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**PROVISIONAL
ACCEPTABLE MEANS OF COMPLIANCE
TESTING OF PRESSURE-SENSITIVE
ALTIMETERS—TYPE III**

Prepared by the Airworthiness Committee and
published by authority of the Secretary General

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PROVISIONAL ACCEPTABLE MEANS OF COMPLIANCE
TESTING OF PRESSURE-SENSITIVE ALTIMETERS - TYPE III

FOREWORD

1. The Standards in Annex 8, Airworthiness of Aircraft, are of the nature of broad specifications stating objectives rather than the methods of realizing those objectives. In order to indicate by example the level of airworthiness intended by the Standards of that Annex, some specifications of a more detailed and quantitative nature have been included in the same volume under the title "Acceptable Means of Compliance". The Foreword of Annex 8 indicates the obligation under the Convention, resulting from the introduction of Acceptable Means of Compliance.
2. When the Annex was adopted on 13 June 1957, the Standards on the subjects: Aeroplane Performance, Strength under Flight Loads, Reciprocating Engines, Turbine Engines, Propellers, and Navigation Lights were supplemented by Acceptable Means of Compliance. The absence of provisions of that type pertaining to other subjects was considered either as recognition, by the Council, that the Standards in themselves defined a sufficiently accurate level of airworthiness, or as recognition, by the Council, that due to the technical developments going on in a subject at the time of adoption, it had not yet been possible to establish a more precise technical specification than that in the Standards themselves.
3. It is the essence of the Acceptable Means of Compliance that they permit variations in overall method as well as in detailed application. Therefore, Contracting States, in establishing national codes that will ensure compliance with the Standards, will sometimes need guidance as to the departures from Acceptable Means of Compliance that are suitable for the certification of aircraft other than those developed too recently to have behind them the suitable background of experience deemed necessary for introduction of an Acceptable Means of Compliance.
4. That type of guidance material is established by ICAO as "Provisional Acceptable Means of Compliance", a class of specification that does not impose any obligation under the Convention. The Provisional Acceptable Means of Compliance are not, like the Standards or the full-fledged Acceptable Means of Compliance, established by agreement between Contracting States; instead, they reflect an agreement reached by an international body of experts to the effect that a specification is worthy of trial.
5. Trial application of Provisional Acceptable Means of Compliance in national regulations or practices is intended to build up the amount of experience that, eventually, could lead to the introduction of an Acceptable Means of Compliance on the same subject.
6. The Provisional Acceptable Means of Compliance presented in this Circular was proposed by the Airworthiness Committee, a body of experts authorized by the Council and functioning under the direction of the Air Navigation Commission. This PAMC is a companion to the PAMC - Testing of Pressure-sensitive Altimeters (Circular 53-AN/48/2) which was prepared by the Airworthiness Committee as a result of discussions at its Sixth Meeting in June 1964 and which incorporates test procedures for Type I and II altimeters. The Air Navigation Commission authorized issue of the PAMC - Testing of Pressure-sensitive

Altimeters, dealing with Type I and II altimeters, at the Eleventh Meeting of its Forty-eighth Session on 2 March 1965. In approving the issue of this Provisional Acceptable Means of Compliance the Air Navigation Commission did not pass judgment on, or endorse, the technical contents recommended by the Airworthiness Committee.

7. The Airworthiness Committee at its Seventh Meeting held in Montreal in November-December 1966 discussed the development of uniform test procedures for Type III altimeters and prepared draft material as a basis upon which a PAMC might ultimately be developed. This material was subsequently reviewed by the Committee Members and further developed by correspondence. At the Eighth Meeting held in Amsterdam in April-May 1968, the Airworthiness Committee prepared the final text of the PAMC except for numerical values of Tables of Tolerances 1, 3 and 4 which were subsequently finalized by correspondence.

8. The Air Navigation Commission, after satisfying itself that this PAMC is properly co-ordinated with the Standards of Annex 8 and related material, and that the policies of the Organization have been followed, authorized issue of this Provisional Acceptable Means of Compliance (Testing of Pressure-sensitive Altimeters - Type III) at the Ninth Meeting of its Sixty-first Session on 17 June 1969. It is to be noted that in so doing, the Air Navigation Commission did not pass judgment on, or endorse, the technical contents recommended by the Airworthiness Committee.

9. States are invited to use these specifications and to notify ICAO of the extent to which they are being applied. Should any State find it desirable or necessary to adopt any significant variations from the specifications, that State is invited to notify the Organization of such differences.
