

RVSM MINIMUM MONITORING REQUIREMENTS:

AS OF: 25 May 2017

Version: 2017.0

1. **UPDATE OF MONITORING REQUIREMENTS TABLE AND WEBSITE.** As significant data is obtained, monitoring requirements for specific aircraft types may change. When Table 1 below, is updated, a letter will be distributed by the Regional Monitoring Agencies (RMAs) to the States concerned. The updated table will be posted on the RMA website being maintained by the International Civil Aviation Organization (ICAO). The secure website address is: <http://portal.icao.int>

2. **INITIAL MONITORING.** All operators that operate or intend to operate in airspace where RVSM is applied are required to participate in the RVSM monitoring program. Table 1 establishes requirements for initial monitoring associated with the RVSM approval process. In their application to the appropriate State authority for RVSM approval, operators must show a plan for meeting the applicable initial monitoring requirements.

3. **AIRCRAFT STATUS FOR MONITORING.** Aircraft engineering work that is 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 coordinated with the State authority.

4. **APPLICABILITY OF MONITORING FROM OTHER REGIONS.** Monitoring data obtained in conjunction with RVSM monitoring programs from other regions can be used to meet regional monitoring requirements. The RMAs, which are responsible for administering the monitoring program, have 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.

5. **MONITORING PRIOR TO THE ISSUE OF RVSM OPERATIONAL APPROVAL IS NOT A REQUIREMENT.** Operators should submit monitoring plans to the responsible civil aviation authority and the RMA that show how they intend to meet the requirements specified in Table 1. Monitoring will be carried out in accordance with this table.

6. **AIRCRAFT GROUPS NOT LISTED IN TABLE 1.** Contact the RMA for clarification if an aircraft group is not listed in Table 1 or for clarification of other monitoring related issues. An aircraft group not listed in Table 1 will probably be subject to Category 2 monitoring requirements.

7. **TABLE OF MONITORING GROUPS.** Table 2 shows the aircraft types and series that are grouped together for operator monitoring purposes.

8. **TABLE OF NON-GROUP AIRCRAFT:** Table 3 shows the aircraft types and series that are Non-Group aircraft (i.e., Not certified under group approval requirements) for monitoring purposes.

9. **TRAILING CONE DATA.** Altimetry System Error estimations developed using Trailing Cone data collected during RVSM certification flights can be used to fulfil monitoring requirements. It must be documented, however, that aircraft RVSM systems were in the approved RVSM configuration for the flight.

10. **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 attached table, the new airframes are not required to be monitored. 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 attached table.

11. **FOLLOW-ON MONITORING.** Monitoring is an on-going program that will continue after the RVSM approval process. Long term minimum monitoring requirements are established in the Annex 6 to the Convention on International Civil Aviation. On a regional basis, a programme shall be instituted for monitoring the height-keeping

performance of aircraft operating in RVSM airspace in order to ensure that continued application of this vertical separation minimum meets regional safety objectives.

Table 1: MONITORING REQUIREMENTS TABLE (Civilian)

