



*International Civil Aviation Organization*

**Middle East Regional Monitoring Agency Board**

**Thirteenth Meeting (MIDRMA Board/13)**  
**(Bahrain, 9 –12 March 2014)**

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**Agenda Item 4: RVSM Monitoring and related Technical Issues**

**MIDRMA AIRWORTHINESS FOCAL POINTS**

*(Presented by MIDRMA)*

**SUMMARY**

This working paper highlights the need for appointing an airworthiness focal point for all the MIDRMA Member States.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ICAO Annex 6 & 11
- ICAO Doc 9574

**1. INTRODUCTION**

1.1 The International Civil Aviation Organization (ICAO) and its member states first mandated the implementation of RVSM in the North Atlantic in March 1997 with other regions around the world to follow. RVSM has now been implemented globally and requires that aircraft operating between flight levels 290 and 410 (inclusive) be RVSM approved.

1.2 All aircraft registered in the ICAO Middle East Region and intending to fly within the RVSM airspace are required to be registered with the MIDRMA and required to be certified by their States' RVSM airworthiness authority where the operator is registered. The operators who operate in the RVSM airspace are required to participate in the ongoing monitoring program where the MIDRMA has the responsibility for the provision of monitoring and safety assessment activities in the ICAO Middle East Region, and maintain a database of RVSM approved aircraft.

**2. DISCUSSION**

2.1 According to ICAO Doc 9574: Manual on Implementation of a 300 m (1000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive, where RVSM is applied, the specific aircraft type or types that the operator intends to use will need to be approved by the State of Registry of the aircraft or by the State of the aircraft operator and required to be granted the following approvals:

- a) Airworthiness approval (including continued airworthiness): the aircraft will be approved as meeting the requirements of the appropriate State airworthiness document derived from the height-keeping capability requirements as defined by the RVSM Minimum Aircraft System Performance Specification

(MASPS). Furthermore, the aircraft altimetry and height-keeping equipment must be maintained in accordance with approved procedures and servicing schedules.

- b) Operational approval: as defined by ICAO regional air navigation agreements, it may be necessary for an operator to hold a separate RVSM-specific operational approval in addition to an RVSM airworthiness approval to operate in RVSM airspace.

In addition, in their application for RVSM certification to the appropriate State authority, the operators must show a plan for meeting the applicable Height-Keeping Performance Monitoring (HKPM) requirements.

2.2 Monitoring an aircraft's height-keeping performance is an important part of the RVSM approval process. Monitoring supports the safety assessment and safety oversight function that is required with RVSM implementation. An operator must meet the minimum monitoring requirements for their aircraft as established by their respective State authority to maintain their RVSM approval status.

2.3 Due to the increased coordination requirements for height monitoring and the needs for continuous follow up between the MIDRMA and all the Member States Airworthiness Authorities responsible for RVSM certifications, and because the MIDRMA is facing difficulties with some member states Airworthiness Authorities responsible of enforcing the height monitoring requirements for their registered aircraft , the MIDRMA would like to propose that each MIDRMA Member State to nominate a focal point from the airworthiness authority responsible for the RVSM certifications.

2.4 The assigned airworthiness focal point will act as a focal point for the MIDRMA team to address issues affecting aircraft RVSM certifications and will enable the other MIDRMA focal point to concentrate on RVSM safety issues related to Air Traffic Control operations.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to adopt the proposal to nominate MIDRMA Airworthiness focal point for all the Member States.