



# Monitorización PBCS y RVSM

Webinar AESA - 6 de octubre de 2022

# PBCS en Air Europa

- PBCS implementado en Air Europa en diciembre 2018.
- MO revisado (A.8.3, A.12.4, B.1, B.2 y D.2.1.8).
- MEL revisada B787.
- CAME revisado para incluir procedimientos de monitorización PBCS (apartado 1.2.5.5).
- AIR-OPS: requisitos PBCS incluidos en ED 2021/005/R de fecha 24/4/2021. No afectó a los procedimientos ya establecidos en Air Europa.
- Extracto de GM1 CAT.IDE.A.345(a):

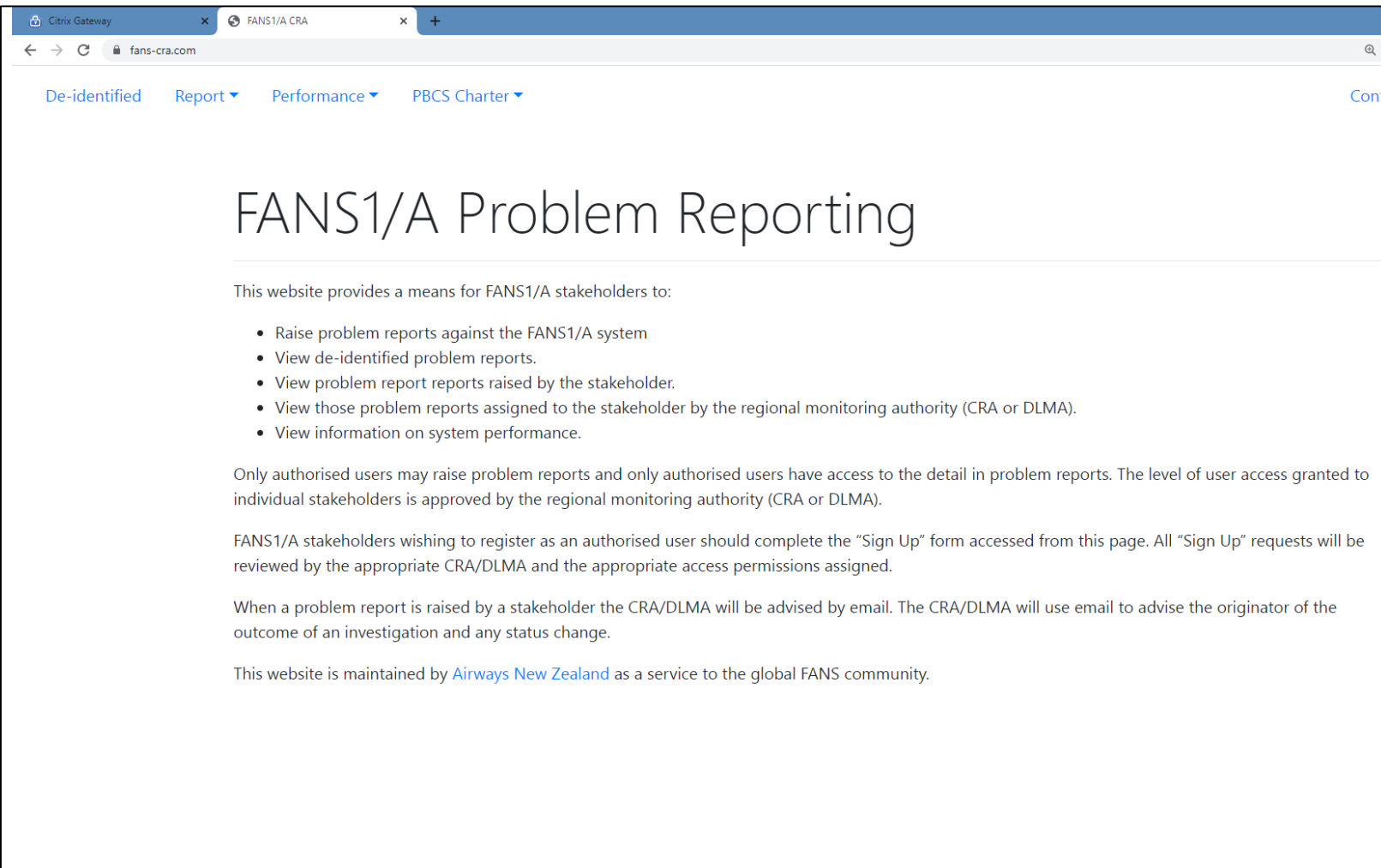
## ***PBCS OPERATIONS — PBCS CHARTER***

*A PBCS charter has been developed by PBCS stakeholders and is available as an alternative to SLAs in order 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.*

Air Europa y su proveedor de servicio de comunicaciones contratado (SITA) miembros del PBCS Charter.

# FANS Central Reporting Agency (CRA)

<https://www.fans-cra.com>



The screenshot shows the FANS1/A Problem Reporting website. The browser address bar displays 'fans-cra.com'. The navigation menu includes 'De-identified', 'Report', 'Performance', 'PBCS Charter', and 'Contact'. The main heading is 'FANS1/A Problem Reporting'. Below the heading, a paragraph states: 'This website provides a means for FANS1/A stakeholders to:'. This is followed by a bulleted list of four points: 'Raise problem reports against the FANS1/A system', 'View de-identified problem reports.', 'View problem report reports raised by the stakeholder.', and 'View those problem reports assigned to the stakeholder by the regional monitoring authority (CRA or DLMA).'. Another paragraph explains that only authorized users can raise or view reports, and access is granted by the regional monitoring authority. A third paragraph states that stakeholders wishing to register should complete a 'Sign Up' form. A fourth paragraph notes that problem reports are handled by email. The final paragraph mentions the website is maintained by Airways New Zealand.