| <p>MONITORING IS REQUIRED IN ACCORDANCE WITH THIS TABLE</p> <p>Monitoring prior to the issue of RVSM approval is not a requirement</p> | | | |
|--|---|---|---|
| CATEGORY | GROUP DESCRIPTOR | MINIMUM MONITORING REQUIREMENTS | |
| 1 | <p>GROUP APPROVED: AIRCRAFT WHICH DEMONSTRATE LONG TERM CONFIDENCE IN COMPLYING WITH RVSM MASPS</p> | <p>A124, A30B, A306, A310-GE, A310-PW, A318, A320, A330, A340, A345, A346, A380, A3ST, AVRO, B712, B727, B737C, B737CL, B737NX, B747CL, B74S, B744-5, B744-10, B752, B753, B764, B767, B772, B773, BD100, BE40, C25A, C25B, C510, C525, C560, C56X, C650, C680, C750, CARJ, CL600, CL604, CL605, CRJ7, CRJ9, DC10, E135-145, E170-190, E50P, E55P, F100, F900, FA7X, GALX, GLEX, GL5T, GLF4, GLF5, H25B-800, J328, LJ40, LJ45, LJ60, MD10, MD11, MD80, MD90, PC12, PRM1, T154</p> | <p>Operators of aircraft types contained in this category shall have a minimum of 2 airframes monitored every 2 years or 1,000 flight hours, whichever is longer calculated from the date of the last successful height monitoring. Operators with fleets consisting of aircraft from more than one Monitoring Group shall meet this requirement for each group in the fleet. In the event that an operator has a single airframe from a Group, then that aircraft shall be monitored every 2 years or 1,000 flight hours, whichever is longer calculated from the date of the last successful height monitoring.</p> |

| | | | |
|---|--|--|---|
| 2 | GROUP APPROVED: AIRCRAFT WHICH HAVE YET TO DEMONSTRATE CONFIDENCE IN LONG TERM PERFORMANCE | A148, A158, A350, AC90, AC95, AJ27, AN72, ASTR, ASTR-SPX, B701, B703, B731, B732, B744-LCF, B748, B787, BCS1, BE20, BE30, C25C, C441, C500, C550-B, C550-II, C550-SII, CRJ10, D328, DC85, DC86-87, DC91, DC93, DC94, DC95, E120, E45X, EA50, E545-550, F2TH, F70, FA10, FA20, FA50, G150, G280, GLF2, GLF2B, GLF3, GLF6, H25B-700, H25B-750, H25C, HA4T, HDJT, IL62, IL76, IL86, IL96, L101, L29B-2, L29B-731, LJ23, LJ24, LJ25, LJ28, LJ31, LJ35-36, LJ55, MU30, P180, P180 II, PC24, PAY4, SB20, SBR1, SBR2, SU95, T134, T204, T334, TBM, WW24, YK42 | Operators of aircraft types contained in this category shall have a minimum of 60% of airframes monitored every 2 years or 1,000 flight hours, whichever is longer calculated from the date of the last successful height monitoring, (the number of airframes to be monitored shall be rounded up to the nearest whole integer). Operators with fleets consisting of aircraft from more than one Monitoring Group shall meet this requirement for each Group in the fleet. |
| 3 | NON-GROUP: RESERVED FOR AIRCRAFT WHICH ARE PRESENTED FOR RVSM APPROVAL ON AN INDIVIDUAL BASIS (i.e. NON-GROUP APPROVED AIRCRAFT) | A225, AN12, AN26, B190, B462, B463, B74S-SOFIA, BA11, BE9L, GSPN, H25A, L29A, M-55, PAY3, R721, R722, SJ30, STAR | Operators of aircraft types contained in this category shall have 100% of airframes monitored every 2 years or 1,000 flight hours., whichever is longer calculated from the date of the last successful height monitoring. |

