



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Sixteenth Meeting (MIDRMA Board/16)  
(Amman, Jordan, 14 – 16 January 2020)

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

MIDRMA TEMPORARY RVSM APPROVAL PROCEDURE

(Presented by MIDRMA)

**SUMMARY**

The aim of the working paper is to establish a procedure for issuing a temporary RVSM approval for newly registered aircraft type not previously approved or added to an operator fleet, the temporary RVSM approval will be valid for certain period of time before the full RVSM approval is granted by the Airworthiness Authority.

**REFERENCES**

- ICAO ANNEX 6
- ICAO DOC. 9574
- ICAO DOC. 9937

**1. INTRODUCTION**

1.1 Operators, intending to operate within the RVSM airspace by using specific aircraft type or types will need to be approved by the State of Registry of the aircraft. The RVSM approval consist of two parts, the Airworthiness Approval (including continued airworthiness) and the Operational Approval.

1.2 ICAO define the RVSM Airworthiness Approval as the process by which the State authority ensures that aircraft meet the RVSM Minimum Aviation System Performance Specification (MASPS). Typically, this would involve an operator meeting the requirements of the aircraft manufacturer's service bulletin for the aircraft and having the State authority verify the successful completion of this work, while the RVSM operational approval defined as the process by which the State authority ensures that an operator meets all the requirements for operating aircraft in RVSM airspace.

Note: The RVSM Airworthiness Approval is a prerequisite for operational approval.

**2. DISCUSSION**

2.1 The RVSM approval is issued by the State of Registry of the aircraft or by the State responsible of the airline operator, the process of issuing the RVSM approval will require the responsible authority to gather and examine some elements necessary for issuing the approval as per ICAO Annex 6 Part 1 such as aircraft compliance for height monitoring which is a vital element of granting the full RVSM approval valid for two years.

2.2 The MIDRMA actively involved with gathering the RVSM approvals from all MIDRMA member states to update the region database for all aircraft granted full RVSM approvals with all other related information such as aircraft types, aircraft manufacture serial numbers (MSNs) Mode S and operator names, the requirement to obtain these information are agreed between all the RMAs in the world and published under a unified format.

2.3 The initial process of granting RVSM approval for new aircraft type not previously part of the operator fleet is not mentioned by ICAO and there is no procedure to guide the responsible authority to follow in this case, therefore and due to the increased enquiries recently received from several airworthiness inspectors of any guidance materials available for them to follow, the MIDRMA thought of establishing a procedure of granting Temporary RVSM Approval to the concerned airline operator under certain conditions.

2.4 The method of issuing Temporary RVSM Approval must to be applied by all MIDRMA Member States to ensure all airline operators in the Middle East region are fully aware of the requirements and the steps to be followed to obtain a Temporary RSM Approval is the same in all MIDRMA Member States.

2.5 The following procedure is proposed by the MIDRMA, the meeting is invited to agree in the draft conclusion 16/x which is open for modification:

***DRAFT CONCLUSION 16/x: MIDRMA MEMBER STATES TEMPORARY  
RVSM APPROVAL PROCEDURE***

*That, Procedure below, for issuing Temporary RVSM approval by MIDRMA Member States Civil Aviation Airworthiness Authorities, is adopted:*

- a) *The responsible Airworthiness Authority must issue Airworthiness Approval first before granting the Temporary RVSM approval for the concerned operator aircraft type.*
- b) *The responsible Airworthiness Authority must make sure the temporary RVSM approval is granted for new aircraft type not previously operated by the airline operator, or for the remaining number of the same aircraft type if already approved one aircraft from the same type, and incase the operator is fully compliant for height monitoring and add aircraft type already in service then the authority might grant full RVSM approval valid for two years.*

*Note1: Aircraft Category 1, operator required to height monitor two aircraft every two years.*

*Note2: Aircraft Category 2, operator required to height monitor 60% of their fleet.*

*Note3: Aircraft Category 3, Operators of aircraft types contained in this category shall have 100% of airframes monitored every 2 years.*

- c) *The validity of the Temporary RVSM approval must not exceed 90 days, during this period the responsible airworthiness authority shall instruct the operator to contact the MIDRMA to conduct height monitoring.*

*Note1: this period is not subject to extension unless the operator provide evidence to the responsible authority to justify their failure to comply.*

*Note2: in case there is a need to extend the validity of the Temporary RVSM Approval, the extended validity must not exceed another 30 days, further failure will result cancelling the Airworthiness Approval and removing the aircraft from the state official RVSM approval list.*

- d) The MIDRMA shall keep the responsible authority aware of the progress of height monitoring of aircraft granted Temporary RVSM approval and update the height monitoring compliance status once the monitoring is successfully completed with valid result.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review and modify as necessary the proposed procedure of issuing Temporary RVSM approval in 2.5; and
- b) review and take necessary action with respect to the Draft Conclusion in para. 2.5

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