|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1. Applicant / Operator** | | | | | | | | | | |
| **Name:** | | | | | | | | | | |
| **Address:** | | | | | | | | | | |
| **Tel:** | | | | | | | | | | |
| **Contact person:** | | | | | | | | | | |
| **AOC No.** | | | | | | | | | | |
| **Place of Delivery:** | | | | | | | | | | |
| **2. Aircraft** | | | | | | | | | | |
| Aircraft Type |  | | | | | | | | | |
| Aircraft S/N |  | | | | | | | | | |
| Aircraft registration |  | | | | | | | | | |
| Mode S Address |  | | | | | | | | | |
| **PART 1 Airworthiness** | | | | | | | | | | |
| **3.Airworthiness** | | | | | | | | | | |
|  | | | | | | | | | | |
| **3.1The approval of RVSM systems installation is based on:** | | | | | | | | | | |
| Type design | | EASA STC | | FAA STC | | | | Service Bulletin | | |
| Other (Specify) | |  | |  | | | |  | | |
|  | | | | | | | | | | |
| **3.2 The RVSM type design approval is reflected in:** | | | | | | | | | | |
| REMARKS | | | | | | | | | | |
| Type Certificate/ Type Certificate Data sheet | | Yes | | No | | | |  | | |
| AFM/ AFM supplement | | Yes | | No | | | |  | | |
| Supplement type certificate | | Yes | | No | | | |  | | |
| Service Bulletin | | Yes | | No | | | |  | | |
| Other (specify) | | Yes | | No | | | |  | | |
|  | | | | | | | | | | |
| **3.3 Approval basis for RVSM** | | | | | | | | | | |
| FAA AC 91-85 (91-RVSM) | | Yes | | No | | | |  | | |
| Annex to ED Decision 2012/019/R or JAA TGL 6 | | Yes | | No | | | |  | | |
| Other (specify) | | Yes | | No | | | |  | | |
|  | | | | | | | | | | |
| **3.4 Aircraft Definition** | | | | | | | | | | |
| Group aeroplane | | Yes | | No | | | |  | | |
| Non Group aeroplane | | Yes | | No | | | |  | | |
|  | | | | | | | | | | |
| **3.5 Aircraft equipment’s for RVSM operations:** | | | | | | | | | | |
|  | | | | **Make** | | | | **Model** | | |
| Two Independent Altitude measurement system | | No. 1 | |  | | | |  | | |
| No.2 | |  | | | |  | | |
| SSR transponder | |  | |  | | | |  | | |
| Altitude alert system | |  | |  | | | |  | | |
| Automatic altitude control system | |  | |  | | | |  | | |
| ACAS II System (with Change 7/ 7A as applicable) | |  | |  | | | |  | | |
|  | | | | | | | | | | |
| **3.6 Maintenance program:** | | | | | | | | | | |
| The operator should have an established maintenance program that contains all related maintenance requirements prescribed by the manufacturer for RVSM operations. | | | | | | | | | **S** | **U/S** |
| Existing maintenance Program covers RVSM operations | | | | | | | Yes | No |  |  |
| New Maintenance program required | | | | | | | Yes | No |  |  |
| The operator has to submit the report of last Air Data System check performed. | | | | | | | | |  |  |
| Performance: Satisfactory/Unsatisfactory | | | Date of Test | | |  | | |  |  |
|  | | | | | | | | | | |
| **3.7 MEL:** | | | | | | | | | | |
| The applicant has revise relevant parts of the MEL to reflect system requirements appropriate for RVSM operations | | | | | | | | |  |  |
| Existing MEL covers requirements? | | | | | | Yes | | No |  |  |
| Revision of MEL required? | | | | | | Yes | | No |  |  |
|  | | | | | | | | | | |
| **4. Maintenance practices** | | | | | | | | | | |
| The applicant must establish procedures for continuing airworthiness practices covering the following subjects (Applicant should refer to manual reference including chapter ) | | | | | | | | |  |  |
| **4.1** Maintenance of RVSM equipment (adherence to manufacturer’s maintenance instructions) | | | | | | | | |  |  |
| Ref: | | | | | | | | |  |  |
| **4.2** Actions for non compliantaeroplane (down-grading - technical log entries – placarding - monitoring of defects - reliability reporting - etc) | | | | | | | | | | |
| Ref: | | | | | | | | |  |  |
| **4.3** Maintenance training (Initial-recurrent-qualification of maintenance personnel, etc) | | | | | | | | |  |  |
| Ref: | | | | | | | | |  |  |
| **4.4** Test equipment used (use of test equipment-handling-calibration, etc) | | | | | | | | |  |  |
| Ref: | | | | | | | | |  |  |