This website provides a means for FANS1/A stakeholders to:

- Raise problem reports against the FANS1/A system
- View de-identified problem reports.
- View problem report reports raised by the stakeholder.
- View those problem reports assigned to the stakeholder by the regional monitoring authority (CRA or DLMA).
- View information on system performance.

Only authorised users may raise problem reports and only authorised users have access to the detail in problem reports. The level of user access granted to individual stakeholders is approved by the regional monitoring authority (CRA or DLMA).

FANS1/A stakeholders wishing to register as an authorised user should complete the "Sign Up" form accessed from this page. All "Sign Up" requests will be reviewed by the appropriate CRA/DLMA and the appropriate access permissions assigned.

When a problem report is raised by a stakeholder the CRA/DLMA will be advised by email. The CRA/DLMA will use email to advise the originator of the outcome of an investigation and any status change.

This website is maintained by [Airways New Zealand](#) as a service to the global FANS community.

## Charter Stakeholders

| Aircraft Manufacturers and Aircraft Equipment Suppliers          |                                                                        |                                                               |                                                                     |
|------------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Boeing                       | <input checked="" type="checkbox"/> Gulfstream                         | <input checked="" type="checkbox"/> Airbus                    | <input checked="" type="checkbox"/> Collins Aerospace (Flight Test) |
| <input checked="" type="checkbox"/> Bombardier / Learjet         |                                                                        |                                                               |                                                                     |
| Communication Service Providers and Satellite Service Providers  |                                                                        |                                                               |                                                                     |
| <input checked="" type="checkbox"/> Inmarsat                     | <input checked="" type="checkbox"/> Iridium                            | <input checked="" type="checkbox"/> Honeywell Forge           | <input checked="" type="checkbox"/> ADCC                            |
| <input checked="" type="checkbox"/> ARINC Direct                 | <input checked="" type="checkbox"/> Collins IMS (ARINC)                | <input checked="" type="checkbox"/> SITA FOR AIRCRAFT         | <input checked="" type="checkbox"/> AVICOM JAPAN CO, LTD.           |
| <input checked="" type="checkbox"/> Satcom Direct                | <input checked="" type="checkbox"/> CTTC                               |                                                               |                                                                     |
| ANSP and CAA                                                     |                                                                        |                                                               |                                                                     |
| <input checked="" type="checkbox"/> Airways New Zealand          | <input checked="" type="checkbox"/> NAV Portugal                       | <input checked="" type="checkbox"/> Airports Fiji Limited     | <input checked="" type="checkbox"/> DECEA Brazil                    |
| <input checked="" type="checkbox"/> DGAC-Chile                   | <input checked="" type="checkbox"/> ISAVIA ANS (Iceland)               | <input checked="" type="checkbox"/> ATMB of CAAC (China ANSP) | <input checked="" type="checkbox"/> AirNav Indonesia                |
| <input checked="" type="checkbox"/> Japan Air Navigation Service | <input checked="" type="checkbox"/> FAA                                | <input checked="" type="checkbox"/> CAA Philippines           | <input checked="" type="checkbox"/> NAV CANADA                      |
| <input checked="" type="checkbox"/> NATS (United Kingdom)        |                                                                        |                                                               |                                                                     |
| Aircraft Operators                                               |                                                                        |                                                               |                                                                     |
| <input checked="" type="checkbox"/> North American Air Charter   | <input checked="" type="checkbox"/> Swiss International Air Lines Ltd. | <input checked="" type="checkbox"/> Qantas                    | <input checked="" type="checkbox"/> Alaska Airlines                 |
| <input checked="" type="checkbox"/> Jet Access Aviation          | <input checked="" type="checkbox"/> Mente LLC                          | <input checked="" type="checkbox"/> Hainan Airlines           | <input checked="" type="checkbox"/> EL AL Israel Airline            |
| <input checked="" type="checkbox"/> Valero Services, Inc         | <input checked="" type="checkbox"/> British Airways                    | <input checked="" type="checkbox"/> Cargolux                  | <input checked="" type="checkbox"/> Qatar Airways                   |
| <input checked="" type="checkbox"/> Lufthansa                    | <input checked="" type="checkbox"/> Masco Corporation                  | <input checked="" type="checkbox"/> Worre Studios             | <input checked="" type="checkbox"/> American Airlines               |
| <input checked="" type="checkbox"/> TC Flight LLC                | <input checked="" type="checkbox"/> Solairus Aviation                  | <input checked="" type="checkbox"/> Air Tanker Services       | <input checked="" type="checkbox"/> Air France                      |
| <input checked="" type="checkbox"/> Air Tahiti Nui               | <input checked="" type="checkbox"/> Mariner Air LLC                    | <input checked="" type="checkbox"/> Japan Airlines            | <input checked="" type="checkbox"/> 21st Century Fox America, Inc.  |
| <input checked="" type="checkbox"/> Aer Lingus                   | <input checked="" type="checkbox"/> WST Partners LLC                   | <input checked="" type="checkbox"/> Cargojet                  | <input checked="" type="checkbox"/> WestJet                         |
| <input checked="" type="checkbox"/> Singapore Airlines Limited   | <input checked="" type="checkbox"/> Verizon                            | <input checked="" type="checkbox"/> Eaton Corporation         |                                                                     |
| <input checked="" type="checkbox"/> Oshkosh Corporation          | <input checked="" type="checkbox"/> Kalitta Charters LLC               | <input checked="" type="checkbox"/> S8 Company                |                                                                     |
| <input checked="" type="checkbox"/> C. Cary Patterson            | <input checked="" type="checkbox"/> LFG Aviation Group                 | <input checked="" type="checkbox"/> T...                      |                                                                     |
| <input checked="" type="checkbox"/> Jacob Stern & Sons           | <input checked="" type="checkbox"/> Noble Energy                       |                                                               |                                                                     |