Table 2: MONITORING GROUPS FOR AIRCRAFT CERTIFIED UNDER GROUP APPROVAL REQUIREMENTS

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|----------------------|---|------------------------------|
| A124 | A124 | AN-124 RUSLAN | |
| A148 | A148 | AN-148 | |
| A158 | A158 | AN-158 | |
| A30B | A30B | A300 | |
| A306 | A306 | A300 | |
| A310-GE | A310 | A310 | |
| A310-PW | A310 | A310 | |
| A318 | A318 | A318 | |
| A320 | A319 A320 A321 | A319 A320 A321 | |
| A330 | A332 A333 | A330 A330 | |
| A340 | A342 A343 | A340 A340 | |
| A345 | A345 | A340 | |
| A346 | A346 | A340 | |
| A350 | A358 A359 | A350-800 A350-900 | |
| A380 | A388 | A380 | |
| A3ST | A3ST | A300 | 600R ST BELUGA |
| AC90 | AC90 | COMMANDER 690 COMMANDER 840 COMMANDER 900 | |
| AC95 | AC95 | AERO COMMANDER 695 | |
| AJ27 | AJ27 | COMAC ARJ-21-700 | |
| AN72 | AN72 | ANTONOV AN-72 ANTONOV AN-74 | |
| ASTR | ASTR | 1125 ASTRA | s/n 1-78, except 73 |
| ASTR-SPX | ASTR | 1125 ASTR SPX, G100 | s/n 73, 79-145 s/n > 145 |
| AVRO | RJ1H RJ70 RJ85 | RJ100 Avroliner RJ70 Avroliner RJ85 Avroliner | |
| B701 | B701 | B707 | |
| B703 | B703 | B707 | |
| B712 | B712 | B717 | |
| B727 | B721 B722 | B727 B727 | |
| B731 | B731 | B737 | |
| B732 | B732 | B737 | |

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|------------------------------|---|---|
| B737CL | B733 B734 B735 | B737-300 B737-400 B737-500 | |
| B737NX | B736 B737 B738 B739 | B737-600 B737-700 B737-800 B737-900 | B737-700 including the BBJ B737-800 including the BBJ2 |
| B737C | B737 | B737-700 | |
| B747CL | B741 B742 B743 | B747-100 B747-200 B747-300 | |
| B74S | B74S B74R | B747SP B747SR | |
| B744-5 | B744 B74D | B747-400 | 5 inch Probes up to s/n 25350 |
| B744-10 | B744 B74D | B747-400 | 10 inch Probes from s/n 25351 |
| B744-LCF | BLCF | B747-400 | |
| B748 | B748 | B747-8 | |
| B752 | B752 | B757-200 | |
| B753 | B753 | B757-300 | |
| B767 | B762 B763 | B767-200 B767-300 | |
| B764 | B764 | B767-400 | |
| B772 | B772 B77L B77L | B777-200 B777-F B777-200LR | |
| B773 | B773 B77W | B777-300 B777-300ER | |
| B787 | B788 B789 | B787-8 B787-9 | |
| BCS1 | BCS1 BCS3 | BOMBARDIER C-SERIES CS100 BOMBARDIER C-SERIES CS300 | |
| BD100 | CL30 CL35 | CHALLENGER 300 CHALLENGER 350 | Begins at s/n 20501 |
| BE20 | BE20 | 200 KINGAIR | |
| BE30 | BE30 B350 | B300 SUPER KINGAIR B300 SUPER KINGAIR 350 | |
| BE40 | BE40 | BEECHJET 400 BEECHJET 400A BEECHJET 400XP HAWKER 400XP | |
| C441 | C441 | CONQUEST II | |
| C500 | C500 C500 C501 | 500 CITATION 500 CITATION I 501 CITATION I SINGLE PILOT | |