| **5. Height monitoring** | | | | | | | | | | |
| **5.1** Operator procedure to monitor appropriate number of aircraft in the fleet reflected in: | | | | | | | | |  |  |
| Ref: | | | | | | | | |  |  |
| **5.2** Aircraft has been monitored by HMU/GMU? | | | | | | Yes | | No |  |  |
|  | | | | | | | | | | |
| **Part 2 Operation** | | | | | | | | | | |
| **6.1 Operation Manual** | | | | | **Manual ref.** | | | | **S** | **U/S** |
| Does the Operations Manual Part A has RVSM section?  Yes No | | | | |  | | | |  |  |
| Does the Operation Manual refers to the Standard ATC-Phraseology with regard to RVSM-Operation and the use of the respective wording is explained?  Yes No | | | | |  | | | |  |  |
| Does the Operation Manual refers to the Equipment: that must be checked “operational” prior entering RVSM-Airspace?: - Two independent altitude measurement systems; - One altitude alerting system; - One automatic altitude control system; - One altitude reporting SSR-Transponder, coupled to that altitude measuring system, that is in operation for altitude keeping.  Yes No | | | | |  | | | |  |  |
| Note: The List of circumstances that affects RVSM-capability of an aeroplane, shall contain at least the following: a) Failure of all automatic altitude–control systems b) Loss of redundancy of altimetry system c) Loss of engine-thrust requiring to descend d) Any failure of equipment affecting the ability to maintain cleared flight level e) Heavy turbulence affecting the altitude-keeping capability of the aircraft. | | | | |  | | | |  |  |
| Does the Operation manual contains the regional operational procedures including normal-and contingency procedures, covering the operator`s whole area of operation as specified on the AOC? | | | | |  | | | |  |  |
| • Europe (EUR) | | | | |  | | | |  |  |
| • North Atlantic (NAT) | | | | |  | | | |  |  |
| • Western Atlantic Route System (WATRS) | | | | |  | | | |  |  |
| • Northern Canadian Airspace (NAM) | | | | |  | | | |  |  |
| • Pacific Region ( ASIA /PAC) | | | | |  | | | |  |  |
| • Middle East (MID) | | | | |  | | | |  |  |
| Yes No | | | | |  | | | |  |  |
| **6.2 Training** | | | | |  | | | |  |  |
| Does the RVSM-Training correctly integrated? | | | | |  | | | |  |  |
| The RVSM-Training Module must contain comprehensive instruction of basic knowledge and operational procedures to get familiar with all aspects of operations within RVSM-Airspace.  Yes No | | | | |  | | | |  |  |
| **6.3 Flight Planning** | | | | |  | | | |  |  |
| For RVSM operations, instruction must be provided to the flight crew to review and verify the aircraft technical status reflected in the Tec log, to consult the airplanes Hold Item List (HIL), to verify the airplane dispatch status using the Minimum Equipment List (MEL) concerning RVSM-operation and en-route weather forecast for the detection of areas with heavy turbulence on the intended route.  Yes No | | | | |  | | | |  |  |
| **6.4 Pre-flight** | | | | |  | | | |  |  |
| Is there a procedure established and appropriately described, what equipment required for the operation in RVSM-Airspace has to be checked operational before entering RVSM-Airspace?  Yes No | | | | |  | | | |  |  |
| For RVSM operations, instruction must be provided to the flight crew to review and verify the aircraft technical status reflected in the Techlog, to consult the aeroplanes Hold Item List (HIL), to verify the aeroplane dispatch status using the Minimum Equipment List (MEL)  Yes No | | | | |  | | | |  |  |
| Aircraft External-Inspection: It shall be stated, that the external inspection procedure of the aeroplane shall focus on the skin-condition of the fuselage in the surrounding of the static sources and the condition of the static sources itself.  Yes No | | | | |  | | | |  |  |
| The external inspection procedure shall contain all relevant equipment such as all static-ports, especially the condition of the fuselage skin around the static-ports.  Yes No | | | | |  | | | |  |  |
| The equipment relevant for RVSM-Operations must be checked operational  Yes No | | | | |  | | | |  |  |
