



Table of content

1. RVSM
2. Minimum RVSM equipment
3. Pitot static probes
4. Air data computer
5. Leak check
6. Skin Waviness
7. Documentation and marking
8. MS Tasks
9. Maintenance personnel
10. MEL
11. System tests
12. Occurrence reporting
13. References



1. RVSM

Acc. COMMISSION REGULATION (EU) No 965/2012

SPA.RVSM.100 RVSM operations

"Aircraft shall only be operated in designated airspace where a reduced vertical separation minimum of 300 m (1 000 ft) applies between flight level (FL) 290 and FL 410, inclusive, if the operator has been granted an approval by the competent authority to conduct such operations."

All aircraft entering the RVSM airspace must be RVSM compliant and all relevant systems must be operational.

This EO gives the rules to determine RVSM capability of the Aircraft.

2. Minimum equipment

The minimum equipment necessary for RVSM operation is defined in CLH OM. If the minimum equipment is not operational, the A/C will lose its RVSM capability.

Equipment	Anzahl
Air Data Computer	2
ATC Transponder	1
Altitude Alert	1
FCC (AP)	2
Pitot Static Probes	1
Pitot Static Probes	1
Flight Control Panel	1
Elevator Servo	1

All components replacements and test must be done acc. the valid revision of the Aircraft Maintenance Manual (AMM). For P/Ns see IPC.

3. Pitot Static Probes

Any pitot static probe that does not meet the requirements acc. AMM 34-11-01 must be replaced.



4. Air Data Computer

For testing the ADC it is only allowed to use test sets as required by the AMM. But any functionally interchangeable equipment could be used. At CLH there following test sets available which produce the accuracy for RVSM and could also be used:

- ADTS 405 F
- ADTS 505
- MPS31C
- MPS31B
- MPS35C

5. Leak Check

An appropriate system leak check must be accomplished following reconnection of a static line. This is due to the type approval acc JAA TGL 6 and is implemented into the AMM.

6. Skin Waviness

After repairs in the pitot static area a skin waviness measurement and a visual inspection acc. AMM 51-10-00 must be made.

The measured data will be analysed. Only when the results are satisfactory the A/C could be released for RVSM operation.

The first measurement was made by Bombardier. No repetitive inspection is required.

Take care of aerodynamic smoothness acc. SRM 51-14 when changing or adjusting forward equipment compartment doors or the oxygen filling door. They are inside the RVSM critical area.

7. Documentation and marking

The limited RVSM capability is documented by a Workorder. Thereafter it is printed on the HIL.

The cockpit crew must immediately inform the "Einsatzleitung" about the downgrading. They will forward the information to CLH Operations.

7.1. CAT relevant complaints

If a RVSM relevant complaint is also CAT relevant, a second Workorder for CAT must be opened. This is necessary because the LVO procedure must be documented separately. See EO B-34-1-002 for further information.

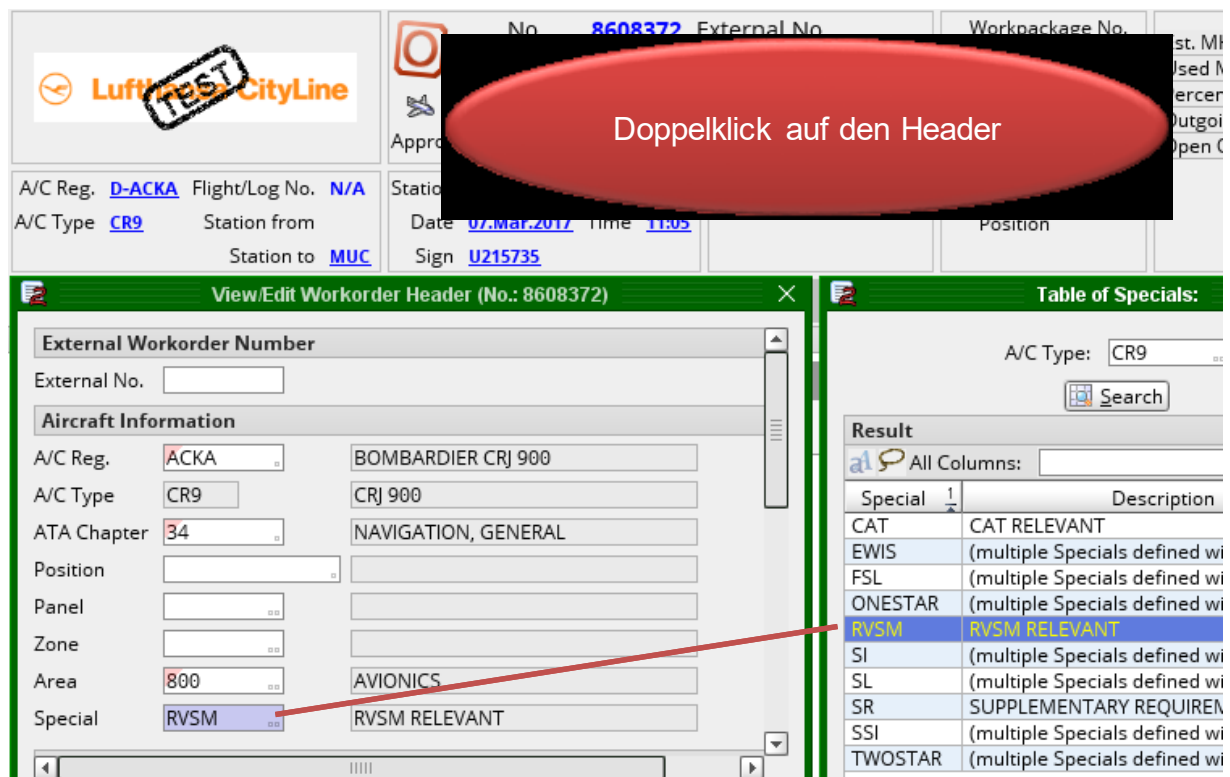
7.2. Documentation

7.2.1. MAREP/PIREP

In the TLB add the remark "A/C NO RVSM" and set CLASS to H (Handicap)

By opening a new workorder AMOS select RVSM in the field Special.