# FANS-CRA / PBCS Monitoring Report

| NAT PBCS Monitoring Report by Operator/Aircraft Type Pair                                                                                                         |                   |          |               |                               |                                    |                                        |                          |                                      |                                       |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------|---------------|-------------------------------|------------------------------------|----------------------------------------|--------------------------|--------------------------------------|---------------------------------------|--|
| Period: July to December 2021                                                                                                                                     |                   |          |               |                               |                                    |                                        |                          |                                      |                                       |  |
| Color key:                                                                                                                                                        |                   |          |               |                               |                                    |                                        |                          |                                      |                                       |  |
| * Operator code is approximated based on aircraft ID. State of registry is approximated based on operator code.                                                   |                   |          |               |                               |                                    |                                        |                          |                                      |                                       |  |
| * Multiple entries are seen for some Operator/Aircraft Type in the same FIR because of the use of different operator codes.                                       |                   |          |               |                               |                                    |                                        |                          |                                      |                                       |  |
| * Results for Operator/Aircraft Type with low counts of messages/transactions may have skewed results. Request further information from monitoring data contacts. |                   |          |               |                               |                                    |                                        |                          |                                      |                                       |  |
| State of Registry                                                                                                                                                 | Data Source (FIR) | Operator | Aircraft Type | ADS-C downlink Message Counts | 95% RSP 180 benchmark ASP <=90 sec | 99.9% RSP 180 benchmark ASP <= 180 sec | CPDLC Transaction Counts | 95% RCP 240 benchmark ACP <= 180 sec | 99.9% RCP 240 benchmark ACP <=210 sec |  |
| ALGERIA                                                                                                                                                           | Gander            | DAH      | A332          | 851                           | 100,0%                             | 100,0%                                 | 91                       | 98,9%                                | 98,9%                                 |  |
| ALGERIA                                                                                                                                                           | New York          | DAH      | A332          | 18                            | 100,0%                             | 100,0%                                 | 0                        |                                      |                                       |  |
| ALGERIA                                                                                                                                                           | Santa Maria       | DAH      | A332          | 196                           | 100,0%                             | 100,0%                                 | 26                       | 100,0%                               | 100,0%                                |  |
| ALGERIA                                                                                                                                                           | Santa Maria       | DAH      | GLEX          | 20                            | 100,0%                             | 100,0%                                 | 3                        | 100,0%                               | 100,0%                                |  |
| ALGERIA                                                                                                                                                           | Santa Maria       | DAH      | F900          | 5                             | 100,0%                             | 100,0%                                 | 0                        |                                      |                                       |  |
| ALGERIA                                                                                                                                                           | Shanwick          | DAH      | A332          | 696                           | 99,9%                              | 100,0%                                 | 51                       | 98,0%                                | 100,0%                                |  |
| ANGOLA                                                                                                                                                            | New York          | AGO      | B762          | 52                            | 100,0%                             | 100,0%                                 | 6                        | 100,0%                               | 100,0%                                |  |
| ANGOLA                                                                                                                                                            | New York          | DTA      | B77W          | 28                            | 100,0%                             | 100,0%                                 | 1                        | 100,0%                               | 100,0%                                |  |
| ANGOLA                                                                                                                                                            | Santa Maria       | DTA      | B77W          | 23                            | 100,0%                             | 100,0%                                 | 4                        | 100,0%                               | 100,0%                                |  |
| ARGENTINA                                                                                                                                                         | New York          | ARG      | A332          | 1556                          | 99,6%                              | 99,8%                                  | 57                       | 100,0%                               | 100,0%                                |  |
| ARGENTINA                                                                                                                                                         | Santa Maria       | ARG      | A332          | 1314                          | 99,0%                              | 99,8%                                  | 83                       | 100,0%                               | 100,0%                                |  |
| AUSTRALIA                                                                                                                                                         | Gander            | ASY      | A332          | 13                            | 100,0%                             | 100,0%                                 | 2                        | 100,0%                               | 100,0%                                |  |
| AUSTRALIA                                                                                                                                                         | Shanwick          | ASY      | A332          | 8                             | 100,0%                             | 100,0%                                 | 1                        | 100,0%                               | 100,0%                                |  |
| AUSTRALIA                                                                                                                                                         | Gander            | QFA      | A388          | 15                            | 100,0%                             | 100,0%                                 |                          |                                      |                                       |  |
| AUSTRALIA                                                                                                                                                         | New York          | QFA      | B789          | 19                            | 100,0%                             | 100,0%                                 | 0                        |                                      |                                       |  |
| AUSTRALIA                                                                                                                                                         | Reykjavik         | QFA      | A388          | 7                             | 100,0%                             | 100,0%                                 | 1                        | 100,0%                               | 100,0%                                |  |
| AUSTRALIA                                                                                                                                                         | Shanwick          | QFA      | A388          | 8                             | 100,0%                             | 100,0%                                 | 2                        | 100,0%                               | 100,0%                                |  |
| AUSTRIA                                                                                                                                                           | Gander            | AOJ      | GLF5          | 400                           | 97,0%                              | 99,3%                                  | 37                       | 91,9%                                | 91,9%                                 |  |
| AUSTRIA                                                                                                                                                           | Gander            | AOJ      | GL5T          | 122                           | 96,7%                              | 100,0%                                 | 6                        | 83,3%                                | 83,3%                                 |  |
| AUSTRIA                                                                                                                                                           | Gander            | AOJ      | CL35          | 116                           | 98,3%                              | 99,1%                                  | 4                        | 100,0%                               | 100,0%                                |  |

