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|  | **Form**  **Form: AC-GEN013**  **November 2022** |

Application For RVSM Approval

1. REFERENCES

Applicable Regulations and Guidance Documents:

1. Regulations 79,124 and Schedule 4 of the Civil Aviation (Aircraft Instrument and Equipment) Regulations, 2022
2. Regulation 152(3)(a)(i) of the Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations,2022
3. CAA-AC-GEN013- Reduced Vertical Separation Minima Approval
4. FORM: CAA/GEN/RVSM- RVSM Assessment Worksheet

Guidance for Completion of the form:

1. Each relevant box should be completed with a tick (√) as applicable.
2. Items marked with an asterisk (\*) to be completed only for first aeroplane of each aeroplane type in fleet.
3. Where form must be completed by referring to a document of applicant's documentation system, add manual reference, chapter, and sub-chapter.
4. For Group Aircraft a single form may be submitted. However, the inspectors may require certain aircraft documentation to be submitted for each aircraft.
5. Ensure all applicable areas are completed and objective documentary evidence provided to support the application.
6. GENERAL

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| General Information | | |
| 1. Applicant Name: | | |
| 2. Proposed date for the commencement of RVSM operations: | | |
| 3. Aeroplane Registration: | | |
| 4. Aeroplane Manufacturer: | | |
| 5. Aeroplane Make / Model: | | |
| 6. Serial No.: | | |
| 7. Mode S Address CODE: | | |
| 8. RVSM Modification/Certification Date | | |
| Scope of Application | **YES** | **NO** |
| 9a. Application for RVSM operations in Continental regions except Oceanic Airspace? |  |  |
| 9b. Application for RVSM operations in AFI Oceanic and other international regions?  If ‘Yes’ specify regions: |  |  |
| 9c. Application includes Metric Airspace areas?  If ‘Yes’ specify regions |  |  |
| 10. Request for RVSM approval for addition of same type of aeroplane (listed in item 5)? |  |  |

1. AIRWORTHINESS

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|  | Type Design Approval for referenced Aeroplane Type Designation |
| 1. | The RVSM type design approval is reflected in:  AFM  AFM Supplements  Supplemental Type Certificate  Other – Specify: |
| 2.. | The approval of the RVSM systems installation is based on:  FAA STC  EASA STC  Service Bulletin  Major Modification  OTHER (specify): |
| 3. | Group aeroplane?  Aircraft Registration/s: |
| 4. | Non-group aeroplane?  Aircraft Registration: |
| 5. | Airworthiness performance requirements in the form of a Minimum Aeroplane Systems Performance Specification (MASPS):  MASPS compliance demonstrated by: Manufacturer:  Design Organisation:  MASPS compliance data package: Reference: |

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|  | Minimum Navigation System Eligibility for referenced Aeroplane Serial Number: | | | | | |
| 6. | Equipment for RVSM operations | Make | Model | | |
|  | Altitude measurement systems: |  |  | | |
|  | SSR Mode S Transponders: |  |  | | |
|  | Altitude alerting system/s: |  |  | | |
|  | Automatic altitude control system/s: |  |  | | |
|  | ADS-B Equipment: |  |  | | |
|  | Others relevant equipment: |  |  | | |
| 7. Maintenance Program that contains all RVSM related maintenance requirements prescribed by the manufacturer or design organisation? | | | | Yes | No | |
| Minimum Equipment List (\*) | | | | | | |
| 8. Relevant parts of the Minimum Equipment List to reflect system requirements (e.g., redundancy levels, maintenance procedures) appropriate to the intended RVSM operations? | | | | Yes | No | |
| 9. Does the Operators MEL embody all maintenance procedures and processes for upgrade/downgrade of RVSM due to system failures with RVSM critical systems  If yes, provide details | | | | Yes | No | |

1. APPLICATION PACKAGE

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| **Documentation listed** below to be submitted to the CAA | **CAA check**  **YES / NO** | | |
| 1. Application Form duly completed |  |  |
| 2. Airworthiness documentation showing that the aircraft has RVSM airworthiness approval. e.g., AFM or AFM Supplements, STCs, or Major modification approval documentation, as applicable. |  |  |
| 3. Flight crew, and where applicable flight operations officers, qualification and initial / recurrent  training programmes |  |  |
| 4. Operation manuals and checklists showing RVSM operating practices and procedures (OM-A, OM-B, OM-C, OM-D (may be in form of extracts), or stand-alone RVSM manual as applicable. |  |  |
| 5. Minimum Equipment List (MEL) that include items pertinent to RVSM operations (\*). |  |  |
| 6. Maintenance program or revision thereof that includes items pertinent to RVSM equipment. |  |  |
| 7. RVSM maintenance practices & procedures (MME, maintenance program, stand-alone document). |  |  |
| 8. Past performance as applicable including relevant operating history, and implementation of training programmes, and operating or maintenance practices to improve poor height-keeping performance. |  |  |
| 9. Plan for participation in the RVSM monitoring program. |  |  |
| **For Official Use Only:** | | | |

1. APPLICANT’s STATEMENT

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| The undersigned certifies the above information to be correct and true and that aeroplane system installation, continuing airworthiness of systems, minimum equipment for dispatch, operating procedures and flight crew training comply with RVSM requirements. | | |
| **Applicant Name and Title:**  **Phone:** | **Signature:** | **Date:** | |

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| *(For official use only)* | | |
| ***Inspector Receiving Application Name:*** | **Signature:** | **Date Received:** |

APPLICATION FORM ATTACHMENT

RVSM Compliance Checklist

1. This compliance checklist ensures that the RVSM operations applicant has adequately addressed the regulatory requirements applicable to the operations.
2. The compliance checklist is prepared by the Operator and submitted to the Authority indicating how the relevant applicable regulations to the proposed RVSM operations have been addressed. It is required to be submitted together with the formal application package.
3. The applicant should complete the section pertaining to the applicable Part of the Regulations.
4. Note: There is also an RVSM Worksheet which is submitted to the CAA, it includes a requirement for supporting documents.