Double click on the header → double click field Special → choose "RVSM"



View/Edit Workorder Header (No.: 8608372)

External Workorder Number

External No.

Aircraft Information

A/C Reg. BOMBARDIER CRJ 900

A/C Type CRJ 900

ATA Chapter NAVIGATION, GENERAL

Position

Panel

Zone

Area AVIONICS

Special RVSM RELEVANT

Table of Specials:

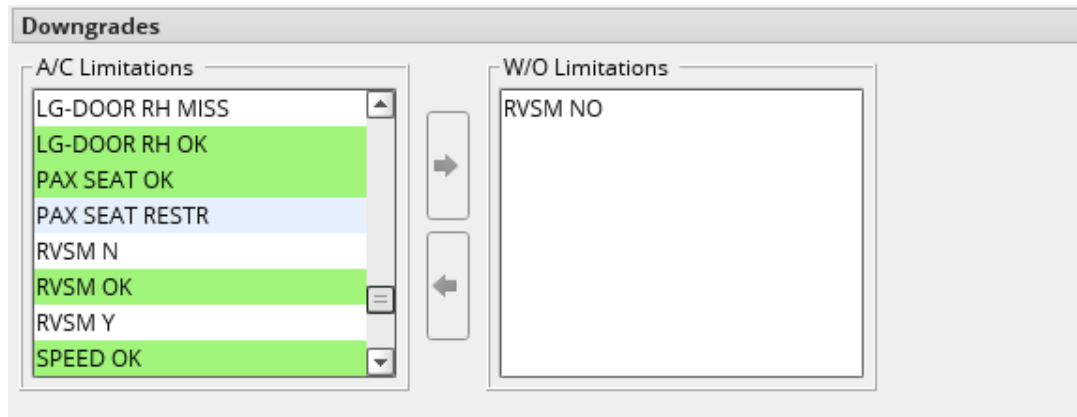
A/C Type:

Result

Special	Description
CAT	CAT RELEVANT
EWIS	(multiple Specials defined wi
FSL	(multiple Specials defined wi
ONESTAR	(multiple Specials defined wi
RVSM	RVSM RELEVANT
SI	(multiple Specials defined wi
SL	(multiple Specials defined wi
SR	SUPPLEMENTARY REQUIREN
SSI	(multiple Specials defined wi
TWOSTAR	(multiple Specials defined wi

7.2.2. Transfer Workorder

If it is not possible to fix the defect, it could be transferred ACC MEL. In this case the limitations must be set under Transfer/Downgrades. Now the status of the A/C is shown in the Module Fleet Tracker (APN: 1466) and printed on the HIL.



The screenshot shows a software window titled "Downgrades". It contains two main sections: "A/C Limitations" on the left and "W/O Limitations" on the right. The "A/C Limitations" section is a list box with the following items: LG-DOOR RH MISS, LG-DOOR RH OK, PAX SEAT OK, PAX SEAT RESTR, RVSM N, RVSM OK, RVSM Y, and SPEED OK. The items "LG-DOOR RH OK", "PAX SEAT OK", "RVSM OK", and "SPEED OK" are highlighted in green. The "W/O Limitations" section is a text box containing the text "RVSM NO". Between the two sections are two arrows: a right-pointing arrow and a left-pointing arrow.

7.2.3. Closing workorder

By closing the workorder the A/C will automatically be set to RVSM compliant, as long as no other workorder limits the RVSM status.

7.2.4. Workorder Information System (APN: 1)

Use the Workorder Information System to find Workorders marked with the Special "RVSM" or ones that were transferred with a RVSM limitation.

8. MS Tasks

To maintain RVSM capability following Tasks must be implemented to the IHP:

- 341300-204
- 341300-205
- 341300-206
- 341300-207

9. Maintenance personnel

To release an A/C for RVSM a B2 license with CRJ 900 type training is required.



10. Minimum Equipment List (MEL)

RVSM relevant items are marked in the MEL.

11. System tests

All tests must be performed acc. valid revision of the AMM.

12. Operating Limits

Acc. CLH OM CRJ 900 the difference between CM1 and CM2 altimeter must not exceed 200ft. The ISI is not RVSM equipment and therefore it is only used for reference.

13. Occurrence reporting

Any recorded or communicated occurrences of height-keeping errors caused by malfunction of aircraft equipment or of operational nature shall be reported acc. CLH CAME M 2.14. See AIR OPS 965/2012 for limits.

14. References

AIR OPERATIONS 965/2012 Subpart D

AMC1 SPA.RVSM.105 Subpart D

FCOM Chapter 7 Supplement 27

CLH OM CRJ 900

JAA TGL No. 6