| **6.5** Flight-Deck-Preparation: | | | | |  | | | |  |  |
| Instruction shall be provided for a comparison check between the indication of the two primary altimeters to be within a tolerance of 75 ft for RVSM-Operation.  Yes No | | | | |  | | | |  |  |
| **6.6** In-Flight | | | | |  | | | |  |  |
| Altimeter setting procedures must be observed and respective crosschecks shall be performed in hourly intervals. Altitude comparison-checks during level-flight shall be stated to be within ± 200 ft.  Yes No | | | | |  | | | |  |  |
| Procedures to monitor the airplane’s level-off maneuver and system capability at an assigned flight-level while using the automatic altitude-control system and the autopilot function.  Yes No | | | | |  | | | |  |  |
| Monitoring procedures shall be described, ensuring that the altitude-alerting system is operative.  Yes No | | | | |  | | | |  |  |
| Notification to the competent Air Traffic Control Centre about the loss of RVSMcapability by applying the respective phraseology.  Yes No | | | | |  | | | |  |  |
| **6.7** Post flight | | | | |  | | | |  |  |
| Any malfunction affecting the RVSM-capability of the airplane, shall be recorded in detail in the Tech-log-System.  Yes No | | | | |  | | | |  |  |
| **6.8** Reporting | | | | |  | | | |  |  |
| For altitude deviations during RVSM-Operations, height keeping errors, at least the following shall be stated to be reported: | | | | |  | | | |  |  |
| Total vertical error of ±300 ft;  Altimeter system error of ±245 ft;  Deviation from assigned altitude of ± 300 ft;  During transition phase, overshooting or undershooting of a cleared flight level of more than 150 ft ;  The loss of RVSM-capability ;  The application of any contingency procedure Any malfunction in the automatic height-keeping system;  Any malfunction in the altimetry system;  Any deficiency affecting the redundancy within the altitude measurement system.  Yes No | | | | |  | | | |  |  |
| **Documents to be submitted** | | | | | | | | | | |
| Description | | | | | | | | Applicable | Not Applicable | |
| a) The current FSD Form conformance report filled in | | | | | | | |  |  | |
| b) Sections of AFM-Type certificate-SB etc that document RVSM approval | | | | | | | |  |  | |
| c) Service bulletin-STC-or Major modification approval | | | | | | | |  |  | |
| d) Maintenance program that include items pertinent of RVSM equipment | | | | | | | |  |  | |
| e) MEL | | | | | | | |  |  | |
| f) Maintenance practices and procedures manual | | | | | | | |  |  | |
| g) Procedures for down grading ,upgrading ,technical log entries, monitoring etc | | | | | | | |  |  | |
| h) Maintenance training syllabi | | | | | | | |  |  | |
| i) Test equipment used, calibration | | | | | | | |  |  | |
| j) Height Monitoring result | | | | | | | |  |  | |
| k) Report of last Air-data System test | | | | | | | |  |  | |
| l) Appropriate sections of Operation Manual covering Par 6.1 to 6.8 | | | | | | | |  |  | |
| m) HMU/GMU report | | | | | | | |  |  | |
| **7. Applicant Compliance statement** | | | | | | | | | | |
| I hereby declare that all documentation and information submitted have been verified and found in compliance with Regulation, its Implementing Rules and all other applicable requirements/procedures. | | | | | | | | | | |
| Maintenance Manager :  Signature:  Date: | | | | | | | | | | |
| Flight Operation Manager:  Signature:  Date : | | | | | | | | | | |
| Quality Manager:  Signature:  Date: | | | | | | | | | | |
| **FOR DGCAR USE ONLY**  Flight Safety Directorate Approval ( if applicable ).  Airworthiness Inspector Name:…………………………………………………………………………………………………………………………  Date :  Signature : Satisfactory for Airworthiness Approval Yes No  Flight Operation Inspector Name: …………………………………………………………………………………………………………………………  Date :  Signature : Satisfactory for Operational Approval Yes No  Flight Safety Directorate Decision APPROVED NOT APPROVED:  Flight Safety Director Name: ………………………………………………………………………………………………………………………………..  Date:  Signature and Stamp: | | | | | | | | | | |