

	<p align="center">CIVIL AVIATION AUTHORITY OF BANGLADESH Flight Standard & Regulations Division Compliance Checklist for Specific Approval-RVSM (To be attached to the SPA application and documentation)</p>	AOC number: Aircraft Type: Registration Marks: MSN
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In accordance with SPA.RVSM.100, Operations in Airspace with Reduced Vertical Separation Minima (RVSM) shall only be made if the operator has been granted a RVSM approval.

This compliance Checklist is designed to assist operators in demonstrating compliance with the applicable requirements.

An application for RVSM approval will be connected with either an application for a new AOC, an application to add a new aircraft type to an existing AOC, or an application to add RVSM approval to an aircraft type already listed on the AOC. In all cases, this Compliance Checklist should be submitted to CAAB

The CAAB reserves the right to refuse an application if this Compliance Checklist is not completed in sufficient detail, or contains inaccurate information. Please ensure that the '**Operator's Comments**' column is completed thoroughly, including references to operations manual entries, supporting documentation and sufficient statements to demonstrate compliance.

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
OPERATIONAL APPROVAL		
SPA.RVSM.105		
a) RVSM airworthiness approval documentation included AFM amendment or supplement.		
b) Procedures for monitoring and reporting height-keeping errors.		
c) Training programme for Flight Crew initial and recurrent.		
AMC1(h) – AMC3 SPA.RVSM.105 Aircraft maintenance programme and continuing airworthiness procedure.		
AMC1(b) SPA.RVSM.105 Description of aircraft equipment.		
AMC1(d) SPA.RVSM.105 Revised Manuals and checklist to include Standard Operating procedures (SOPs)		
AMC1(f) SPA.RVSM.105 Procedures on equipment to be carried, including limitations and MEL adapted from MMEL including item pertinent to RVSM operations.		
Flight crew composition and experience requirements		
In-flight and post-flight procedures		
Incident reporting procedures		
Specific regional operating procedures		
AMC2 SPA.RVSM.105 Flight planning		
Pre-flight procedures (ATL review, external inspection, before take-off altimeter setting and equipment check)		

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
Procedures prior to RVSM airspace entry (equipment and altimeters check – 200ft)		
In-flight procedures		
Contingency procedures after entering RVSM (ATC notifications, etc.)		
Post-flight procedures		
Crew training items		
RVSM operational approval		
<p>AMC3 SPA.RVSM.105</p> <p>The continuing airworthiness procedures should establish a process to:</p> <ol style="list-style-type: none"> (1) assess any modification or design change which in any way affects the RVSM approval; (2) evaluate any repairs 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; (3) ensure the proper maintenance of airframe geometry for proper surface contours and the mitigation of altimetry system error, surface measurements or skin waviness as specified in the instructions for continued airworthiness (ICA), to ensure adherence to RVSM tolerances. These checks should be performed following repairs or alterations having an effect on airframe surface and airflow 		
<p>Additional training may be necessary for continuing airworthiness and maintenance staff to support RVSM approval. Areas that may need to be highlighted for the initial and recurrent training of relevant personnel are:</p> <ol style="list-style-type: none"> (1) Aircraft geometric inspection techniques; (2) Test equipment calibration and use of that equipment; and (3) Any special instructions or procedures introduced for RVSM approval. 		
<p>Test equipment</p> <p>The operator should ensure that maintenance organizations use test equipment adequate for maintenance of the RVSM systems. The adequacy of the test equipment should be established in accordance with the type certificate holder recommendations and taking into consideration the required test equipment accuracy and the test equipment calibration.</p>		
RVSM equipment requirements		
SPA.RVSM.110		
a) two independent altitude measurement systems;		
b) an altitude alerting system;		
c) an automatic altitude control system;		
d) a secondary surveillance radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.		
AMC1 SPA.RVSM.110		
<p>Two independent altitude measurement systems</p> <ol style="list-style-type: none"> a) cross-coupled static source/system, with ice protection if located in areas subject to ice accretion; 		

Requirement	Operator's Comments	CAAB's Comment (SAT/UNSAT)
b) equipment for measuring static pressure sensed by the static source, converting it to pressure altitude and displaying the pressure altitude to the flight crew:		
c) equipment for providing a digitally encoded signal corresponding to the displayed pressure altitude, for automatic altitude reporting purposes;		
d) static source error correction (SSEC), if needed to meet the performance criteria for RVSM flight envelopes; and		
e) signals referenced to a flight crew selected altitude for automatic control and alerting. These signals will need to be derived from an altitude measurement system meeting the performance criteria for RVSM flight envelopes		
RVSM height-keeping errors		
SPA.RVSM.115		
a) The operator shall report recorded or communicated occurrences of height-keeping errors caused by malfunction of aircraft equipment or of operational nature, equal to or greater than: (1) a total vertical error (TVE) of ± 90 m (± 300 ft); (2) an altimetry system error (ASE) of ± 75 m (± 245 ft); and (3) an assigned altitude deviation (AAD) of ± 90 m (± 300 ft).		
b) Reports of such occurrences shall be sent to the CAAB within 72 hours. Reports shall include an initial analysis of causal factors and measures taken to prevent repeat occurrences.		
c) When height-keeping errors are recorded or received, the operator shall take immediate action to rectify the conditions that caused the errors and provide follow-up reports, if requested by the CAAB.		

I, hereby certify that the above compliance statement is a true reflection of the training, equipment, processes and procedures of company

Signed: Date:

Position in company:

For CAAB use only

Flight Operations Signature Block

I confirm that this checklist has been completed, complying with all the requirements as detailed above.

Signature: Date (dd/mm/yyyy):

Name (Inspecting Officer): Position:

Airworthiness Signature Block

Signature:Date (dd/mm/yyyy):

Name (Inspecting Officer):Position: