



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Seventeenth Meeting (MIDRMA Board/17)
(Virtual, 18 – 19 January 2022)

Agenda Item 4: RVSM Monitoring and related Technical Issues

MINIMUM MONITORING REQUIREMENT

(Presented by the MIDRMA)

SUMMARY

This paper presents the current monitoring burden for aircraft registered by the 15 States assigned to MIDRMA to meet the ICAO Annex 6 Part 1 Long Term Height Monitoring Requirements (MMR), as of December 2021.

Action by the meeting is at paragraph 3.

REFERENCES

- MID RVSM SMR 2021
- MIDRMA Automated System – <https://midrma.com/en/monitoringResults>

1. INTRODUCTION

1.1 Since the implementation of height monitoring by ICAO Annex 6 Part 1, the MIDRMA believes, along with the support of MIDANPIRG, that the RVSM Minimum Monitoring Requirements (MMRs) adopted for global application by all ICAO Regional Monitoring Agencies (RMAs) shall be the basis for the implementation of this requirement.

1.2 In order to accomplish the ICAO Annex 6 part 1 height monitoring requirements, the MIDRMA continued to coordinate with all MIDRMA Member States to publish their minimum monitoring requirements through the automated MMR system developed by the MIDRMA and published in the MIDRMA website (<https://midrma.com/en/monitoringResults>) to ensure the availability of these requirements all the time for the concerned MID Civil Aviation Authorities and the airline operators.

1.3 To keep track of the monitoring burden of each MIDRMA Member State according to ICAO Annex 6 Part 1 LTHM requirements and the global MMR, the MIDRMA continuously maintains a database of approvals and height monitoring history for each aircraft registered and RVSM approved by States under MIDRMA's responsibility. This paper provides an update on the MIDRMA monitoring burden as of December 2021.

2. DISCUSSION

2.1 The MIDRMA considers height monitoring a high priority safety issue and failure to respond to the required height monitoring may jeopardize the safety of aircraft as well as risk the implementation of RVSM. The MIDRMA continues to coordinate very closely with other RMAs to exchange all available height monitoring results, particularly with the Euro RMA and the FAA North American Approvals Registry and Monitoring Organization (NAARMO) who are providing height monitoring results to the MIDRMA for any MID RVSM Approved aircraft captured by their Height Monitoring Systems (HMUs/AGHMEs).

2.2 The majority of current aircraft types are eligible for RVSM airworthiness approval under group approval provisions. These provisions permit the defining of aircraft-type groups consisting of aircraft types which are designed and assembled by one manufacturer and are of nominally identical design and build with respect to all details that could influence the accuracy of height-keeping performance. It is not normally necessary to monitor all airframes within a monitoring group providing an adequate sample is available and the performance of the group is within the satisfied parameters. The minimum monitoring requirements (MMR) document lists the aircraft types which are eligible for RVSM approval under the group provisions and the groups to which they belong. It also indicates the level of monitoring that should be expected for each operator.

2.3 The total number of RVSM approved aircraft registered by the MIDRMA member states is **1906** aircraft, the MIDRMA continuously monitor the validity dates of height monitoring requirements for all these aircraft and keep all member states fully aware of the validity status through the Minimum Monitoring Requirement software available in the MIDRMA website. *The idea of this software is unique and never been developed by another RMA yet* and its used as an online tool linked with the MID RVSM approvals database constantly updated with the Member States approvals list.

2.4 The MIDRMA programmed the MMR software to send automatic reminders on a monthly basis for all member states to send their updated RVSM approval list, also the software sends a monthly summary MMR tables with the validity status for all the RVSM approved aircraft in the Middle East region. These reminders helped all MIDRMA focal points for airworthiness issues to react before the height monitoring expiry dates and instruct airline operators to conduct height monitoring when necessary.

2.5 The table in **Appendix A** of this paper reflects the monitoring burden valid for December 2021 for all MIDRMA member states, the MIDRMA would like to take this opportunity to thank all member states focal points for airworthiness issues for their continuous follow up to comply with RVSM height monitoring as per ICAO Annex 6 Part 1 requirements.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review **Appendix A** of this working paper and request member states to close their MMR as quickly as possible; and
- b) urge States to continuously check and comply with their monitoring burden as published in the MIDRMA website <https://midrma.com/en/monitoringResults> .

MID STATES RVSM AIRCRAFT MINIMUM MONITORING REQUIREMENTS

Valid as of 31st December 2021

MID STATES	RVSM APPROVED A/C	HAVE RESULTS OR COVERED	NOT COVERED	NOT COVERED IN %	A/C MMR
Bahrain	60	60	0	0%	0
Egypt	156	113	43	28%	27
Iran	249	138	111	45%	36
Iraq	43	43	0	0%	0
Jordan	44	40	4	9%	4
KSA	259	257	2	0.8%	2
Kuwait	70	64	6	9%	5
Lebanon	32	32	0	0%	0
Libya	31	9	22	71%	15
Oman	72	63	9	13%	3
Qatar	276	276	0	0%	0
Sudan	10	10	0	0%	0
Syria	15	0	15	100%	9
UAE	584	529	55	9%	24
Yemen	5	0	5	100%	5
TOTAL	1906	1635	271	14.22%	130
