

**OUTCOME OF THE AFI RVSM IMPLEMENTATION SAFETY SEMINAR (RISS)
19-23 APRIL 2010**

- National Programme Manager (NPM) as the National RVSM implementation focal points should sensitize their civil aviation authorities (CAA) with regard to adherence to the RVSM Approval processes.
- AFI CAA's are to ensure that the State Approval processes are clearly understood by the staff responsible for applying such processes and are adhered to by operators in order to reduce incidents of violations.
- AFI CAA's to ensure enough qualified CAA inspectors and adequate oversight of RVSM approvals and to ensure effective enforcement where necessary.
- AFI CAA's to ensure that the ARMA is supported in the AFI Height Monitoring Program.
- NPMs continue following up RVSM implementation issues as stipulated in the RVSM Implementation plan to ensure compliance
- To ensure optimal use of RVSM flight levels and efficiency in the upper airspace in general, LOP's should be re-addressed between Seychelles/Mumbai & Mogadishu/Mumbai in order to address current costly level restrictions being experienced.
- AFI ANSP's to ensure that ATS service providers are properly trained in RVSM and that proficiency checks are conducted periodically to ensure appropriate use levels in RVSM airspace.
- Following discussion and review of contingency procedures relating to RVSM operations within the AFI Region, the seminar wishes to request ICAO to review the contents of both Chapter 15 (*Procedures related to emergencies, communication failure and contingencies*) and Chapter 16 (*Miscellaneous procedures*), PANS ATM (DOC 4444) with a view of converting contingency procedures which relate specifically to Oceanic operation to general contingency procedures, for use both Continentally as well in Oceanic airspace as appropriate.
- CAA's to communicate to all stakeholders information about the existence and function of TAG.
- States to amend the LOA/LOP's to include the requirement to exchange information on individual aircraft/flight RVSM Status.
- CAA's to ensure specifically appointed personnel for the collection of data. This function could be assigned to existing staff but should be clearly, expressly assigned and supported.

- CAA's to ensure that NPM are supported to communicate with the ARMA_ and to provide necessary data.
- CAA's to apply immediate enforcement actions on Non-RVSM operators who operate in RVSM airspace where sheer negligence and/or willful misconducts are confirmed. The same applies to RVSM Approved operators who commit such violence.
- AFI State that have not already done so to ensure that RVSM approvals certificates are included in the list of docs to be carried onboard.
- AFI CAA's should ensure that reporting procedures are in place in order to facilitate timely processing of RVSM related incidents or violations.