## MONITORIZACIÓN DE DATALINK Y REPORTE DE FALLOS

IT-ING-31-R00

# FANS-CRA / Reports

[De-identified](#)
[Report](#)
[Performance](#)
[PBCS Charter](#)

[Contact Us](#)
[Juan Rossello](#)

## De-identified Reports

Search:

Download as Excel

| CRA Ref | Region     | Status               | Type                             | Title                                                            |
|---------|------------|----------------------|----------------------------------|------------------------------------------------------------------|
| 0000    | OTHER      | Closed               | TBA                              | Lost of ATC Data Link                                            |
| 0811-SN | ISPACG FIT | Closed               | AIR - Technical - Avionics Fault | Unexpected error message from A330                               |
| 1021-MM | IPACG FIT  | Closed               | AIR - Technical - Avionics Fault | UNABLE TO SEND MESSAGE Displayed to Flight Crew                  |
| 1121-SN | OTHER      | Closed As Duplicate  | AIR - Technical - Avionics Fault | Delayed ADS position for a UPS B744 aircraft                     |
| 1145-SN | ISPACG FIT | Open - Fix Available | AIR - Technical - Avionics Fault | B777 unable to send CPDLC messages after Data Authority Transfer |
| 1155-GS | ISPACG FIT | Open                 | AIR - Technical - Avionics Fault | CPDLC Downlink message unreadable from B763                      |
| 1198-MM | IPACG FIT  | Closed               | AIR - Technical - Avionics Fault | Contact message not received by aircraft                         |

## Report Details

### Feedback from CRA:

MM 6-Sep-2022: The FANS CRA does not provide the FANS problem report investigation service for the South Atlantic region. Please submit the report via e-mail to [satma@aena.es](mailto:satma@aena.es) per [http://www.satmasat.com/files/eur\\_sam/FANS\\_CFRA%20notification.docx](http://www.satmasat.com/files/eur_sam/FANS_CFRA%20notification.docx). Thank you.

Originator:

Juan Rossello

Originator's Reference Number:

Title:

Unable to login to GOOO

UTC Date (YYYY-MM-DD):

2022-08-13

UTC Time:

04:22

Registration:

EC-NBX

Flight Identifier:

AEA41

Departure and Arrival Airports:

LEMD-SAEZ

Aircraft Type:

B789

Active Center:

GOOO

Next Center:

SBAO

Position:

SAT -- "lat":14.56564,"lon":-22.64643"

Description:

Unable to login to GOOO. Tried many times unsuccessfully. MSG shown every time: "RE-LOGON TO ATC COMM". The problem only occurred with GOOO. We could login to previous ATC (GVSC) and the next ATC (SBAO).

Investigation Result:

MM 6-Sep-2022: The FANS CRA does not provide the FANS problem report investigation service for the South Atlantic region. Please submit the report via e-mail to [satma@aena.es](mailto:satma@aena.es) per [http://www.satmasat.com/files/eur\\_sam/FANS\\_CFRA%20notification.docx](http://www.satmasat.com/files/eur_sam/FANS_CFRA%20notification.docx). Thank you.

Choose file

Browse

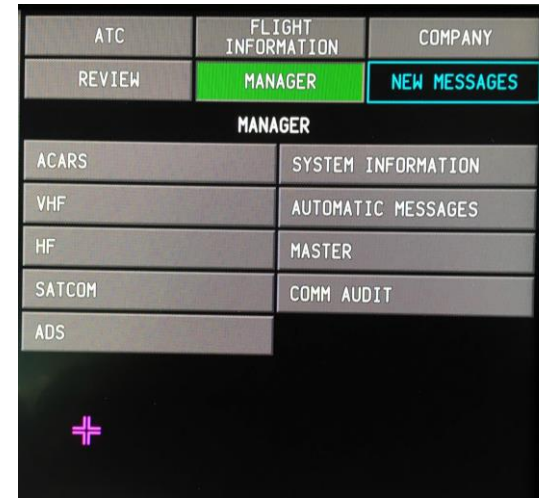
# Equipos de Comunicaciones - Boeing 787

Equipamiento para comunicaciones data link:

