



*International Civil Aviation Organization*

**The Twelfth Meeting of the South East Asia ATS Coordination Group  
(SEACG/12)**

Bangkok, Thailand, 3 – 6 May 2005

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**Agenda Item 5: Implementation of new CNS/ATM systems in the Region**

**REVIEW OF THE 24<sup>TH</sup> MEETING OF THE RVSM TASK FORCE ON  
THE ONE YEAR REVIEW OF THE BAY OF BENGAL RVSM IMPLEMENTATION**

(Presented by the Secretariat)

**SUMMARY**

This paper presents a summary of the activities of the 24<sup>th</sup> Meeting of the ICAO RVSM Implementation Task Force (RVSM/TF/24, November 2004). The RVSM/TF/24 meeting undertook the one year review of the implementation of RVSM in the Bay of Bengal area, which occurred on 27 November 2003.

**1. INTRODUCTION**

1.1 The twenty fourth meeting of the ICAO RVSM Implementation Task Force (RVSM/TF/24) was held from 8-12 November 2004. RVSM/TF/24 was the one-year review meeting of RVSM implementation in the Bay of Bengal and Beyond area, which occurred on 27 November 2003. The meeting also progressed air traffic flow management (ATFM) issues associated with the Bay of Bengal area.

**2. DISCUSSION**

2.1 The RVSM/TF/24 meeting undertook a one-year review of RVSM implementation in the FIRs in the Bay of Bengal and Beyond area on 27 November 2003. In some cases States had experienced a few minor issues; however no major problems were evident. The meeting agreed to declare full RVSM operational capability for the Bay of Bengal and Beyond area since RVSM operations were progressing well.

2.2 The meeting also agreed that the outstanding issues relating to RVSM operations in the Bay of Bengal and Beyond area should be completed bi-laterally by the States concerned, in consultation with the ICAO Regional Office and IATA. Also, the Bay of Bengal ATS Coordination Group (BBACG), RASMAG and ATM/AIS/SAR/SG would continue to address relevant RVSM issues and take appropriate follow-up action.

2.3 The meeting reviewed the current operational trial that was implemented by Malaysia, Singapore, and Thailand on a more flexible assignment of RVSM levels for westbound international flights to alleviate ground delays at the airports concerned. The RVSM/TF/24 meeting noted that more work was required to improve flight level allocation and referred this matter to the next BBACG meeting for further action.

2.4 The RVSM/TF/24 meeting noted that the ICAO Air Navigation Commission (ANC) reviewed proposed Amendment 3 to the *Procedures of Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) to include RVSM phraseologies, which had been previously adopted on a regional basis. The amendment was approved with an applicability date 25 November 2004. In light of the above, States were urged to adopt these phraseologies.

2.5 The RVSM/TF/24 meeting noted that some very significant changes had been carried out on the ATS route structure in India FIRs. As reported by India, the RVSM/TF/24 meeting noted that available capacity on international ATS routes P628 and N877 was still underutilized and a few international flights operated on those routes.

2.6 The RVSM/TF/24 meeting noted the responsibility of the Monitoring Agency for Asia Region (MAAR) to establish and maintain a central registry of State RVSM operational approvals of operators and aircraft as required by RVSM implementation documentation. This was part of a global database, which MAAR was required to keep up to date, and States were requested to provide RVSM approval records of all registered aircraft to MAAR.

2.7 The RVSM/TF/24 meeting was also concerned that some States had failed to submit the required Traffic Sample Data and monthly Large Height Deviation reports to MAAR for ongoing operation of RVSM. The periodic review and updating of the safety assessments for RVSM operations were an essential part of RVSM implementations, along with the maintenance of the regional and global records of the States' aircraft and operator RVSM approvals.

2.8 The meeting was informed that China and Myanmar had been coordinating improvements to the transition procedures between the China Metric levels operating in the Kunming FIR and the ICAO RVSM levels operating in the Yangon FIR. A suitable Letter of Agreement had been signed, a relevant NOTAM has been issued by Myanmar, and the procedure has been effective since 20 January 2005.

2.9 The meeting was informed that the 15<sup>th</sup> Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/15, August 2004) had noted the considerable efforts being made by States to collaborate together and with IATA and the airlines to improve the ATFM over the Bay of Bengal and Beyond area. APANPIRG/15 encouraged all parties to continue their efforts and to take into account the benefits to be derived from ATM automated systems. In this regard, the RVSM/TF/24 meeting was presented a brief summary of two automated flow management systems, the *Dynamic Ocean Track System Plus (DOTS+)* used by the FAA and the *SKYFLOW* system used by Airservices Australia.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the summary of the RVSM/TF/24 meeting;
- b) note that the work of the RVSM/TF for Bay of Bengal and Beyond area has been completed with the RVSM/TF/24 meeting; and
- c) note that the Bay of Bengal ATS Coordination Group (BBACG) has taken over the responsibility for any future Bay of Bengal RVSM related activities from the RVSM/TF.

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