(*Insert state name*) AIC

AFI RVSM LONG TERM MINIMUM MONITORING REQUIREMENTS

Long Term Minimum Monitoring Requirements is an ongoing RVSM height monitoring program which is a requirement for the maintenance of RVSM system safety. It should be recalled that (*Insert state name*) CAA shall ensure that the Globally accepted Minimum Monitoring Requirements, incorporating the ICAO Annex 6 Standard, Operation of Aircraft, as published by Regional Monitoring Agencies, including ARMA are continuously met.

The (*Insert state name*) CAA is periodically made aware that some Operators do not always fully understand the Long Term Minimum Monitoring Requirements and associated processes. This circular serves to provide a brief overview towards enlightening Operators of the requirements.

As in all Global RVSM regions height monitoring data, information, requests relating to height monitoring are co-ordinated and managed by the appointed RMA for that region and in the case of AFI, with special reference to (*Insert state name*), this is ARMA. Requests made by Operators to RMA's outside of AFI will be referred back to ARMA.

Height Monitoring in the AFI region will be accomplished via the GMU method for those aircraft not overflying terrestrial based monitoring units (HMU and AGHME) in other regions. ADS-B height monitoring is utilised in Australia. The ARMA has appointed ARINC as the GMU Monitoring Service provider in AFI and provides this service under the jurisdiction of ARMA.

The following should be emphasized for the benefit of Operators:

- Height Monitoring prior to the issue of RVSM Operational Approval is not a requirement.

- All operators that operate or intend to operate in airspace where RVSM is applied are required to participate in the AFI RVSM monitoring program. This program monitors the height-keeping performance of aircraft in order to meet regional safety objectives. In their application to the (*Insert state name*) CAA for RVSM approval, operators must show a plan for meeting the applicable monitoring requirements. Initial monitoring should be completed as soon as possible but not later than 6 months after the issue of RVSM approval and thereafter as directed by the regional RVSM monitoring program. Note: Recurrent height monitoring in AFI shall take place once every 24 months or 1000 flight hours per nominated aircraft whichever the longer calculated from the date of the last successful height monitoring flight. Ad hoc height monitoring in the interests of RVSM safety due to extra ordinary circumstances can be planned in conjunction with the (*Insert state name*) CAA.

- Monitoring data obtained from RVSM monitoring programs from other regions can be used to meet regional monitoring requirements. The RMA's, which are responsible for administering the monitoring program, have access to monitoring data from other regions and will coordinate with the (*Insert state name*) CAA and operators to inform them on the status of individual operator monitoring requirements.

- If an operator adds new RVSM compliant airframes of a type for which the operator already has RVSM operational approval and has completed monitoring requirements for the type in accordance with the Minimum Monitoring Requirements, the new airframes are not required to be monitored. If an operator adds new RVSM compliant airframes of an aircraft type for which it has NOT previously received RVSM operational approval, then the operator shall complete monitoring in accordance with the requirements.

- The requirement for GMU monitoring flights, to record raw data, is 30 - 45 minutes in level cruise at an RVSM flight level, (FL290 - FL410 inclusive). The straight and level cruise portion should be conducted within the aircrafts normal operating envelope and with an absolute minimum of heading changes. Whilst small heading changes are allowed, large deviations from track may increase the potential for invalid raw data. There is no need for a speed decrease or any other abnormal aircraft attitude. Only the altimetry system performance in the RVSM airspace is relevant for this program.

- GMU Height Monitoring flights can be scheduled for normal revenue flights or dedicated flights for this purpose. Flights are upper air weather dependent. The GO/NO GO decision is made 24 to 48 hours prior to the flight taking place, based on a forecast specifically developed for the AFI region and GMU flights in particular**.** Frontal patterns, wind speed and turbulence areas in the region are forecast enabling the GMU management organization to ensure that the route of flight does not cross or parallel too closely the area of frontal activity which can corrupt the collected raw data. Other available weather forecast charts produced by the operator have no bearing on the GO/NO GO decision as these charts may not show the required information needed for this decision. Flights undertaken in spite of meteorological NO GO decisions at the operator's request may or may not be approved.

- Flights undertaken at the insistence of the operator, whilst ignoring the unfavourable upper air weather conditions, will result in the operator being fully responsible for the invalid results and the operator will be required to re-fly the follow –up mission at their own expense.

- Operators are requested to refrain from contacting ARINC directly for height monitoring results as ARINC will not release this information. All height monitoring results will be forwarded to the ARMA by ARINC and released officially to the applicable operator by the ARMA. Results will not be released by ARINC until payment is made in full.

The (*Insert state name*) CAA has access to the GMU certification papers as issued by EASA for each GMU.

Requests for RVSM GMU Height Monitoring service should be made to ARMA using email address afirma@atns.co.za The request for service form will be dispatched for completion by the operator and returned to ARMA for scheduling. Alternatively the Request for service form can be downloaded from the ARMA webpage completed and emailed to ARMA for processing.

In the event that Operators require further information please dispatch an email to afirma@atns.co.za and armad@atns.co.za and an applicable response will follow. Further to this it is recommended that the ARMA webpage should be periodically visited by opening the following webpage **www.atns.co.za/afi-rvsm**

In order to enhance RVSM safety the accurate and comprehensive monitoring of altimetry systems of approved RVSM aircraft as per the above requirements is essential.

END