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|------------------------------|---|---|
| C510 | C510 | MUSTANG | |
| C525 | C525 | 525 CITATIONJET 525 CITATIONJET 1 525 CITATIONJET PLUS C525-M2 | |
| C25A | C25A | 525A CITATIONJET II | |
| C25B | C25B | CITATIONJET III 525B CITATIONJET III | |
| C25C | C25C | 525C CITATIONJET IV | |
| C550-B | C550 | 550 CITATION BRAVO | s/n 550-0801 and on |
| C550-II | C550 C551 | 550 CITATION II 551 CITATION II SINGLE PILOT | s/n 550-0001 to 550-0800 |
| C550-SII | C550 | S550 CITATION SUPER II | s/n starts with "S" |
| C560 | C560 | 560 CITATION V 560 CITATION V ULTRA 560 CITATION V ENCORE | |
| C56X | C56X | 560 CITATION EXCEL 560 CITATION XLS | |
| C650 | C650 | 650 CITATION III 650 CITATION VI 650 CITATION VII | |
| C680 | C680 | 680 CITATION SOVEREIGN 680-A LATITUDE | "A" in s/n |
| C750 | C750 | 750 CITATION X | |
| CARJ | CRJ1 CRJ2 CRJ2 CRJ2 | CRJ-100 CRJ-200 CHALLENGER 800 CHALLENGER 850 | |
| CRJ7 | CRJ7 | CRJ-700 | |
| CRJ9 | CRJ9 | CRJ-900 | |
| CRJ10 | CRJX | CRJ-1000 | |
| CL600 | CL60 | CL-600 CL-601 | s/n < 5000 |
| CL604 | CL60 | CL-604 CL-601-3A CL-601-3R | s/n 5000-5700 s/n 5001-5134 s/n 5135-5300 |
| CL605 | CL60 | CL-605 | s/n > 5700 |
| DC10 | DC10 | DC-10 | |
| D328 | D328 | 328 TURBOPROP | |
| DC85 | DC85 | DC-8 | |
| DC86-87 | DC86 DC87 | DC-8 DC-8 | |
| DC91 | DC91 | DC-9 | |
| DC93 | DC93 | DC-9 | |
| DC94 | DC94 | DC-9 | |
| DC95 | DC95 | DC-9 | |

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|--------------------------------------|---|--|
| E120 | E120 | EMB-120 Brasilia | |
| E135-145 | E135 E145 E35L | EMB-135 EMB-145 EMB-135BJ Legacy 600/650 | |
| E45X | E45X | EMB-145 XR | |
| E170-190 | E170 E170 E75S E190 E190 | EMB-170 EMB-175 ERJ-170-200 (short wing) EMB-190 EMB-195 | |
| E50P | E50P | PHENOM 100 | |
| E545-550 | E545 E550 | EMB-545 Legacy 450 EMB-550 Legacy 500 | |
| E55P | E55P | PHENOM 300 | |
| EA50 | EA50 | ECLIPSE | |
| F100 | F100 | FOKKER 100 | |
| F2TH | F2TH | FALCON 2000 FALCON 2000-EX FALSON 2000LX | |
| F70 | F70 | FOKKER 70 | |
| F900 | F900 | FALCON 900 FALCON 900DX FALCON 900EX FALCON 900LX | |
| FA10 | FA10 | FALCON 10 | |
| FA20 | FA20 | FALCON 20 FALCON 200 | |
| FA50 | FA50 | FALCON 50 FALCON 50EX | |
| FA7X | FA7X FA8X | FALCON 7X FALCON 8X | |
| G150 | G150 | G150 | |
| G280 | G250 G280 | G250 G280 | |
| GALX | GALX | 1126 GALAXY G200 | |
| GLEX | GLEX | GLOBAL EXPRESS CLASSIC GLEX GLOBAL XRS GLOBAL 6000 BD-700-1A10 | EXPRESS s/n > 9158 s/n > 9431, and 9313 and 9381 |
| GL5T | GL5T | GLOBAL 5000 GLOBAL 5000-GVFD BD-700-1A11 | s/n > 9434, and 9386 and 9401 |
| GLF2 | GLF2 | GULFSTREAM II (G-1159) | |
| GLF2B | GLF2 | GULFSTREAM IIB (G-1159B) | |
| GLF3 | GLF3 | GULFSTREAM III (G-1159A) | |

