



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

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

Agenda Item 4: RVSM Monitoring and related Technical Issues

HEIGHT MONITORING CONSTRAINTS

(Presented by MIDRMA)

SUMMARY

This paper addresses issues related to the height monitoring constraints facing the MIDRMA.

Action by the meeting is at paragraph 3.

REFERENCES

- ATM/AIM/SAR SG/13 Report
- MID RVSM SMR 2012 - 2013
- MIDANPIRG/14 Report
- MIDRMA Board/12 Report

1. INTRODUCTION

1.1 The State RVSM Approval Authorities must be satisfied that the operator has fully complied with the published minimum monitoring requirements when renewing an RVSM approval.

1.2 State RVSM Approval Authorities need to specify, and ensure strict adherence to, a deadline by which time all operators registered and granted RVSM approvals in their respective States must comply with ICAO Annex 6 Minimum Monitoring Requirements. Failure to do so may result in cancellation of their RVSM approval.

2. DISCUSSION

2.1 During the last reporting period of the MID RVSM Safety Monitoring Report, for 2012–2013, the MIDRMA encountered difficulties with some MIDRMA Member States related to the implementation of the requirements included in the Minimum Monitoring Requirements Table. Those difficulties were due to airline operators' reluctance to, or circumvention of the height monitoring or due to the lack of awareness. Ineffective follow up by the responsible Airworthiness Authorities to enforce the height monitoring requirements, according to ICAO Annex 6, also contributed to the implementation difficulties.

2.2 The meeting may wish to note that the MIDRMA will be unable to comply with the increased demands for GMU monitoring by aircraft registered in the MID Region, in timely manner, due to the lack of GMU devices owned by the MIDRMA, which restricts the monitoring activities to its minimum and causes excessive delays in conducting height monitoring.

2.3 The meeting may wish to recall that the MIDRMA requested to purchase 2 Enhanced GMUs from the CSSI Company in 2011 and 2013. CSSI is an American Company specializing in the implementation of RVSM and is the sole manufacturer and provider of GMU equipment. On several occasions, the company responded with number of conditions that were unacceptable to the MIDRMA and its Member States. CSSI refused to sell the GMU equipment to the MIDRMA unconditionally due to political reasons.

2.4 The MIDRMA found CSSI unable or unwilling to supply the GMU machines to the MIDRMA on purchase basis, this situation left the MIDRMA in a critical position of not being able to support the Member States to comply with ICAO provisions concerning height monitoring. Alternatively, and after intensive coordination, CSSI agreed to provide the MIDRMA one GMU equipment on lease basis under a condition that CSSI processes the recorded data in their labs. The lease of only one monitoring unit, and the limitations within that lease, makes it very difficult to provide the full amount of monitoring required ensuring regional compliance with ICAO provisions.

2.5 Recently the MIDRMA requested the intervention of the ICAO MID Regional Office to support the MIDRMA's unconditional purchasing of the GMU equipment from the CSSI, or to find any possible solution to resolve this critical issue. Accordingly, the ICAO MID Regional Office raised the MIDRMA concerns to ICAO HQ in order to explore solutions to overcome the lack of GMU Equipment and to discuss this matter directly with CSSI. However, the problem is still pending.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States' RVSM Approval Authorities to ensure strict adherence to ICAO Annex 6 Minimum Monitoring Requirements, before granting RVSM approvals to their registered operators; and
- b) explore any alternative solution that would assist the MIDRMA in solving the problem of lack .