OPERATOR APPLICATION TO CONDUCT RVSM OPERATIONS

PART 1: GENERAL OPERATOR INFORMATION

OPERATOR NAME: _____

RESPONSIBLE PERSON:

Position:	**E-mail Address:**	**Telephone Number:**
Name:	**Signature:**	**Date:**

***AIRCRAFT PROPOSED FOR RVSM AUTHORIZATION.**

Airplane Model	Registration Number	Serial Number

Group aeroplane?	Yes ☐	No ☐
Non-group aeroplane?	Yes ☐	No ☐
Basic RVSM flight envelope?	Yes ☐	No ☐
Full RVSM envelope?	Yes ☐	No ☐

NOTE: airplane information may be provided in a separate document.

DATE OPERATOR PLANS TO START RVSM OPERATIONS _____

AREA(S) OF OPERATION WHERE OPERATOR INITIALLY INTENDS TO START RVSM OPERATIONS: _____

Completion of form: Each relevant box should be completed with a tick (√) or a (X). Items marked with an asterisk (*) to be completed only for first aeroplane which belongs to Aircraft Group of each aeroplane type / model in operator's fleet. The evidence of effectivity these Documents for each next A/C of this Type has to be submitted with the Applications that follows.
Where form must be completed by referring to a document of applicant's documentation system, add Document reference, chapter and sub-chapter. Appropriate extracts from Document submit together with Documents in Part 2.
Please ensure all applicable areas are completed.

SUBMITTED APPLICATION CONTAINS: ___ AIRCRAFT RVSM COMPLIANCE DOCUMENTION
____ RVSM MAINTENANCE PROGRAM
____ OPERATIONAL POLICY/PROCEDURES

After the RVSM airworthiness approval application has been submitted, AW Department of SCAA will conduct a technical evaluation of its content. If the content of the application is not accord to the requirements of Part-SPA, SCAA will request additional information from the operator. Issuance of airworthiness approval is subject to satisfactory completion of technical evaluation.
The AW Department of SCAA informs to SCAA Operations Sector about RVSM Airworthiness Approval for notifying the Operator that the aircraft is eligible for height monitoring and using in issue of Operational Approval

PART 2: OPERATOR EXHIBITS/DOCUMENT SUBMISSIONS

Exhibit or Document	Exhibit / Document Title	Operator Indication of Inclusion
A	Operator Letter Requesting RVSM Authority	
B	**Aircraft RVSM-compliance Documents (RVSM Airworthiness Documents) *** **1. For in-service aircraft:** As applicable: Service Bulletin (SB), Supplemental Type Certificate (STC), Aircraft Service Change (ASC) or Service Letter (SL) (Documents normally accompanied by corresponding AFM Revision or AFM Supplement). **2. For aircraft manufactured RVSM-compliant:** AFM, AFM Supplement and/or Type Certificate Data Sheet (TCDS) *	
C	**For In-service Aircraft. Documentation of Aircraft Inspection and/or Modification:** Maintenance records documenting completion of aircraft system modification and/or inspection (e.g., Major Repair and Alteration) *	
D	**MEL:** (MEL pages applicable to RVSM required systems) *	
E	**Maintenance Program.** Stand-alone RVSM Maintenance Manual or list of RVSM maintenance elements incorporated into an existing approved program. *	
F	**1. Method of Pilot Training/Knowledge**). **2. Pilot Training/Knowledge Syllabus:** if requested by the inspector.	
G	**Operational Policy & Procedures Documents or Manuals.** Stand-alone RVSM Operations Manual **or** section of operator's application documenting RVSM operational policy & procedures.	
H	**RVSM Monitoring:** method and schedule to complete RVSM height monitoring	
I	**Aircraft RVSM System Inspection Document**	
J	**The parts of AMM, SRM , IPC, Standard Practices Manual, Maintenance Schedule, MMEL concerning RVSM ***	
K	**RVSM Procedure and Practices Manual (** if Procedure and Practices do not include in Maintenance Program) *	
L	**RVSM Training Program for maintenance personnel; Maintenance Personal Training List; A maintenance personnel CRS authorization list; ***	

PART 3: BASIC ELEMENTS FOR OPERATOR RVSM AUTHORIZATION (OPERATOR APPLICATION)