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|--------------|--|--|
| GLF4 | GLF4 | GULFSTREAM IV (G-1159C) G300 G350 G400 G450 | |
| GLF5 | GLF5 | GULFSTREAM V (G-1159D) G500 G550 | |
| GLF6 | GLF6 | G650 | |
| H25B-700 | H25B | BAE 125 / HS125 | |
| H25B-750 | H25B | HAWKER 750 | |
| H25B-800 | H25B | BAE 125 / HS125 HAWKER 800XP HAWKER 800XPI HAWKER 800 HAWKER 850XP HAWKER 900XP HAWKER 950XP | |
| H25C | H25C | HAWKER 1000 | |
| HA4T | HA4T | HAWKER 4000 | |
| HDJT | HDJT | HONDAJET HA-420 | |
| IL62 | IL62 | ILYUSHIN-62 | |
| IL76 | IL76 | ILYUSHIN-76 | |
| IL86 | IL86 | ILYUSHIN-86 | |
| IL96 | IL96 | ILYUSHIN-96 | |
| J328 | J328 | 328JET | |
| L101 | L101 | L-1011 TRISTAR | |
| L29B-2 | L29B | L-1329 JETSTAR 2 | |
| L29B-731 | L29B | L-1329 JETSTAR 731 | |
| LJ23 | LJ23 | LEARJET 23 | |
| LJ24 | LJ24 | LEARJET 24 | |
| LJ25 | LJ25 | LEARJET 25 | |
| LJ28 | LJ28 | LEARJET 28 LEARJET 29 | |
| LJ31 | LJ31 | LEARJET 31 | |
| LJ35-36 | LJ35 | LEARJET 35, 35A LEARJET 36, 36A | |
| LJ40 | LJ40 LJ70 | LEARJET 40 LEARJET 70 | Begins at s/n 2001 Begins at s/n 2134 |
| LJ45 | LJ45 LJ75 | LEARJET 45 LEARJET 75 | Begins at s/n 456 |
| LJ55 | LJ55 | LEARJET 55 | |
| LJ60 | LJ60 | LEARJET 60 | |
| MD10 | MD10 | MD-10 | |
| MD11 | MD11 | MD-11 | |

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|--------------------------------------|---|------------------------------|
| MD80 | MD81 MD82 MD83 MD87 MD88 | MD-80 MD-80 MD-80 MD-80 MD-80 | |
| MD90 | MD90 | MD-90 | |
| MU30 | MU30 | MU-300 DIAMOND | 1A |
| P180 | P180 | P-180 AVANTI | s/n < 1105 but not 1002 |
| P180 II | P180 II | P-180 AVANTI II | s/n > 1104 and also 1002 |
| PAY4 | PAY4 | PA-42 Cheyenne 400 | 1000 CHEYENNE |
| PC12 | PC12 | PC-12 | |
| PC24 | PC24 | PC-24 | |
| PRM1 | PRM1 | PREMIER 1 | |
| SB20 | SB20 | SAAB 2000 | |
| SBR1 | SBR1 | SABRELINER 40 SABRELINER 60 SABRELINER 65 | |
| SBR2 | SBR2 | SABRELINER 80 | |
| SU95 | SU95 | SUKHOI SUPERJET 100-95 | |
| T134 | T134 | TU-134 | |
| T154 | T154 | TU-154 | |
| T204 | T204 | TU-204 TU-214 TU-224 TU-234 | |
| T334 | T334 | TU-334 | |
| TBM | TBM7 TBM8 TBM9 | TBM-700 TBM-850 TBM-900 | Begins at s/n 1000 |
| WW24 | WW24 | 1124 WESTWIND | |
| YK42 | YK42 | Yakovlev YAK-42 Yakovlev YAK-40 | |

Table 3: Non-GROUP AIRCRAFT (i.e., Not certified under group approval requirements) (Civilian)

