 ÉPÍTÉSI ÉS KÖZLEKEDÉSI MINISZTERIUM	APPLICATION FOR RVSM / NAT-HLA APPROVAL	
	In accordance with Commission Regulation (EU) 965/2012	
	Revision: 01	Date of amendment: 16.01.2023
	Flight Operations Unit	03-150-AP

For Civil Aviation Authority use only

Operator:
Responsible person:
Filing reference:
Date:

SECTION I.
Applicant details
Name of the operator: Principal place of business: Phone: E-mail: Address for correspondence (if different from above):
Authorised representative
Name (surname, forename): Position: Phone: E-mail:
Technical information specific to each form
Aeroplane type, series, manufacturer serial number(s), registration mark(s), mode "S" address code(s), date(s) of modification or certification of the airframe(s) for RVSM.



ÉPÍTÉSI ÉS KÖZLEKEDÉSI
MINISZTERIUM

APPLICATION FOR RVSM / NAT-HLA APPROVAL

In accordance with Commission Regulation (EU) 965/2012

Revision: 01 Date of amendment: 16.01.2023


Flight Operations Unit 03-150-AP

Aeroplane Type	Aeroplane Series	Manufacturer(s) Serial Number	Registration	Model "S" Code (hex)	RVSM Modification / Certification Date

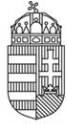
Type of application (Must be completed for any application to be processed!)

As an operator is this an 'initial' application or relates to a type variation for either RVSM, NAT-HLA or PBCS yes no

Is this an application to add an aircraft registration to current approvals / authorisations. yes no

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SECTION II.
RVSM operational approval
<p>a) List those ICAO Regions for which this RVSM Operational Approval request is made. If the applicant wishes to operate in oceanic or remote airspace where RVSM is required additional NAT-HLA (MNPS) approval will be required.</p> <p>Oceanic and Remote RVSM airspace: <input type="radio"/> yes <input type="radio"/> no</p> <p>Metric airspace areas: <input type="radio"/> yes <input type="radio"/> no</p> <p>Continental RVSM airspace: <input type="radio"/> yes <input type="radio"/> no</p> <p>b) RVSM airworthiness elements</p> <p>i. Does the Aircraft Build and/or Modification status confirm the aircraft is RVSM compliant? <input type="radio"/> yes <input type="radio"/> no Note: Note: Include references to the manufacturer's statement of RVSM compliance (if applicable). If Yes, provide details:</p> <p style="padding-left: 40px;">Tick appropriate box: <input type="radio"/> New built <input type="radio"/> By modification</p> <p>ii. Has any repair been embodied on the Aircraft which may affect RVSM compliance? <input type="radio"/> yes <input type="radio"/> no Note: This could be related to static ports, skin waviness or to Altitude reporting systems. If Yes, provide details:</p> <p>iii. Does the CAME include RVSM procedures to support RVSM operations and monitoring? <input type="radio"/> yes <input type="radio"/> no If Yes, provide details:</p> <p>iv. Does the Maintenance Programme embody all tasks and associated requirements for RVSM operations? <input type="radio"/> yes <input type="radio"/> no</p>



ÉPÍTÉSI ÉS KÖZLEKEDÉSI
MINISZTERIUM

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Flight Operations Unit 03-150-AP

If Yes, provide details:

- v. Does the Reliability Programme (if applicable) embody all requirements for RVSM operations? yes no

If Yes, provide details:

- vi. Does the Operators MEL embody all maintenance procedures and processes for upgrade/downgrade of RVSM due to system failures within RVSM critical systems? yes no

If Yes, provide details:

- vii. Does the contracted Part 145 Maintenance Organisation procedures support RVSM upgrade/downgrade processes and control of Aircraft geometric inspection techniques? yes no

If Yes, provide details:

- viii. Has RVSM training for the CAMO and Contracted Part 145 Organisations staff been completed? yes no

If Yes, provide details:

- ix. State Continued Airworthiness Management Organisation (Part M Subpart G) details:

Name:

Approval number:

Address:

Contact reference:

Maintenance Program Reference:

- x. State (Part 145) Maintenance Organisation or equivalent details:

Name:



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MINISZTERIUM

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Revision: 01 Date of amendment: 16.01.2023

Flight Operations Unit 03-150-AP

Approval number:

Address:

Contact reference:

