

AFI RVSM MINIMUM MONITORING REQUIREMENTS

1. UPDATING MONITORING REQUIREMENTS TABLE AND WEBPAGE

As additional data is obtained, monitoring requirements for specific aircraft types may be added or amended. When the table is updated, all reasonable notification methods will be used to notify AFI Civil Aviation Authorities and AFI Operators. The updated table will be posted on the ARMA webpage. The website address is: www.atns.co.za

2. AIRCRAFT REQUIREMENT FOR HEIGHT MONITORING

Aircraft engineering work that is required for the aircraft to apply for RVSM airworthiness approval from the State Civil Aviation Authority must be completed prior to the aircraft being monitored. The aircraft must have received State RVSM Operational Approval from the Appropriate Civil Aviation Authority. The afore-mentioned approval must be registered with the ARMA

3. HEIGHT MONITORING REQUIREMENTS

All AFI registered operators that operate or intend to operate in RVSM airspace are required to participate in the Height Monitoring Program. The table of monitoring requirements establishes requirements that need to be met.

4. APPLICABILITY OF HEIGHT MONITORING RESULTS FROM OTHER REGIONS

Monitoring data obtained in conjunction with RVSM monitoring programs from other regions may be used to meet AFI RVSM monitoring requirements. ARMA, which is responsible for managing the AFI RVSM monitoring program, has access to monitoring data from other regions which could contribute towards operators achieving their monitoring targets.

5. HEIGHT MONITORING PRIOR TO STATE RVSM OPERATIONAL APPROVAL

Height monitoring prior to State RVSM Operational Approval is not a requirement in AFI

6. FOLLOW - ON HEIGHT MONITORING

Height Monitoring is an on-going program that will continue after the State RVSM Operational Approval process and shall not be at intervals longer than 24 months.

7. AIRCRAFT GROUPS NOT LISTED IN THE TABLE

Contact the ARMA for clarification if an aircraft group is not listed in the Minimum Monitoring Requirements table.

9. MONITORING OF AIRCRAFT THAT ARE RVSM COMPLIANT ON DELIVERY.

If an operator adds new RVSM compliant aircraft of an aircraft type for which it already has RVSM operational approval and has completed monitoring requirements for the type in accordance with the attached table, the new aircraft are not required to be monitored. If an operator adds new RVSM compliant aircraft of an aircraft type for which it has **NOT** previously received RVSM operational approval, then the operator should complete monitoring in accordance with the attached table.

AFI RVSM HEIGHT MONITORING REQUIREMENTS

MONITORING PRIOR TO THE ISSUE OF STATE RVSM APPROVAL IS NOT A REQUIREMENT

CATEGORY	DATA CONFIDENCE	AIRCRAFT GROUP	MINIMUM OPERATOR MONITORING REQUIREMENTS
1	Aircraft group for which there is sufficient monitoring data providing confidence and indicating performance in accordance with RVSM standards	A300, [A319,A320,A321], A330, A340, [A342, A343], A346, [B733, B734, B735], [B736,B737, B738,B739], B744(10" probe), B752, B764, CRJ7, F100, GLF5, LJ31, LJ60, MD11, [MD81, MD82, MD83, MD87, MD88]	<p>Minimum 2 aircraft or 10% from each fleet type of an operator to be monitored however not later than 6 months after the issue of RVSM operational approval</p> <p>Note 1. For the purposes of height monitoring, aircraft within brackets [], may be considered as belonging to the same height monitoring group. E.g. an operator with six A319 and four A321 aircraft may monitor one A319 and one A321 or two A319 aircraft or two A321 aircraft</p> <p>Note 2: When 10% of the fleet produces 2.4 aircraft 2 aircraft will be required for height monitoring. When 10% of the fleet produces 2.5 aircraft 3 aircraft will be required for height monitoring.</p>
2	Aircraft group for which there is sufficient monitoring data however reduced confidence	A306, [A312GE, A313GE], [A312PW, A313PW], B753, [B762, B763], B772, B773, BE40, C56X, [CRJ1, CRJ2], CL60(601/602), CL60(604), DC10, GLF4, MD90, [RJ1H, RJ70,RJ85]	<p>Minimum 2 aircraft or 30% from each fleet type of an operator to be monitored however not later than 6 months after the issue of RVSM operational approval</p> <p>Note 2: When 30% of the fleet produces 2.4 aircraft 2 aircraft will be required for height monitoring. When 30% of the fleet produces 2.7 aircraft 3 aircraft will be required for height monitoring.</p>

3	Aircraft group for which there is sufficient monitoring data and insufficient confidence available	A318, A345, A3ST, [B721, B722], B732, B737(Cargo), B744(5" probe), [B741, B742, B743], [BE20, BE30, BE350] C500, C550(552 Citation II), C560, C550(Bravo), [C550, C551], C650, C650, C750, CRJ9, CL30, GL5T, [DC86, DC87], DC93, DC95, [E135, E145], E170, F2TH, F70, F900, FA20, FA50, GLEX, GLF2, GLF2(B), GLF3, H25B(700), H25B(800), H25C, J328, L101, [LJ35, LJ36], LJ40, LJ45, LJ55, PRM1, T134, [T204, T224, T234]	60% from each fleet type of an operator to be monitored however not later than 6 months after the issue of RVSM operational approval Note: If 60% of the fleet type produces a fractional number, round up to the next whole aircraft
4	Aircraft group for which there is insufficient monitoring data available.	D328, IL76	100% from each fleet type of an operator to be monitored however not later than 6 months after the issue of RVSM operational approval
5	Non Group	Non Group approved aircraft: B701, B703, DC85, DC91, DC92, DC94, FA10, F28-4 H25A, LJ23, LJ24, LJ,25	100% from each fleet type of an operator to be monitored however not later than 6 months after the issue of RVSM operational approval

GROUP DEFINITION:

Aircraft that have been manufactured to a nominally identical design and build and for RVSM Airworthiness approval fall into a group established in an RVSM certification document (e.g. Service Bulletin, Supplemental Type Certificate, Type Certificate Data Sheet).

NON- GROUP DEFINITION:

Aircraft that do not fall under the group definition and for RVSM Airworthiness Approval are presented as an individual airframe.