| Non-Group Descriptor | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|----------------------|----------|--|-------------------------------|
| A225 | A225 | ANTONOV AN-225 | Non-Group |
| AN12 | AN12 | ANTONOV AN-12 | Non-Group |
| AN26 | AN26 | ANTONOV AN-26 | Non-Group |
| B190 | B190 | BEECH 1900 | Non-Group |
| B462 | B462 | BAe-146-200 | Non-Group |
| B463 | B463 | BAe-146-300 | Non-Group |
| B74S-SOFIA | B74S | NASA B74SP with Sofia telescope | Non-Group: N747NA (s/n 21441) |
| BA11 | BA11 | BAC-111 | Non-Group |
| BE9L | BE9L | King Air Model 90 except F90 and F90-1 | Non-Group |
| GSPN | GSPN | GROB G-180 SPn Utility Jet | Non-Group |
| H25A | H25A | HS125-400, -600 | Non-Group |
| L29A | L29A | L-1329 JETSTAR 6/8 | Non-Group |
| M-55 | M55 | Myasishev M-55 Geophysica | Non-Group |
| PAY3 | PAY3 | PIPER Cheyenne 3 | Non-Group |
| R721 | R721 | B-727-100: Re-engined | Non-Group |
| R722 | R722 | B-727-200: Re-engined | Non-Group |
| SJ30 | SJ30 | SWEARINGEN SJ-30 | Non-Group |
| STAR | STAR | BEECH 2000 STARSHIP | Non-Group |
| | | | |

Table 1: MONITORING REQUIREMENTS TABLE (Military)

MONITORING IS REQUIRED IN ACCORDANCE WITH THIS TABLE

Monitoring prior to the issue of RVSM approval is not a requirement

| <u>CATEGORY</u> | | <u>GROUP DESCRIPTOR</u> | <u>MINIMUM MONITORING REQUIREMENTS</u> |
|------------------------|--|--|--|
| 1 | <u>GROUP APPROVED: AIRCRAFT WHICH DEMONSTRATE LONG TERM CONFIDENCE IN COMPLYING WITH RVSM MASPS</u> | <u>C17, C130J, KC135</u> | <u>Operators of aircraft types contained in this category shall have a minimum of 2 airframes monitored every 2 years or 1,000 flight hours, whichever is longer calculated from the date of the last successful height monitoring. Operators with fleets consisting of aircraft from more than one Monitoring Group shall meet this requirement for each group in the fleet. In the event that an operator has a single airframe from a Group, then that aircraft shall be monitored every 2 years or 1,000 flight hours, whichever is longer calculated from the date of the last successful height monitoring.</u> |
| 2 | <u>GROUP APPROVED: AIRCRAFT WHICH HAVE YET TO DEMONSTRATE CONFIDENCE IN LONG TERM PERFORMANCE</u> | <u>A400, E3, C5, C130, C550-552, P8</u> | <u>Operators of aircraft types contained in this category shall have a minimum of 60% of airframes monitored every 2 years or 1,000 flight hours, whichever is longer calculated from the date of the last successful height monitoring, (the number of airframes to be monitored shall be rounded up to the nearest whole integer). Operators with fleets consisting of aircraft from more than one Monitoring Group shall meet this requirement for each Group in the fleet.</u> |

| | | | |
|----------|---|---|---|
| <u>3</u> | <u>NON-GROUP: RESERVED FOR AIRCRAFT WHICH ARE PRESENTED FOR RVSM APPROVAL ON AN INDIVIDUAL BASIS (i.e. NON-GROUP APPROVED AIRCRAFT)</u> | <u>Aircraft types for which no generic compliance method exists:</u> <u>GLF5-AEW, GLEX-ASTOR</u> <hr/> <u>Aircraft types for which the compliance method is not known:</u> <u>A30B-M, A310-M, A332-M, ASTR-M, B737-AWACS, C12, C21, C32, C40, C550-B-M, C550-M, C35, C9, CL60-M, E135-M, E4, E6, E8, FA10-M, FA20-M, FA50-M, GLF3-M, GLF4-M, C37, IL76-M, KC10, KC-390, KC46, P180-M, R135, VC25</u> | <u>Operators of aircraft types contained in this category shall have 100% of airframes monitored every 2 years or 1,000 flight hours., whichever is longer calculated from the date of the last successful height monitoring.</u> |
|----------|---|---|---|

