



**U.S. Department  
of Transportation  
Federal Aviation  
Administration**

# InFO

Information for Operators

InFO 19003  
DATE: 3/15/19

Flight Standards Service  
Washington, DC

**[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info)**

---

*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.*

**Subject:** Revisions to Application Requirements for Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

**Purpose:** This InFO serves to inform operators and provide guidance on revised application requirements for conducting operations in RVSM airspace with Automatic Dependent Surveillance – Broadcast (ADS-B) Out equipment.

**Background:** The Federal Aviation Administration (FAA) has amended Title 14 of the Code of Federal Regulation (CFR) Part 91, Appendix G. The amendment eliminates the requirement for operators to apply for a specific RVSM approval when their aircraft are equipped with qualified ADS-B Out systems and meet specific altitude keeping equipment requirements for operations in RVSM airspace.

Under the revisions to appendix G of part 91, the FAA would consider a qualified ADS-B Out system to be one that meets the requirements of § 91.227, Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment performance requirements. This revision to appendix G of part 91, and other conforming amendments are included in FAA Final Rule; The Use of Automatic Dependent Surveillance – Broadcast (ADS-B) Out in Support of Reduced Vertical Separation Minimum, 2120-AK87, December 21, 2018. The Final Rule became effective on January 22, 2019.

**Discussion:** Operators and pilots seeking to operate in RVSM airspace under new section 9 to appendix G of part 91 are not required to apply for specific approval. The operator should refer to AC 91-85B, Authorization of Aircraft and Operators for Flight in RVSM for guidance on operating under the new provisions.

Initial RVSM operation of an aircraft must, per appendix G of part 91 be in airspace where sufficient ADS-B data can be collected for the FAA to evaluate RVSM performance. This airspace is currently defined in § 91.225 (a) between Flight Level (FL) 290 and FL 410, inclusive. A coverage map of FAA monitored ADS-B airspace can be found here:

<http://www.faa.gov/nextgen/programs/adsb/coverageMap/>.

Aircraft equipped with qualified ADS-B Out systems will be height-monitored during normal operations at RVSM altitudes when operating in airspace where sufficient ADS-B data is available to the FAA to determine RVSM performance.

U.S. registered operators whose altitude-keeping performance has been evaluated using data collected through ADS-B Out may obtain monitoring performance here:

[http://www.faa.gov/air\\_traffic/separation\\_standards/naarmo/](http://www.faa.gov/air_traffic/separation_standards/naarmo/).

For service, operators beginning operations under the provisions of appendix G section 9 should notify the North American Approvals Registry and Monitoring Organization (NAARMO) of their initial flight details by completing the email template on the NAARMO website above.

An operator must continue to apply for a specific approval under Operations Specification (OpSpec), Management Specification (MSpec) or Letters of Authorization (LOA) B046 Operations in RVSM Airspace when:

- the aircraft is not equipped with qualified ADS-B Out systems;
- the operator does not operate in RVSM airspace where the FAA can successfully monitor the aircraft's height-keeping performance; or
- the operator intends to conduct RVSM operations in foreign airspace where the State authority requires a specific RVSM operational approval.

ICAO Annex 6 – Operation of Aircraft, parts I and II, requires specific approval by the State of the Operator for international commercial air transport aircraft, or the State of Registry for operators of international general aviation aircraft, as applicable. To meet the provisions of Annex 6, a U.S. operator intending to conduct RVSM operation outside of U.S.-controlled airspace, even if meeting the provisions in appendix G of section 9, must obtain an OpSpec, MSpec or LOA as currently issued under the provisions of appendix G. Additionally, foreign operators seeking to operate in U.S.-controlled RVSM airspace still need specific approval issued by their State Authority or State of Registry, as applicable, until such time that ICAO guidance is amended.

Operators with aircraft listed on an active B046 OpSpec, MSpec or LOA should operate under the provisions of their approval in accordance with section 3 of appendix G to part 91. If an operator wishes to begin operating an aircraft that is listed on their B046 under the provisions of appendix G to part 91, the operator should request to have the aircraft removed from the B046.

**Recommended Action:** Operators seeking to operate under the provision of new section 9 to appendix G of part 91, should refer to Advisory Circular (AC) 91-85B, Authorization of Aircraft and Operator for Flight in RVSM for additional guidance. The advisory circular can be found at:

[https://www.faa.gov/regulations\\_policies/advisory\\_circulars/](https://www.faa.gov/regulations_policies/advisory_circulars/).

**Contact:** Questions or comments regarding this InFO should be directed to the Flight Technologies and Procedures Division's Flight Operations Group at 202-267-8790.