

 هيئة الطيران المدني	Application for RVSM Approval (Airworthiness & Operational)	Form	AWR/OPS 044
		Edition	Original
	Civil Aviation Authority - DGCAR	Revision	2
		Date	1/09/2020

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

3.1 The approval of RVSM systems installation is based on:

Type design <input type="checkbox"/>	EASA STC <input type="checkbox"/>	FAA STC <input type="checkbox"/>	Service Bulletin <input type="checkbox"/>
Other (Specify) <input type="checkbox"/>			

3.2 The RVSM type design approval is reflected in:

REMARKS			
Type Certificate/ Type Certificate Data sheet	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
AFM/ AFM supplement	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Supplement type certificate	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Service Bulletin	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Other (specify)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

3.3 Approval basis for RVSM

FAA AC 91-85 (91-RVSM)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Annex to ED Decision 2012/019/R or JAA TGL 6	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Other (specify)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

3.4 Aircraft Definition

Group aeroplane	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Non Group aeroplane	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

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 <input type="checkbox"/>	No <input type="checkbox"/>	
New Maintenance program required		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
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 <input type="checkbox"/>	No <input type="checkbox"/>	
Revision of MEL required?		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
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-compliant aeroplane (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 <input type="checkbox"/>	No <input type="checkbox"/>	
Part 2 Operation			
6.1 Operation Manual	Manual ref.	S	U/S
Does the Operations Manual Part A has RVSM section? Yes <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			

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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
The equipment relevant for RVSM-Operations must be checked operational Yes <input type="checkbox"/> No <input type="checkbox"/>			

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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			
Monitoring procedures shall be described, ensuring that the altitude-alerting system is operative. Yes <input type="checkbox"/> No <input type="checkbox"/>			
Notification to the competent Air Traffic Control Centre about the loss of RVSM capability by applying the respective phraseology. Yes <input type="checkbox"/> No <input type="checkbox"/>			
6.7 Post flight			
Any malfunction affecting the RVSM-capability of the airplane, shall be recorded in detail in the Tech-log-System. Yes <input type="checkbox"/> No <input type="checkbox"/>			
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 <input type="checkbox"/> No <input type="checkbox"/>			

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 CAA USE ONLY		
1.Airworthiness Inspector Name: :		
Date :		
Signature :	Airworthiness Recommendation:.....	
2.Flight Operation Inspector Name:		
Date :		
Signature :	Operational Recommendation:	
3.Flight Safety Director <input type="checkbox"/> APPROVED <input type="checkbox"/> NOT APPROVED		
Flight Safety Director Name:		
Date:		
Signature and Stamp:		