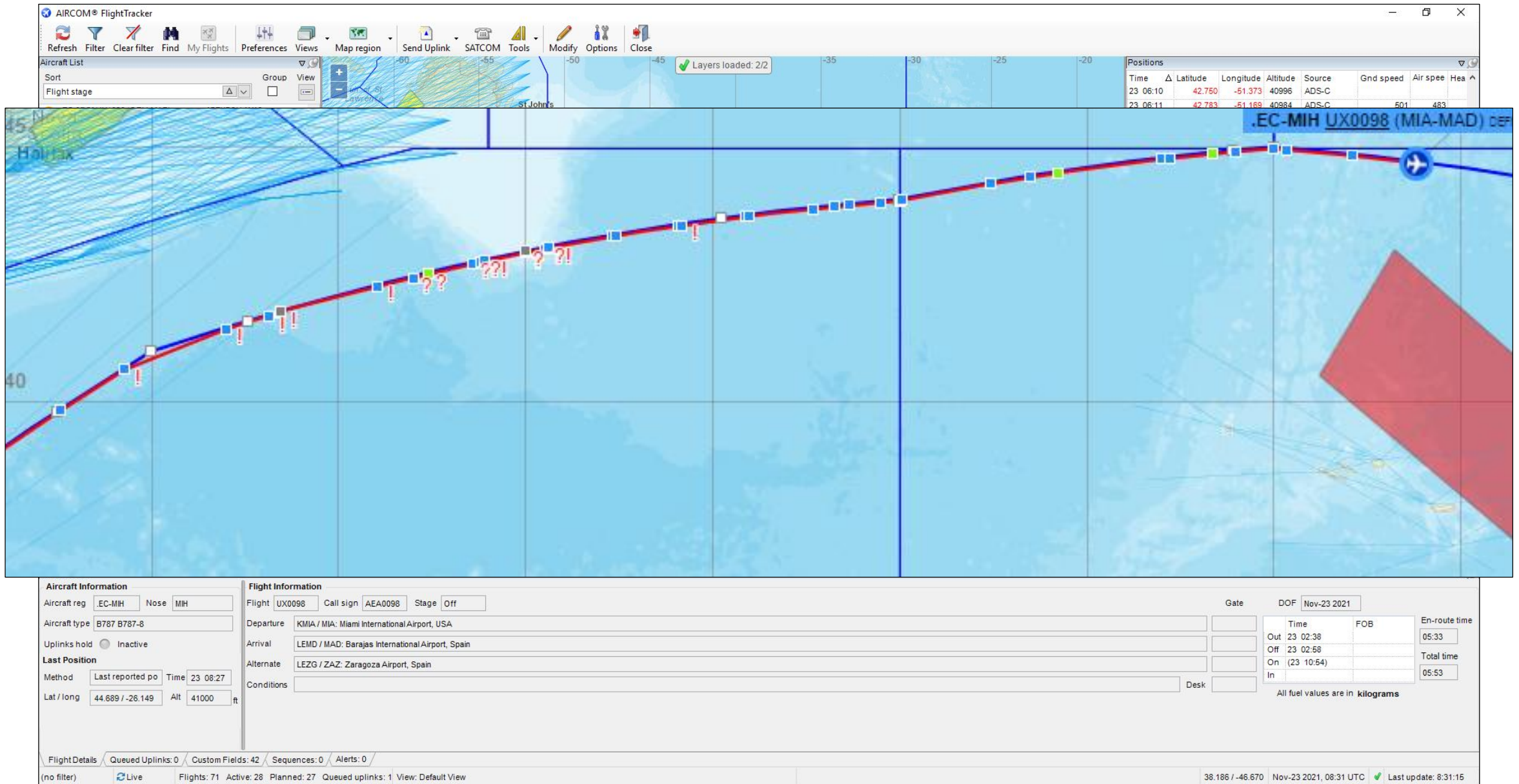
- VHF
- VDL Modo 2
- SATCOM (Inmarsat)
- HF Data Link (HFDL)

Equipo dual para ATN y FANS.

Además equipado con ADS-B-IN:



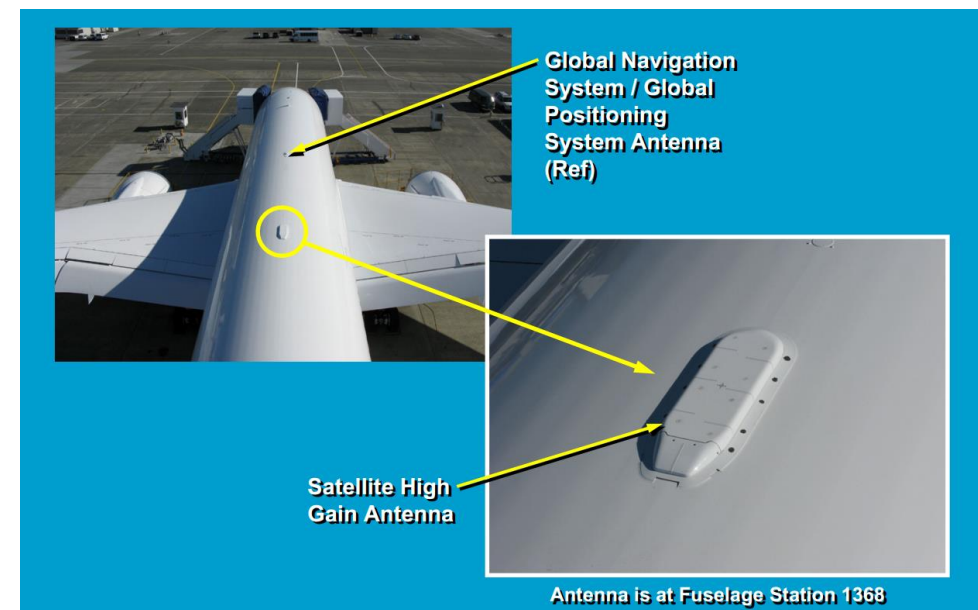
# Problema comunicaciones ocurrido en nov/2021 (I)



# Problema comunicaciones ocurrido en nov/2021 (II)

## Cronología:

1. Problema reportado por las tripulaciones en *Technical Log*. También identificado por el *Aircraft Tracker* en el OCC de Air Europa.
2. Origen del problema: fallo en la antena SATCOM.
3. Periodo afectado: 6 a 24 de noviembre de 2021.
4. Utilización del HFDL para comunicaciones FANS durante el periodo afectado.
5. Acción correctora: cambio de antena SATCOM (realizado el 24NOV).
6. Adicionalmente, Air Europa modificó los procedimientos operacionales (MO B.2, publicado el 17/ENE/2022) para evitar el uso de HFDL por parte de las tripulaciones.