| **Regulation No.** | **Regulation Requirement** | **Applicability**  **Yes / No / NA** | **Manual / Document Reference** | **Remarks**  ***CAA Use*** | |
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| The Civil Aviation Aircraft Instruments and Equipment Regulation, 2022 | |  |  |  | |
| Part III — International Commercial Air Transport — Aeroplanes | |  |  |  |

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| Reg 79 Reduced vertical separation minimum | **Reduced vertical separation minimum**  (1) An operator shall not operate an aeroplane for flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum of 300m (1000 ft) shall be applied between FL 290 and FL 410 inclusive, unless the aeroplane: |  |  |  |
|  | (a) is provided with equipment which is capable of:  (i) indicating to the flight crew the flight level being flown;  (ii) automatically maintaining a selected flight level;  (iii) providing an alert to the flight crew when a deviation occurs from the selected flight level and the threshold for the alert shall not exceed 90 m (300 ft); and  (iv) automatically reporting pressure-altitude. |  |  |  |
|  | (b) is authorized by the State of the operator for operation in the airspace concerned; and |  |  |  |
|  | (c) demonstrates a vertical navigation performance in accordance with Schedule 3 of these Regulations. |  |  |  |
|  | (2) Prior to granting the RVSM approval required in accordance with sub regulation (1) the Authority shall be satisfied that: |  |  |  |

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|  | (a) the vertical navigation performance capability of the aeroplane satisfies the requirements specified in Schedule 2 of these Regulations; |  |  |  |
|  | (b) the operator has instituted appropriate procedures in respect of continued airworthiness or maintenance and repair practices and programmes; and |  |  |  |
|  | (c) the operator has instituted appropriate flight crew procedures for operations in RVSM airspace. |  |  |  |
|  | (3) The RVSM approval shall be valid globally on the understanding that any operating procedures specific to a given region will be stated in the operations manual or appropriate crew guidance. |  |  |  |
|  | (4) The State of the Operator, in consultation with the State of Registry if appropriate, shall ensure that, in respect of those aeroplanes mentioned in sub regulation (1), adequate provisions exist for: |  |  |  |
|  | (a) receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with Civil Aviation (Air Traffic Services) Regulations,2022; |  |  |  |
|  | (b) taking immediate corrective action for individual aircraft, or aircraft type groups, identified in such reports as not complying with the height-keeping requirements for operation in airspace where RVSM shall be applied. |  |  |  |

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|  | (5) An operator with RVSM approval shall ensure that a minimum of two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1000 flight hours per aeroplane, whichever period is longer and if an operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period. |  |  |  |
|  | (6) Subject to sub regulation (1), if the operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period. |  |  |  |
|  | (7) Monitoring data from any regional monitoring programme established in accordance with Civil Aviation (Air Traffic Services) Regulations, 2022 may be used to satisfy the requirement. |  |  |  |
|  | (8) The Authority shall take appropriate action with respect to aircraft and operators found to be operating in RVSM airspace in Uganda without a valid RVSM approval. |  |  |  |
|  | (9) An operator shall ensure that each aeroplane is sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with these regulations. |  |  |  |

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| Part IV — General Aviation - Aeroplanes  (General Aviation Operations) | |  |  |  |
| Reg.124. Reduced vertical separation minimum | (1) For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive, an aeroplane: |  |  |  |
|  | (a) shall be provided with equipment which is capable of;  (i) indicating to the flight crew the flight level being flown;  (ii) automatically maintaining a selected flight level;  (iii) providing an alert to the flight crew when a deviation occurs from the selected flight level and the threshold for the alert shall not exceed 90 m (300 ft); and  (iv) automatically reporting pressure-altitude. |  |  |  |
|  | (b) shall be authorised by the State of Registry for operation in the airspace concerned; and |  |  |  |
|  | (c) shall demonstrate a vertical navigation performance in accordance with Schedule 5 of these regulations. |  |  |  |
|  | (2) The prior to granting the RVSM approval required in accordance with sub regulation (1) (b), the Authority shall be satisfied that— |  |  |  |

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|  | (a) the vertical navigation performance capability of the aeroplane satisfies the requirements specified in Schedule 5 of these Regulations. |  |  |  |
|  | (b) the owner or operator has instituted appropriate procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and |  |  |  |
|  | (c) the owner or operator has instituted appropriate flight crew procedures for operations in RVSM airspace. |  |  |  |
|  | (3) A reduced vertical separation minimum approval is valid globally on the understanding that any operating procedures specific to a given region will be stated in the operations manual or appropriate crew guidance. |  |  |  |
|  | (4) The State of Registry shall ensure that, in respect of those aeroplanes mentioned in sub: |  |  |  |
|  | (a) receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with Civil Aviation (Air Traffic Services) Regulations, 2022; and |  |  |  |
|  | (b) taking immediate corrective action for individual aircraft, or aircraft type groups, identified in such reports as not complying with the height-keeping requirements for operation in airspace where RVSM is applied. |  |  |  |

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|  | (5) The State of Registry shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the owner/operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. |  |  |  |
|  | (6) Where an owner or operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period. |  |  |  |
|  | (7) The State of Registry, shall establish provisions and procedures which ensure that appropriate action will be taken in respect of aircraft and owners, or operators found to be operating in RVSM airspace without a valid RVSM approval. |  |  |  |
|  | (8) The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with this regulation. |  |  |  |

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| Applicant Submitting Compliance Document | | |
| Title and Name: | Signature: | Date Received: |