#	ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist**	Where Found in Operator Exhibits/Documents **Note. Document reference, chapter and sub-chapter**	Notes
1.	Operator Letter Requesting RVSM Authority	Exhibit A	
2.	Aircraft RVSM-compliance (RVSM Airworthiness) Documents: 1. For in-service aircraft: As applicable: Service Bulletin (SB); Supplemental Type Certificate (STC); Aircraft Service Change (ASC); or Service Letter (SL) 1a. Are these Documents accompanied by corresponding AFM Revision or AFM Supplement? 2. For aircraft manufactured RVSM-compliant: AFM and/or Type Certificate Data Sheet (TCDS)	1. Exhibit B (As applicable: SB, STC, SL or ASC and AFM Supplement) 2. Exhibit B: AFM and/or TCDS	
3.	For in-service aircraft: maintenance records documenting completion of required inspections and/or modifications	Exhibit C	
4.	Description of aircraft equipment (detailing all components and equipment relevant to RVSM operations)	Exhibits B Exhibit E, Section	
5.	MEL with identified systems and equipment that are required for RVSM)	Exhibit D (MEL pages applicable to RVSM) Exhibit E, Section ___.	
6.	Maintenance Program	Exhibit E	
7.	Participation in RVSM Monitoring Program 1. Method and schedule or… 2. Monitoring results	Exhibit I	
8.	Method of Pilot Training/Knowledge (e.g., training center, course of instruction, operator in-house training, record or certificates of completion) Pilot Knowledge/Training Syllabus (if requested by the inspector)	Exhibit F	

#	**ELEMENTS FOR RVSM AUTHORIZATION** **Ref: RVSM Approval Checklist**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
9.	Operations Manuals or Documents: RVSM Operational Policy & Procedures	Exhibit G.	
10.	Past Performance Statement	Exhibit A	
11.	Plan for reporting altitude-keeping errors	Exhibit E and G	
12	Aircraft RVSM System Inspection Document	Exhibit I	

PART 4A BASIC PILOT PROCEDURES FOR RVSM OPERATIONS

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist** **- Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
Verify aircraft approved for RVSM operations	Exhibit F, Section _____. Exhibit G _____.	
Minimum equipment requirements pertaining to height-keeping systems	Exhibit F, Section _____. Exhibit G _____.	
Reported and forecast weather conditions on the route of flight. Sources of observed and forecast information that can help the pilot ascertain the possibility of MWA or severe turbulence are: Forecast Winds and Temperatures Aloft (FD), Area Forecast (FA), SIGMETS and PIREPS.	Exhibit F, Section _____. Exhibit G _____.	
Annotating the flight plan to be filed with the ATS Provider to show that the aircraft and operator are approved for RVSM operations	Exhibit F, Section _____. Exhibit G _____.	
If required for the aircraft, accounting for any RVSM required aircraft operating restrictions	Exhibit F, Section _____. Exhibit G _____.	
Review maintenance logs and forms. Ensure maintenance action has been taken to correct defects of required equipment	Exhibit F _____ Exhibit G ___.	
During the external inspection of the aircraft, particular attention should be paid to the condition of the static sources etc.	Exhibit F, Section _____. Exhibit G _____.	
Before takeoff, the aircraft altimeters should be set to the local altimeter (QNH) setting and should display a known field elevation within the limits specified in the aircraft operating manuals.	Exhibit F, Section _____. Exhibit G _____.	

PART 4A BASIC PILOT PROCEDURES FOR RVSM OPERATIONS

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist** **- Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
Before takeoff, equipment required for flight into RVSM airspace should be operational and malfunctions resolved.	Exhibit F, Section _____. Exhibit G _____.	
List RVSM equipment that must be operational prior to RVSM airspace entry	Exhibit F, Section _____. Exhibit G _____.	
Operating Transponder. The operator should ascertain the requirement for an operating transponder in the airspace where operating.	Exhibit F, Section _____. Exhibit G _____.	
Flightcrew should comply with aircraft operating restrictions related to RVSM airworthiness approval **(if applicable)**	Exhibit F, Section _____. Exhibit G _____.	
Emphasis should be placed on promptly setting the sub-scale on all primary and standby altimeters to 29.92 in. Hg/1013.2 hPa when passing through the Transition Altitude and rechecking the proper altimeter setting when reaching the initial cleared flight level (CFL)	Exhibit F, Section _____. Exhibit G _____.	
In level cruise it is essential that the aircraft is flown at the CFL. Clearances must be fully understood and followed.	Exhibit F, Section _____. Exhibit G _____.	
During cleared transition between levels, the aircraft should not be allowed to overshoot or undershoot the CFL by more than 150 ft. (45m)	Exhibit F, Section _____. Exhibit G _____.	
Unless circumstances dictate otherwise, an automatic altitude control system should be operative and engaged during cruise, etc.	Exhibit F, Section _____. Exhibit G _____.	