Table 2: MONITORING GROUPS FOR AIRCRAFT CERTIFIED UNDER GROUP APPROVAL REQUIREMENTS (Military)

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|--------------|--------------------------------------|------------------------------|
| A30B-M | A30B | A300 | B2-100 (Zero-G) |
| A310-M | A310 | A310 | MRT, MRTT |
| A332-M | A332 | KC30-A KC45-A Voyager KC2, KC3 | MRTT |
| A400 | A400 | A400M | |
| ASTR-M | ASTR | 1125 ASTRA | NAV&COM |
| B737-AWACS | E737 | B737 | 700W (AWACS) |
| C12 | BE20 | C-12 | |
| C130 | C130 | C-130 Hercules | H and K only |
| C130J | C30J | C-130J Hercules | J only |
| C17 | C17 | C-17 Globemaster III | |
| C21 | LJ35 | C-21 | |
| C32 | B752 | C-32 | A, B |
| C40 | B737 | C-40 Clipper | |
| C5 | C5 | C5 Galaxy | |
| C550-552 | C550 | 552 CITATION II (USN) | |
| C550-B-M | C550 | 550 CITATION BRAVO | |
| C550-M | C550 | 550 CITATION II | |
| C35 | C560 | 560 CITATION V UC-35 | |
| C9 | DC93 | C-9 VC-9 | A, B C |
| CL60-M | CL60 | CL604 | MPA |
| E135-M | E135 | EMB-135 | MRT |
| E3 | E3TF E3CF | E-3 Sentry | |
| E4 | B742 | E-4 | |
| E6 | E6 | E-6 Mercury | |
| E8 | B703 | E-8 J-Stars | |
| FA10-M | FA10 | FALCON 10 | MRT |
| FA20-M | FA20 | FALCON 20 | EW/ELINT, MRT, EXP |
| FA50-M | FA50 | FALCON 50 | MPA/SAR |
| GLF3-M | GLF3 | C-20 | A, B, C, D, E |
| GLF4-M | GLF4 | C-20 S102B TP102 | F, G, H |
| C37 | GLF5 | C-37 TP102D | |

| Monitoring Group | A/C ICAO | Manufacturer Type | Additional Defining Criteria |
|------------------|----------------------|--|------------------------------|
| IL76-M | IL76 | IL-76 | MRT, T |
| KC10 | DC10 | KC-10 Extender KDC-10 DC-10 | |
| KC-390 | KC39 | Embraer KC-390 | |
| KC135 | B703 K35E K35R | KC-135 Stratotanker KC-135 Stratotanker C-135 Stratotanker | |
| KC46 | | Boeing KC-46 Pegasus | |
| P1 | | Kawasaki P-1 | |
| P180-M | P180 | P-180 AVANTI | |
| R135 | R135 | RC-135 | |
| VC25 | B742 | VC-25 | |
| | | | |

Abbreviations:

EW/ELINT

EXP

MPA

MRT

MRTT

SAR

T

Electronic Warfare/Electronic Intelligence

Experimental

Maritime Patrol Aircraft

Multi Role Transporter

Multi Role Transporter and Tanker

Search and Rescue

Transporter

Table 3: Non-GROUP AIRCRAFT (i.e., Not certified under group approval requirements) (Military)

| <u>Non-Group Descriptor</u> | <u>A/C ICAO</u> | <u>Manufacturer Type</u> | <u>Additional Defining Criteria</u> |
|-----------------------------|-----------------|---|-------------------------------------|
| <u>GLEX-ASTOR</u> | <u>GLEX</u> | <u>Raytheon Sentinel aka RAF's ASTOR (Airborne Stand-Off Radar)</u> | <u>Non-Group</u> |
| <u>GLF5-AEW</u> | <u>GLF5</u> | <u>GULFSTREAM G550</u> | <u>Non-Group : AEW</u> |

Abbreviations:

AEW

Airborne Early Warning