Refer to EC 965/2012 Subpart D, operations in airspace with Reduced Vertical Separation Minima (RVSM), AMC3 SPA.RVSM.105 RVSM operational approval and JAA Temporary Guidance Leaflet No 6.

c) Flight Operations Elements

Note: Documented Objective Evidence and/or Extracts of manuals must be provided to support answers listed below

- i. Does the Aircraft Flight Manual confirm the aircraft is RVSM compliant? yes no

If Yes, provide details:

- ii. Do the Operations Manuals include RVSM procedures to support RVSM operations? yes no

If Yes, provide details:


- iii. Does the Operators MEL embody all operational procedures and processes for upgrade/downgrade of RVSM due to system failures within RVSM critical systems? yes no

If Yes, provide details:

- iv. Has RVSM training, both initial and recurrent, for flight crew been incorporated in Training Manual? yes no

If Yes, provide details:

- d) What is your Proposed Date for the commencement of RVSM operations?

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	Revision: 01	Date of amendment: 16.01.2023
	Flight Operations Unit	03-150-AP

NAT-HLA (MNPS) OPERATIONAL APPROVAL	
<p>NAT-HLA (MNPS) Approval can only be granted to operators who are already RVSM approved or who are applying concurrently for RVSM Approval. Refer to the accompanying notes and to the latest edition of “The North Atlantic Airspace And Operations Manual” available on the Internet – excerpts from this manual could be used for an operator’s “operations manual”. See http://www.paris.icao.int.</p>	
<p>a) Flight Operations Elements</p> <p>Note: Documented Objective Evidence and/or Extracts of manuals must be provided to support answers listed below</p>	
<p>i. Does the Aircraft Flight Manual or other document that has been approved by the certifying authority as part of the airworthiness assessment confirm the aircraft is NAT-HLA compliant?</p> <p>If Yes, provide details:</p>	<p><input type="radio"/> yes <input type="radio"/> no</p>
<p>ii. Do the Operations Manuals include NAT-HLA procedures to support NAT-HLA operations?</p> <p>If Yes, provide details:</p>	<p><input type="radio"/> yes <input type="radio"/> no</p>
<p>iii. Does the Operators MEL embody all operational procedures and processes for upgrade/downgrade of NAT-HLA due to system failures within NAT-HLA critical systems?</p> <p>If Yes, provide details:</p>	<p><input type="radio"/> yes <input type="radio"/> no</p>
<p>iv. Has NAT-HLA training, both initial and recurrent, for flight crew been incorporated in Training Manual?</p> <p>If Yes, provide details:</p>	<p><input type="radio"/> yes <input type="radio"/> no</p>



ÉPÍTÉSI ÉS KÖZLEKEDÉSI
MINISZTERIUM

APPLICATION FOR RVSM / NAT-HLA APPROVAL

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Flight Operations 03-150-AP
Unit

b) Give details of crew experience in NAT-HLA (MNPS) operations.

c) What is your Proposed Date for the commencement of NAT-HLA operations?



ÉPÍTÉSI ÉS KÖZLEKEDÉSI
MINISZTERIUM

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Revision:	01	Date of amendment:	16.01.2023
Flight Unit	Operations	03-150-AP	

TECHNICAL 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 the aircraft on this maintenance programme and compliant with the terms and conditions of the Basic Regulation (EU) No 2018/1139, including its Implementing Rules, as amended.

I further declare that I 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.¹

I understand that the CAA may conduct sample checks upon aircraft, the location of the maintenance and aircraft records.

Name of person holding technical responsibility:

Position of person holding technical responsibility:

Signature of person holding technical responsibility:

.....

Date:

OPERATIONAL DECLARATION

I am applying for an RVSM/NAT-HLA(MNPS) approval and/or PBCS authorisations².

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate and compliant with the terms and conditions of the Basic Regulation (EU) No 2018/1139, including its Implementing Rules, as amended.

Name of person holding operational responsibility:

Position of person holding operational responsibility:


Signature of person holding operational responsibility:

.....

Date:

¹ Select as appropriate

² Select as appropriate

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SECTION III.

Submission instructions

When you have completed this form, please send it, with attachments as listed below, to:

TIM LFHF

Üzembentartási Osztály

1440 Budapest, Pf. 1.

E-mail: caa@tim.gov.hu

Required attachments:

1. Manual containing RVSM policy and procedures (OM)
2. Proof of payment of the applicable fee
3. Risk assessment report