



NIGERIAN CIVIL AVIATION AUTHORITY
AVIATION HOUSE
 P. M. B. 21029, 21038, Ikeja, Lagos, Nigeria

CL-O-OPS 013 APPROVED RVSM OPERATIONS PROGRAMME CHECKLIST

Instructions for Use:

1. Check `S` column if you reviewed the record, procedure or event and it is `Satisfactory`.
2. Check `U` column if you reviewed the record, procedure or event and it is `Unsatisfactory`.
3. Check **NS (not seen)** column if you did not review the record, procedure or event or you do not have adequate information to make a valid comment.
4. Check **NA (not applicable)** column, if the line item is not required in this particular situation.
5. Enter any notes on reverse side regarding a `U` answer for transfer to the Safety Issues Resolution Report.
6. For later reference, precede any notes with the appropriate question number.

Order/CL No.		Inspector				Type of Operation					
Date Accomplished		NCF/Discrepancies				Operator/Applicant					
		A	B	C	D	E	F				
Flight No:	Location/From :	To:	AC Registration:		AC Type:		Action*				
							S	U	Ap	Ac	F
PIC Lic No/Name:		Other Flt Crew Lic No		SCC Crew		Other CC:					
Document:				Operator's Representative:							
NCF/Discrepancies code: A=Aircraft; B=Facilities; C=Documents; D=Procedures; E=Programmes; F = Other											
*Action Codes: S=Satisfactory; U = Unsatisfactory; Ap – Approved; Ac= Accepted; F = Follow-up											
Item							Assessment				
							S	U	NS	NA	
<i>This Activity must be coordinated between the FOI and AWI</i>											
1	Do Operations Manual and checklists provide specific guidance on RVSM operations?										
2.	Is the operator's training programme for flight crew operations in RVSM airspace adequate?										
3	Are RVSM operating practices and procedures incorporated in operations manual and documents?										
4	Are the contents of the operations manual on practices and procedures for RVSM operations complete and correct?										
5	If the operator has a separate RVSM manual, is it complete and correct?										
6	Are the following items included in the flightcrew training programmes:										
	(a) Knowledge and understanding of standard ATC phraseology used in each area of operations?										
	(a) Importance of crew members cross checking each other to ensure that ATC clearances are promptly and correctly complied with?										
	(b) Use and limitations in terms of accuracy of standby altimeters in contingencies?										
	(e) Problems of visual perception of other aircraft at 1,000 ft (300 m) planned separation during night conditions, when encountering local phenomena such as northern lights, for opposite and same direction traffic, and during turns?										

	(f) Characteristics of aircraft altitude capture systems which may lead to the occurrence of overshoots?				
	(g) Operational procedures and operating characteristics related to TCAS (ACAS) operation in an RVSM operation?				
	(h) Relationship between the altimetry, automatic altitude control, and transponder systems in normal and abnormal situations?				
	(i) Aircraft operating restrictions (if required for the specific aircraft group) related to RVSM airworthiness approval?				
	(j) Use of track offset procedures where applicable to mitigate the effect of wake turbulence?				
7	Are the following required pilot knowledge elements as described in Appendix 5 of 91-RVSM addressed in flight crew training programmes and manuals:	S	U	NS	NA
	(a) Guidance to the pilot in the event of equipment failures or encounters with turbulence after entering RVSM airspace?				
	(b) Expanded RVSM equipment failure and turbulence scenarios?				
	(c) Contingency procedures published in ICAO document 7030, Regional Supplementary Procedures.				
	(d) Wake Turbulence Procedures?				
	(e) RVSM Transition Areas?				
8	Does coordination with the AWI confirm the following:	S	U	NS	NA
	(a) The aircraft is RVSM compliant?				
	(b) The MEL includes items pertinent to operations within RVSM airspace?				
	(c) The operator has plans for participation in variation and monitoring programmes for RVSM?				
	(d) The method of notifying the flight crew that the aircraft is not "RVSM Qualified" but is still airworthy for the intended flight is satisfactory?				
	(e) Identification of RVSM maintenance items that will render the aircraft unfit for RVSM flight, but is still airworthy for the intended flight?				
	(f) Procedures to notify the CAA office of gross height keeping errors and revalidation of the aircraft?				
	(g) Do maintenance procedures restrict aircraft identified as exhibiting height keeping performance errors from operating in RVSM airspace until corrective actions have been taken which verify support of RVSM operations?				
	Other				
	9				
	10				

