

Recurrent Reduced Vertical Separation Minimum (RVSM) Awareness Training

The DOD Quality and Safety (Q&S) Requirements state the following in regards to maintenance training:

*"Continuing education and progressive experience are provided for all maintenance personnel. Orientation, familiarization, on-the-job, and **appropriate** recurrent training for all full and part-time personnel is expected."*

Recurrent training deemed appropriate by the DOD include RVSM, engine-run/taxi, de-ice, Cat II/III, and ETOPS training. Each of these expectations is derived from the cited Q&S reference and specific FAA requirements and/or recommendations. We would like to take the opportunity to clarify our expectation in regards to RVSM training. The following is an excerpt from FAA AC 91-85, page 17:

***f. Maintenance Training Requirements.** The RVSM approval process should include a review of the operator's maintenance training program as it relates to the equipment required for RVSM operations. Emphasize the following curriculum segments for initial and recurrent training of shop and line personnel:*

- (1) Aircraft geometric inspection techniques.*
- (2) Test equipment calibration/usage techniques.*
- (3) Any special documentation or procedures introduced by RVSM approval.*

The DOD has concluded that, in order to best ensure the safety of the DOD passenger in the RVSM flight environment, a certain level of maintenance training is expected. The following encapsulates our specific expectations:

For those personnel charged with the direct maintenance and certification of the RVSM system, we expect formal qualification training to provide a depth of knowledge requisite to the critical nature of the system. Furthermore, we expect complementary recurrent

training geared towards reinforcing the knowledge gained during initial training and eliminating the potential for complacency that often occurs after a mechanic becomes too familiar with a particular task.

For the general mechanic force, we expect some type of RVSM system familiarity training, providing a level of knowledge such that everyone understands the system limitations, and what can cause the system to be decertified. Again, this should be provided recurrently at some specified interval not to exceed two years.

Please do not interpret this requirement to mean that all mechanics need to have RVSM return to service training. Simply put, any individual who can affect an RVSM system and possibly affect the category of the aircraft must have initial and recurrent awareness training. To ensure continued safety for both public and DOD passengers, please ensure your company is fulfilling both aspects of the RVSM awareness training program.