

## April 2005 DRVSM Update

RVSM continues its successful deployment. The FAA continues to revise its RVSM guidance and, with feedback from pilots and operators, we continue to revise our course content. This month's update reflects these changes.

### Prior to Entering RVSM Airspace

The altitude check prior to entering RVSM airspace has been removed from the FAA's RVSM Guidance document. The old requirement pertained to entering RVSM airspace laterally (which was the case prior to RVSM implementation in the U.S.)

Now, however, all entries into RVSM airspace are by climbing. An interim level-off is not allowed – nor desirable.

The policy now is:

At first level-off in RVSM airspace, cross-check all altimeters (the two primary and the standby, if fitted). Make sure the two primary altimeters agree within  $\pm 200$  feet. Record the values as you may need them if a contingency arises.

Because of instrument lag, altitude checks during a climb are not reliable or valid.

### Flying in RVSM Airspace

In “Affirm RVSM”, we stated that altimeters must be cross-checked hourly.

This is a recommendation by the FAA, not a requirement. The recommendation includes cross-checking with the standby altimeter – as a reference in the event of a primary altimeter failure.

Also, the values are required to be recorded only once, at first level-off.

When in level flight:

Once an hour, cross-check the altimeters (primary and standby, if fitted). The two primary altimeters must agree within  $\pm 200$  feet. The normal scan of cockpit instruments should be enough for the cross-check.

“Affirm RVSM” has been updated with the new information.