altimetry system be reported as defective and ATC notified ~~or contingency procedures applied:~~

~~(A) —~~ The usual scan of flight deck instruments should suffice for altimeter cross-checking on most flights; and

~~(B) — before entering RVSM airspace, the initial altimeter cross-check of primary and standby altimeters should be recorded.~~

(...)

AMC3 SPA.RVSM.105 RVSM operational approval

CONTINUING AIRWORTHINESS

(a) Maintenance programme

The aircraft maintenance programme should include the instructions for continuing airworthiness issued by the type certificate holder in relation to the RVSM operations certification in accordance with AMC1 ACNS.A.GEN.010.

(b) Continuing airworthiness procedures

The continuing airworthiness procedures should establish a process to:

- (1) assess any modification or design change which in any way affects the RVSM approval;
- (2) evaluate any repairs that may affect the integrity of the continuing RVSM approval, e.g. those affecting the alignment of pitot/static probes, repairs to dents, or deformation around static plates;
- (3) ensure the proper maintenance of airframe geometry for proper surface contours and the mitigation of altimetry system error, surface measurements or skin waviness as specified in the instructions for continued airworthiness (ICA), to ensure adherence to RVSM tolerances. These checks should be performed following repairs or alterations having an effect on airframe surface and airflow.

(c) Additional training may be necessary for continuing airworthiness and maintenance staff to support RVSM approval. Areas that may need to be highlighted for the initial and recurrent training of relevant personnel are:

- (1) Aircraft geometric inspection techniques;
- (2) Test equipment calibration and use of that equipment; and
- (3) Any special instructions or procedures introduced for RVSM approval.

(d) Test equipment

The operator should ensure that maintenance organisations use test equipment adequate for maintenance of the RVSM systems. The adequacy of the test equipment should be established in accordance with the type certificate holder recommendations and taking into consideration the required test equipment accuracy and the test equipment calibration.

(...)

GM1 SPA.RVSM.105(d)(9) RVSM operational approval

SPECIFIC REGIONAL PROCEDURES

(a) The areas of applicability (by Flight Information Region) of RVSM airspace in identified ICAO regions is contained in the relevant sections of ICAO Document 7030/4. In addition, these sections contain operating and contingency procedures unique to the regional airspace concerned, specific flight planning requirements and the approval requirements for aircraft in the designated region.

- (b) 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' EUROCONTROL Document ASM-ET1.ST.5000 entitled "The ATC Manual for a Reduced Vertical Separation (RVSM) in Europe" with further material included in the relevant State aeronautical publications.

AMC5 SPA.LVO.105 LVO approval

MAINTENANCE OF CAT II, CAT III AND LVTO EQUIPMENT

Maintenance instructions for the on-board guidance systems should be established by the operator, in liaison with the manufacturer, and included in the operator's aircraft maintenance programme in accordance with Annex I to Commission Regulation (EU) No 1321/2014 2042/2003. (Part M).

AMC1 SPA.LVO.120 Flight crew training and qualifications

GENERAL PROVISIONS

- (a) The operator should ensure that flight crew member training programmes for LVO include structured courses of ground, FSTD and/or flight training.

(...)

GROUND TRAINING

- (b) The initial ground training course for LVO should include at least the following:

(...)

- (10) procedures and precautions to be followed with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150 m (200 m for category D aeroplanes);

(...)

AMC6 SPA.LVO.105 LVO approval

ELIGIBLE AERODROMES AND RUNWAYS

- (a) Each aircraft type/runway combination should be verified by the successful completion of at least one approach and landing in CAT II or better conditions, prior to commencing CAT III operations.
- (b) For runways with irregular pre-threshold terrain or other foreseeable or known deficiencies, each aircraft type/runway combination should be verified by operations in CAT I or better conditions, prior to commencing LTS CAT I, CAT II, OTS CAT II or CAT III operations.

(...)

AMC1 SPA.DG.105(a) Approval to transport dangerous goods

TRAINING PROGRAMME

(...)

- (f) Training should be conducted at intervals of no longer than 2 years. If the recurrent training is undertaken within the last 3 calendar months of the validity period, the new validity period should be counted from the original expiry date.

(...)