## En marzo de 2022:

7. 11/MAR: AESA nos notifica un incumplimiento con la performance PBCS detectado por la EUR RMA.
8. Acción inmediata: exclusión del avión del espacio PBCS. Retirada de los códigos "P2" (casilla 10a) y "PBCS RSP180" (casilla 18) del plan de vuelo ATS.
9. Se identifica que este incumplimiento está relacionado con el problema detectado por Air Europa en noviembre pasado.
10. Se contacta con el ANSP (NATS) para recabar información más detallada.
11. Se observa que, tras el cambio de antena SATCOM (24NOV), los registros PBCS vuelven a ser satisfactorios. La acción correctora parece haber sido eficaz.
12. Una vez aportada la documentación requerida a AESA, se da por resuelto el incumplimiento.
13. 25/MAR: se levantan las restricciones PBCS del avión. Se restablecen los códigos en el plan de vuelo ATS. Operación normal.

# NAT OPS Bulletins

<https://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx>

NAT OPS Bulletin 2017\_004\_Rev2 “Data Link Special Emphasis Items” (14Jun2022):

- Requisitos NAT DLM: estar equipado con SATCOM Inmarsat o Iridium.
- Nota aclarando que HF DL no cumple los requisitos del NAT DLM.

## 5. Operator/Aircraft Eligibility.

5.1 Operators should ensure that all flights filed to operate in Data Link Mandate (DLM) airspace are:

- Equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C datalink systems. (NAT Regional Supplementary Procedures (ICAO Doc 7030) paragraphs 3.4 and 5.5 for CPDLC and ADS-C respectively).
- Equipped with either Inmarsat or Iridium SATCOM equipment.

*Note. – HF data link does not meet NAT DLM requirements.*



## NAT OPS BULLETIN

Serial Number: 2017\_004\_Rev 02

Issued: 14Jun2022

Subject: NAT Data Link Special Emphasis Items

Effective: 14Jun2022

Originator: NAT SPG

The purpose of this North Atlantic Operations Bulletin is to provide background information and guidance material to North Atlantic (NAT) operators that could be included in pilot and dispatcher training programs and operations manuals to best prepare them for FANS 1/A (CPDLC/ADS-C) operations in the NAT to include the use of CPDLC route clearance uplinks.

### Introduction

FANS data link is utilized in the NAT Region for communication via Controller Pilot Data Link Communication (CPDLC) and position reporting via Automatic Dependent Surveillance-Contract (ADS-C).

AIS publications of the NAT ATS Provider States should be consulted to determine the extent of current implementation in each of the NAT OCAs. Operational procedures to be used are specified in the **ICAO Doc 10037 Global Operational Data Link (GOLD) Manual**. These procedures are intended to facilitate the uniform application of Standards and Recommended Practices contained in:

- Annex 2 — Rules of the Air,
- Annex 10 — Aeronautical Telecommunications and
- Annex 11 — Air Traffic Services,

The provisions in the Procedures for Air N...

- MEL B787: actualmente en proceso de revisión con AESA, incluyendo la eliminación de HF DL como sistema de comunicaciones en espacio aéreo NAT DLM.
- MO: uso de HF DL ya suprimido en los procedimientos operacionales (desde ENE/2022).

