

as described in Chapter 5, Operators Applying for RVSM OpSpecs, MSpecs, or LOAs.

2. For altitude-keeping performance monitoring purposes, the FAA tracks aircraft by serial number. Transfer of ownership or the registration number of a properly maintained aircraft does not affect aircraft RVSM status under part 91 appendix G, section 9.

4.3.5.2 The aircraft's altitude-keeping performance must have been monitored within the previous 24 months in airspace the FAA can monitor the aircraft ADS-B OUT signal and found to be in RVSM compliance.

4.3.5.3 The aircraft must continue to meet the altitude-keeping performance specified in part 91 appendix G, section 9(b).

4.4 RVSM Altitude-Keeping Performance Website. U.S.-registered operators may obtain monitoring performance from the FAA altitude-keeping performance website at https://www.faa.gov/air_traffic/separation_standards/naarmo/.

4.4.1 If the operator does not meet the monitoring requirements specified in paragraph 4.3.5, the operator must file as non-RVSM aircraft until the issue is resolved. Common resolution actions include:

1. If a specific operational issue is identified as the cause of the unsatisfactory performance, conduct appropriate knowledge training and/or modification of training programs, as applicable, and obtain concurrence from the FAA Flight Standards Service prior to resuming RVSM operations;
2. If the unsatisfactory performance is attributed to an aircraft component failure, RVSM operation may be resumed after repair and return to service of the aircraft. The operator must comply with the provisions of paragraph 4.3.5 (initial RVSM operation flight); or
3. If the cause of the unsatisfactory performance cannot be attributed to an operational issue or aircraft component failure, an airworthiness evaluation of the aircraft must take place with attention to conformity of design and alterations/modifications, with discrepancies noted and repaired. Prior to resuming RVSM operations, a monitoring flight of the aircraft in normal operating configuration must be performed to ensure acceptable performance and obtain concurrence from the FAA Flight Standards Service prior to resuming RVSM operations.

4.4.2 Operators of airplanes that do not routinely operate in airspace where sufficient ADS-B data is available to the FAA to determine RVSM performance, or when a foreign country requires a specific approval, may seek an RVSM authorization via operations specification (OpSpec), management specification (MSpec), or letter of authorization (LOA) under the provisions of part 91 appendix G, section 3. (See Chapter 5.)

CHAPTER 5. OPERATORS APPLYING FOR RVSM OPSPECS, MSPECS, OR LOAs

5.1 Introduction. This chapter provides guidance on applying for RVSM authorization under the provisions of 14 CFR part 91 appendix G, section 3. Operators must obtain an operations specification (OpSpec), management specification (MSpec), or letter of authorization (LOA) for RVSM operations to operate an aircraft that is not Automatic Dependent Surveillance-Broadcast (ADS-B) OUT-equipped, or when operating in a country requiring specific approval. Operators may also obtain this approval if the aircraft is not routinely flown in airspace where the FAA has sufficient ADS-B data to determine RVSM performance.

5.1.1 Definitions. For the purposes of efficiency and consistency, when the various capitalized terms below are used in this AC, then they have the following meanings:

- 1. Operator.** The person who should be the RVSM authorization applicant and holder. See paragraph 5.6 for a detailed discussion on who is and is not the correct person to be designated as an operator for the purposes of holding an RVSM authorization.
- 2. RVSM-Compliant Aircraft.** An aircraft the FAA has found to comply with the requirements of part 91 appendix G, for the purposes of conducting RVSM operations. (See Chapter 2, Aircraft Eligibility.)
- 3. RVSM-Knowledgeable Pilots.** Pilots who have been trained according to RVSM operating policies and/or procedures for pilots (and, if applicable, dispatchers) with sufficient knowledge for the conduct of operations in RVSM airspace. (See Chapter 3, Knowledge and Training.)
- 4. RVSM-Point of Contact (POC).** A person an operator can designate in addition to the RVSM-Responsible Person to act as a contact person who has actual day-to-day knowledge of the RVSM-Compliant Aircraft operations and RVSM airworthiness status and who the FAA may contact to gather such information when the need arises.
- 5. RVSM-Responsible Person.** A person(s) designated by the operator who has the legal authority to sign the RVSM authorization on behalf of the operator and who has adequate knowledge of RVSM requirements, policies, and procedures. (See paragraph 5.7.)

5.2 RVSM Authorization Elements Background. The RVSM authorization process recognizes two key elements of any RVSM authorization: an RVSM-Compliant Aircraft (see Chapter 2) and properly trained pilots who have met applicable RVSM-Knowledgeable Pilots requirements (see Chapter 3). Under the provisions of part 91 appendix G, section 3, an operator must comply with both of these elements to be authorized to operate in RVSM airspace.

5.3 Authorization Matrix. The RVSM Authorization Matrix (or simply the “Matrix”) is a tool created to assist operators and the FAA in determining the typical documentation needed for application and which RVSM authorization approval action the applicant