PART 4A: BASIC PILOT PROCEDURES FOR RVSM OPERATIONS

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist** **- Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
An altitude alerting system should be operational	Exhibit F, Section _____. Exhibit G _____.	
At intervals of approximately one hour, cross-checks between the primary altimeters and the standby altimeter should be made. A minimum of two primary altimeters must agree within 200 ft. or a lesser value if specified in the aircraft operating manual.	Exhibit F, Section _____. Exhibit G _____.	
The difference between the primary and standby altimeters should be noted for use in contingency situations. At least the initial altimeter crosscheck should be recorded	Exhibit F, Section _____. Exhibit G _____.	
Normally the altimeter system being used to control the aircraft should be selected to provide the input to the altitude reporting transponder that is transmitting the information to ATC.	Exhibit F, Section _____. Exhibit G _____.	
If the pilot is notified by ATC of an assigned altitude deviation (AAD) error, which exceeds 300 ft., then the pilot should take action to return to the CFL as quickly as possible.	Exhibit F, Section _____. Exhibit G _____.	
Contingency Procedures after entering RVSM airspace. The pilot should notify ATC of contingencies, which affect the ability to maintain the CFL and coordinate a plan of action.	Exhibit F, Section _____. Exhibit G _____.	
Area of Operations Specific Operational Policy & Procedures, Including Standard ATC Phraseology	This information is addressed in Part 4B, 4C and 4D (as applicable) of this Job Aid.	

PART 4A: BASIC PILOT PROCEDURES FOR RVSM OPERATIONS

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist** **- Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
Importance of crewmembers cross checking each other to ensure that ATC clearances are promptly and correctly complied with.	Exhibit F, Section _____. Exhibit G _____.	
Use and limitations of standby altimeters in contingencies	Exhibit F, Section _____. Exhibit G _____.	
Problems of visual perception of other aircraft at 1,000 ft. vertical separation	Exhibit F, Section _____. Exhibit G _____.	
Characteristics of aircraft altitude capture systems that may lead to the occurrence of overshoots.	Exhibit F, Section _____. Exhibit G _____.	
TCAS operating characteristics in RVSM airspace	Exhibit F, Section _____. Exhibit G _____.	
Relationship between the altimetry, automatic altitude control, and transponder systems in normal and abnormal situations.	Exhibit F, Section _____. Exhibit G _____.	
Aircraft operating restrictions (only if applicable to the aircraft)	Exhibit F, Section _____. Exhibit G _____.	
For those operators authorized to conduct oceanic operations—use of Strategic Lateral Offset Procedures (SLOP) in oceanic airspace to mitigate the effect of wake turbulence and the effect of operational errors.		
In making maintenance log book entries against malfunctions in height keeping systems, the pilot should provide sufficient detail to enable maintenance to effectively troubleshoot and repair the system.	Exhibit F, Section _____. Exhibit G _____.	

PART 4B: OPERATIONAL POLICY & PROCEDURES

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist - Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
Date/time and Area Where RVSM Mandated	Exhibit F, Section _____. Exhibit G _____.	
Flight Level Orientation Scheme	Exhibit F, Section _____. Exhibit G _____.	
Aircraft and Operator Approval Policy & Procedures	Exhibit F, Section _____. Exhibit G _____.	
Flight Planning Into DRVSM Airspace	Exhibit F, Section _____. Exhibit G _____.	
Guidance on Severe Turbulence and Mountain Wave Activity (MWA)	Exhibit F, Section _____. Exhibit G _____.	
Guidance on Wake Turbulence	Exhibit F, Section _____. Exhibit G _____.	
Pilot/Controller Phraseology	Exhibit F, Section _____. Exhibit G _____.	
Contingency Actions: Weather Encounters and Aircraft Systems (Pilot & Controller Actions)	Exhibit F, Section _____. Exhibit G _____.	

PART 5: RVSM MAINTENANCE PROGRAM

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist** **- Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
General: . Operators who maintain their aircraft under a continuous airworthiness maintenance program (CAMP) have to incorporate the RVSM maintenance requirements into the program		
RVSM Maintenance Program Elements: (1) Identification of components considered to be RVSM critical, and identification of structural areas noted as RVSM critical areas		
(2) The name or title of the person who will ensure that the aircraft is maintained in accordance with the approved program.		
(3) 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.		
(4) 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		
(5) The method the operator will use to ensure conformance to the RVSM 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.		
(6) 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 parts from being installed.		
(7) 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 non-compliant.		
(8) Periodic inspections, functional flight tests, and maintenance and inspection procedures with acceptable maintenance practices for ensuring continued compliance with the RVSM aircraft requirements.		