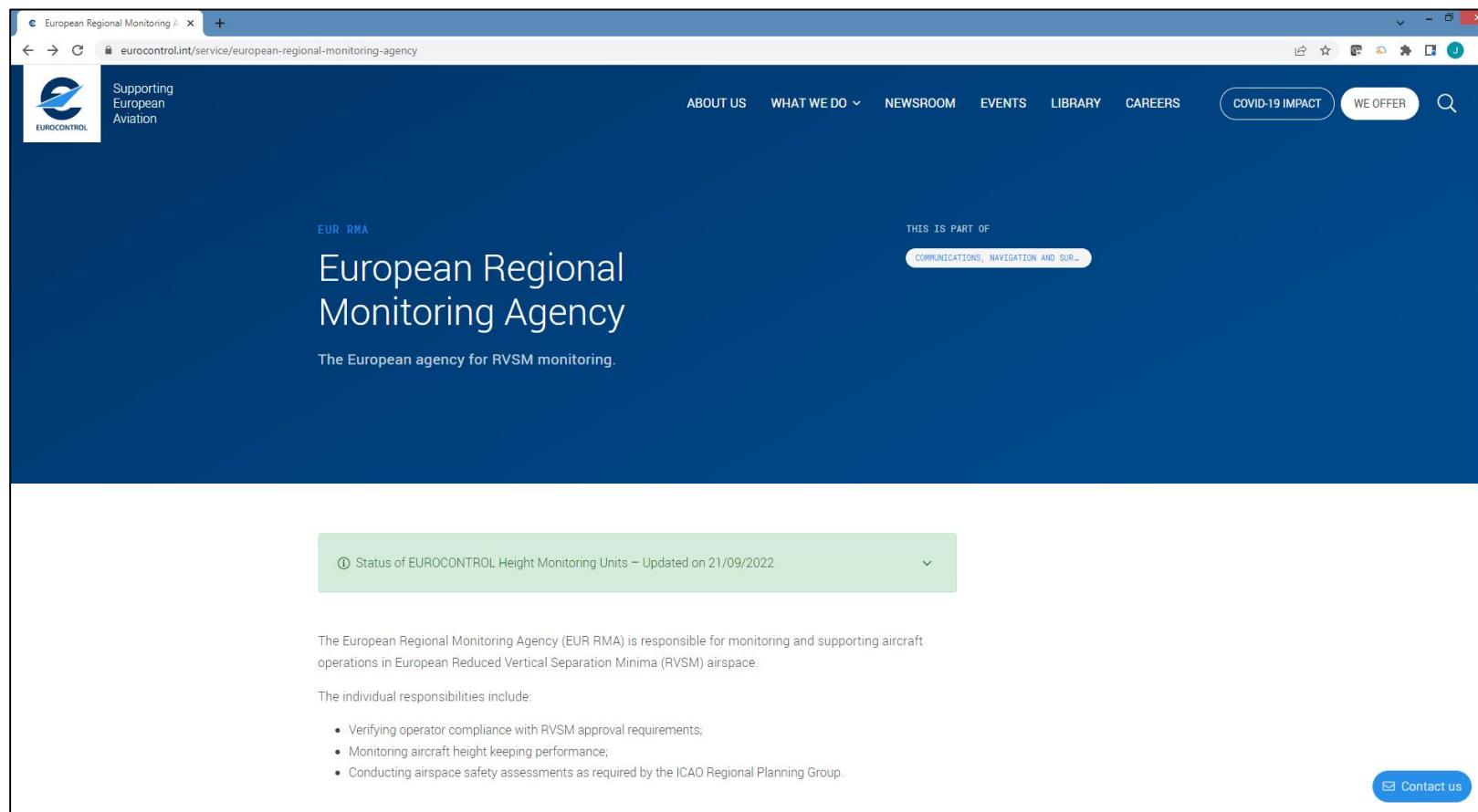
# Monitorización RVSM

Monitorización RVSM reflejado en el MO A.2.3.2.

También reflejado en el CAME (apartado 1.2.5.3).

Realizado por Departamento de Mantenimiento.

Consultas periódicas de la web EUR RMA (<http://www.eurocontrol.int/eur-rma>)



# Monitorización RVSM

Tarea incluida en la programación del Departamento de Planning de Mantenimiento.



**PROGRAM CHECK WEEKS 37 - 43/22**

Issue Date: 15/09/2022

Mods def.: +(Added) -(Erased)

R(Registration) G(Groundtime) O(Other)

738

**MASTER**

L: aceptado por LOGISTICA

C: aceptado por COMERCIAL

P: aceptado por PRODUCCIÓN

Pending: P.dte replanificar

| Regist.       | Work        | Date In         | H.In      | Date Out        | H.Out | Week | Station | MRO | H. GMA | Remarks                       | Special | Mod | L | STATUS | Status | PLANNING NOTES                                            | DATE LMT REAL/CALC |
|---------------|-------------|-----------------|-----------|-----------------|-------|------|---------|-----|--------|-------------------------------|---------|-----|---|--------|--------|-----------------------------------------------------------|--------------------|
| EC-LPQ        | RVSM        | 01-sep-22       | 0:01      | 01-sep-22       | 23:59 | 35   | PLNG    | MC  |        | B738 ANNUAL MONITORING STATUS |         |     |   |        |        | CHEQUEAR AVIONES POR SI SE NECESITA PROGRAMAR ALGÚN VUELO |                    |
| EC-MIG        | RVSM        | 01-sep-22       | 0:01      | 01-sep-22       | 23:59 | 35   | PLNG    | MC  |        | B787 ANNUAL MONITORING STATUS |         |     |   |        |        | CHEQUEAR AVIONES POR SI SE NECESITA PROGRAMAR ALGÚN VUELO |                    |
| EC-LKM        | RVSM        | 01-sep-22       | 0:01      | 01-sep-22       | 23:59 | 35   | PLNG    | MC  |        | E195 ANNUAL MONITORING STATUS |         |     |   |        |        | CHEQUEAR AVIONES POR SI SE NECESITA PROGRAMAR ALGÚN VUELO |                    |
| <b>Week 1</b> | <b>from</b> | <b>2-Jan-23</b> | <b>to</b> | <b>8-Jan-23</b> |       |      |         |     |        |                               |         |     |   |        |        |                                                           |                    |
| EC-LPQ        | RVSM        | 1-Jan-23        | 0:01      | 31-Jan-23       | 23:59 | 35   | PLNG    | MC  |        | B738 ANNUAL MONITORING STATUS |         |     |   |        |        | PASAR INFORME ANTES DEL 31.JAN23                          |                    |
| EC-MIG        | RVSM        | 1-Jan-23        | 0:01      | 31-Jan-23       | 23:59 | 35   | PLNG    | MC  |        | B787 ANNUAL MONITORING STATUS |         |     |   |        |        | PASAR INFORME ANTES DEL 31.JAN23                          |                    |
| EC-LKM        | RVSM        | 1-Jan-23        | 0:01      | 31-Jan-23       | 23:59 | 35   | PLNG    | MC  |        | E195 ANNUAL MONITORING STATUS |         |     |   |        |        | PASAR INFORME ANTES DEL 31.JAN23                          |                    |

Anualmente se emite un reporte interno con el estatus de monitorización RVSM para cada flota.



