

APPENDIX 5.2C

Middle East RVSM Minimum Monitoring Requirements As of 29 August 2001

Initial Monitoring

All Middle East operators that operate or intend to operate in airspace where RVSM is applied are required to participate in the RVSM monitoring program. The table of monitoring requirements shown below establishes requirements initial monitoring associated with Middle East RVSM implementation. In their application to the appropriate State authority for RVSM approval, operators must show a plan for meeting the applicable initial monitoring requirements.

Aircraft Status for Monitoring

Aircraft engineering work required for the aircraft to receive RVSM airworthiness approval must be completed prior to the aircraft being monitored. Any exception to this rule will be co-ordinated with the State authority.

Follow-on Monitoring

Monitoring is an on-going program that will continue after the initial RVSM approval process. A follow-on sampling program for additional operator aircraft will be co-ordinated by the Middle East RVSM Task Force.

Monitoring of Airframes that are RVSM Compliant on Delivery

If an operator adds new RVSM compliant airframes of a type for which it already has RVSM operational approval and has completed monitoring requirements for the type in accordance with the table below, the new airframes are not required to be monitored except as targeted at a later date in the follow-on monitoring program. If an operator adds new RVSM compliant airframes of an aircraft type for which it has **NOT** previously received RVSM operational approval, then the operator should complete monitoring in accordance with the table below.

Applicability of North Atlantic and Asia/Pacific Monitoring

Monitoring data obtained in conjunction with RVSM monitoring programmes from other regions can be used to meet Middle East monitoring requirements. The Middle East Central Monitoring Agency (MECMA), which is responsible for administering the Middle East monitoring programme, will get access to monitoring data from other regions and will coordinate with States and operators to inform them on the status of individual operator monitoring requirements.

Update of Monitoring Requirements Table and Website

As significant data is obtained, monitoring requirements for specific aircraft types may change. When the table is updated, States and operators will be informed. The updated table will be posted on the MECMA website being maintained by the UAE GCAA.

The website address is: www.mecma.com

For most aircraft types, monitoring is NOT required to be completed prior to operational approval being granted. SEE THE TABLE BELOW.

Monitoring NOT REQUIRED Prior to the Grant of RVSM Approval			
	Classification	Aircraft Group	Minimum per operator Monitoring for Each Aircraft Type
1	Operators with prior RVSM experience	New aircraft types from a manufacturer with a demonstrable track record of the production of MASPS compliant airframes OR any of the following types: A306, A30B, A312-GE, A312-PW, A313-GE, A313-PW, A318, A319, A320, A321, A330, A340, B712, B733, B734, B735, B736, B737, B738, B741, B742, B743, B744, B74R, B74S, B752, B753, B762, B763, B764, B772, B773, C525-I, C550-B, C560-U, C56X, CARJ, CL60-600, CL60-601, CL60-604, DC10, F100, F2TH, F70, F900, F900-EX, FA20, GLF4, GLF5, H25B-800, H25C, L101, LJ60, MD11, MD80, MD90.	at least TWO airframes unless operator has only one of a type, then ONE airframe - monitoring to be completed as soon as possible but not later than within 6 months after the issue of RVSM operational approval or the start of Middle East RVSM operations whichever occurs later.
2	Operators without prior RVSM experience	Same types as above in section 1	at least THREE airframes unless operator has only 1 or 2 of a type, than all operator airframes of that type, - monitoring to be completed as soon as possible but not later than within 3 months after the issue of RVSM operational approval or the start of Middle East RVSM operations whichever occurs later.
3	All operators of aircraft that are expected to meet reduced monitoring requirements	B74R, C501, C560, DC8, DC9, GALX, E135, F200, FA10, GLF2, GLF3, LJ45,	Individual monitoring of RVSM approved airframes, - monitoring to be completed as soon as possible but no later than within 3 months after the issue of RVSM operational approval or the start of Middle East RVSM operations whichever occurs later.

Monitoring REQUIRED Prior to the Grant of RVSM Approval			
4	Insufficient data on approved aircraft	Other group or nongroup aircraft not listed in above 3 sections OR New aircraft types from a manufacturer without a demonstrable track record of the production of MASPS compliant airframes	Individual monitoring of airworthiness approved airframes to be completed prior to the issue of RVSM operational approval