PART 5: RVSM MAINTENANCE PROGRAM (Cont.)

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist** **- Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
(9) The maintenance requirements listed in Instructions for Continued Airworthiness (ICA) associated with any RVSM associated component or modification.		
(10) Any other maintenance requirement that needs to be incorporated to ensure continued compliance with RVSM requirements.		
(11) **Use of Part 145 Repair Stations:** Operators using the services of EASA (FAA) Part 145 Certified repair Stations must include provisions to ensure that the requirements of their RVSM programs are being met.		
(12) The operator approved maintenance programme should include for each aircraft type the maintenance practices stated in the applicable aircraft and component manufacturers' maintenance manuals.		
(13) All RVSM equipment should be maintained in accordance with the component manufacturers' maintenance instructions and the performance criteria of the RVSM approval data package.		
(14) Any modification or design change which in any way affects the initial RVSM approval should be subject to a design review acceptable to the responsible authority.		
(15) Any repairs, not covered by approved maintenance documents, 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, should be subject to a design review acceptable to the responsible authority		
(16) Built-in Test Equipment (BITE) testing should not be used for system calibration unless it is shown to be acceptable by the aircraft constructor or an approved design organisation, and with the agreement of the responsible authority.		

PART 5: RVSM MAINTENANCE PROGRAM (Cont.)

ELEMENTS FOR RVSM AUTHORIZATION **Ref: RVSM Approval Checklist - Operators**	**Where Found in Operator Exhibits/Documents** **Note. Document reference, chapter and sub-chapter**	**Notes**
(17) An appropriate system leak check (or visual inspection where permitted) should be accomplished following reconnection of a quick-disconnect static line.		
(18)Airframe and static systems should be maintained in accordance with the aircraft constructor's inspection standards and procedures.		
(19) To ensure the proper maintenance of airframe geometry for proper surface contours and the mitigation of altimetry system error, surface measurements or skin waviness checks will need to be made, as specified by the aircraft constructor, to ensure adherence to RVSM tolerances. These checks should be performed following repairs, or alterations having an effect on airframe surface and airflow.		
(20) The maintenance and inspection programme for the autopilot will need to ensure continued accuracy and integrity of the automatic altitude control system to meet the height keeping standards for RVSM operations. This requirement will typically be satisfied with equipment inspections and serviceability checks.		
(21) Whenever the performance of installed equipment has been demonstrated to be satisfactory for RVSM approval, the associated maintenance practices should be verified to be consistent with continued RVSM approval. Examples of equipment to be considered are: (a) Altitude alerting. (b) Automatic altitude control system. (c) Secondary surveillance radar altitude reporting equipment. (d) Altimetry systems.		
(22) Action for Non-compliant Aircraft Those aircraft positively identified as exhibiting height keeping performance errors that require investigation should not be operated in RVSM airspace until the following actions have been taken: (a) The failure or malfunction is confirmed and isolated; and, (b) Corrective action is taken as necessary to this Guidance and verified to support RVSM approval.		

(23) Maintenance Training New training may be necessary to support RVSM approval. Areas that may need to be highlighted for initial and recurrent training of relevant personnel are: (a) Aircraft geometric inspection techniques. (b) Test equipment calibration and use of that equipment. (c) Any special instructions or procedures introduced for RVSM approval.		
(24) Test Equipment (a) The test equipment should have the capability to demonstrate continuing compliance with all the parameters established in the data package for RVSM approval or as approved by the responsible authority. (b) Test equipment should be calibrated at periodic intervals as agreed by the responsible authority using reference standards whose calibration is certified as being traceable to national standards acceptable to that authority. The approved maintenance programme should include an effective quality control programme with attention to the following: (i) Definition of required test equipment accuracy. (ii) Regular calibrations of test equipment traceable to a master standard. Determination of the calibration interval should be a function of the stability of the test equipment. The calibration interval should be established using historical data so that degradation is small in relation to the required accuracy. (iii) Regular audits of calibration facilities both in-house and outside. (iv) Adherence to approved maintenance practices. (v) Procedures for controlling operator errors and unusual environmental conditions which may affect calibration accuracy.		