MAINTENANCE & ENGINEERING  
EASA PART M / ES.MG.004

DATE: 31-JAN-2022

### ANNUAL RVSM MONITORING STATUS OF EACH FLEET

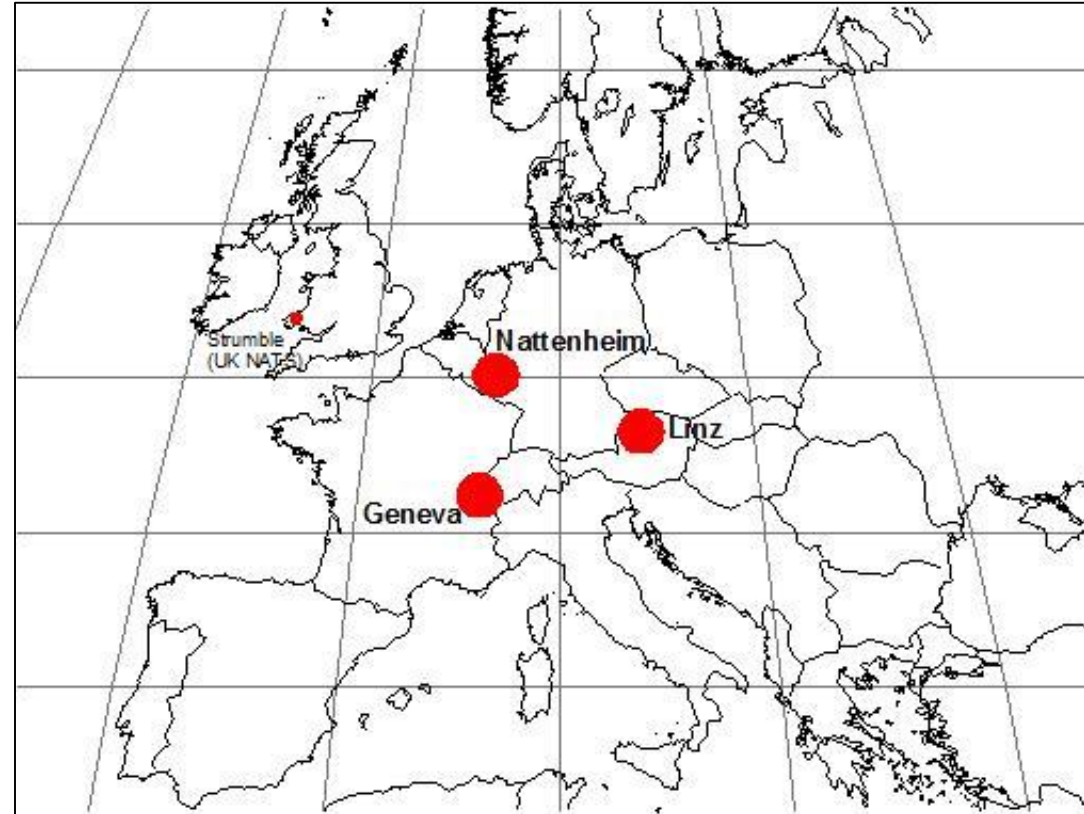
AMC1 SPA.RVSM.105(g)

| FLEET REQUIREMENT / ACCOMPLISHMENT:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | STAMP                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| <b>BOEING 737-800 Air Europa</b> (CATEGORY 1: Minimum of 2 aeroplanes have to be monitored every 2 years)<br>Last two Registrations performed: EC-LUT / EC-MJU<br>Date of last two RVSM Monitoring performed: <u>07JAN2022</u> / <u>08JAN2022</u><br>Any of them has been performed more than one year from issue date of this status? <u>Yes</u> / No<br><i>(Attached excel file downloaded from Eurocontrol)</i>                                                                                                                                                         |             |
| <b>BOEING 737-8 MAX Air Europa</b> (CATEGORY 2: A minimum of 60% of aeroplanes (round up if fractional) have to be monitored every 2 years).<br>Please indicate current 737-8 MAX Fleet size: _____, 60% of qty (round up if fractional):<br>Last 60% Registrations performed: _____ / _____ / _____ / _____ / _____ / _____<br>Date of last two RVSM Monitoring performed: _____ / _____ / _____ / _____<br>Any of them has been performed more than one year from issue date of this status? <u>Yes</u> / No<br><i>(Attached excel file downloaded from Eurocontrol)</i> | <p>N/A</p>  |
| <b>AIRBUS A330 Air Europa</b> (CATEGORY 1: Minimum of 2 aeroplanes have to be monitored every 2 years)<br>Last two Registrations performed: EC-KOM / _____<br>Date of last two RVSM Monitoring performed: <u>06FEB2020</u> / _____<br>Any of them has been performed more than one year from issue date of this status? <u>Yes</u> / No<br><i>(Attached excel file downloaded from Eurocontrol)</i>                                                                                                                                                                        |             |
| <b>BOEING 787 Air Europa</b> (CATEGORY 1: Minimum of 2 aeroplanes have to be monitored every 2 years)<br>Last two Registrations performed: EC-NEI / EC-MIG<br>Date of last two RVSM Monitoring performed: <u>17JUL2021</u> / <u>10NOV2021</u><br>Any of them has been performed more than one year from issue date of this status? <u>Yes</u> / No<br><i>(Attached excel file downloaded from Eurocontrol)</i>                                                                                                                                                             |            |
| <b>AIR EUROPA FLEETS DETAILS OF CORRECTIVE ACTION REQUESTED/TAKEN, IF ANY:</b><br>NIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                |

FORM: 515
PAGE: 1 OF 3
REV: 2
DATE: 24.01.19

# Monitorización RVSM

En caso de ser necesaria una monitorización RVSM, se coordina con el Departamento Comercial para que se programe un vuelo con un determinado tipo de avión en una ruta que sobrevuele las cercanías de un HMU.



Aunque es una situación poco frecuente, ha ocurrido en el pasado y se han programado vuelos sobrevolando HMU.



Gracias por su atención

*Juan Rosselló*  
Adjunto al Director de Operaciones  
AIR EUROPA