

SEQUENCE OF EVENTS FOR THE RVSM APPROVAL PROCESS

Sequence of Events

→ Reference Handout:

→ RVSM Approval Process Events:
Non-US Operators

Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator Establishes Need to Obtain Approval to Conduct RVSM Operations
- Operator Contacts Aircraft Manufacturer or Design Organization
 - Manufacturer advises operator on availability of airworthiness approval documents (e.g., Service Bulletin, Supplemental Type Certificate)
 - Manufacturer advises operator whether aircraft is covered by group approval or is considered as a non-group aircraft

Sequence of Events for the Operator/Aircraft RVSM Approval Process

- If aircraft manufacturer does not develop the airworthiness approval documents or if operator does not elect to use manufacturer services, operator contacts approved design organization
- Note: Aircraft Engineering Packages have been approved for most airline and business jet aircraft types/groups
 - See Aircraft Engineering Packages on RVSM website

Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator contacts the appropriate civil aviation authority to arrange a pre-application meeting to discuss requirements for approval

- See 91-RVSM paragraph 11c

Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator obtains appropriate airworthiness approval document (e.g., SB, Aircraft Service Change (ASC), STC)
- For In-service Aircraft:
 - Operator conducts inspections or aircraft modification as identified in airworthiness approval document (e.g., SB)
 - If required in airworthiness document, operator revises continued airworthiness program for aircraft type or group

Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator adopts **Continued Airworthiness practices** identified in 91-RVSM paragraph 10 and **Operating Practices (pilot/dispatch) and procedures** identified in paragraph 11 and appendix 4

- Operator adopts RVSM policy and procedures applicable to each specific area of operation
 - Normally published in State AIP's and/or NOTAMS

Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator develops plan for aircraft altitude-keeping performance monitoring
- Options for monitoring will be to over-fly ground based units or to use GPS-based Monitoring Units
- Monitoring completed for other areas of operations can be used for DRVSM monitoring purposes

Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Approximately 60 days in advance of start of operations, operator submits its application to appropriate CAA for operational approval
- CAA reviews application
- When operator completes appropriate requirements, CAA grants operational approval

Sequence of Events

- CAA registers RVSM approved airframes and operators on RVSM Approvals Database and...
- when appropriate, provides database information to Regional Monitoring Agency

Approval for New-to-the Operator Areas of Operations

- See Documents Applicable to All Approvals
- See “RVSM Area New to the Operator”
- Aircraft approved for RVSM are approved for world-wide operations, however...
- Operators must adopt and revise policy and procedures specific to new areas of operation

Example FAA Approval for New Area

- For Operations Specifications holders, RVSM authority listed in OpSpecs B050 (Authorized Areas of Enroute Operations)
- For General Aviation operators, initial authority for RVSM operations provided in Letters of Authorization (LOA's)
- LOA's are NOT issued for individual areas of operation

Operational Issues for New Area of Operations

- RVSM floor, ceiling and horizontal boundaries
- Policy for exclusion or operation of unapproved aircraft.
- Flight planning policy
- Pilot Procedures:
 - In-flight contingencies
 - Weather deviation
 - Wake turbulence

Additional Subjects

- RVSM maintenance procedures at airports in new area
- Monitoring requirements
- RVSM approvals data base