



International Civil Aviation Organization  
Eastern and Southern African Office

**Thirteenth Meeting of the Air Traffic Management/Aeronautical  
Information Management/Search and Rescue Sub-Group (ATM/AIM/SAR  
SG/13)  
(Nairobi, Kenya, 16 - 19 September 2013)**

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**Agenda Item 5: RVSM Operations and Monitoring**

**GLOBAL RMACG 8 MEETING REPORT**

*(Presented by ARMA)*

**SUMMARY**

This information paper has been prepared to provide a brief overview of the most pertinent agenda points of discussions conducted at the most recent Global RMACG/8 meeting influencing AFI RVSM.

The meeting is invited to note the Conclusion at **paragraph 3**.

This information paper is related to Strategic Objectives: **A**

**1. INTRODUCTION**

1.1 The Annual Global RMACG 8 meeting was held in Canberra Australia during May 2013. The main aim of the meeting was to discuss co-ordination and harmonization of RVSM issues between RMA's which ultimately affects RVSM operations within all regions. Eleven of the thirteen RMA's attended the meeting.

1.2 The most pertinent agenda points and outcomes are presented hereunder as information.

**2. DISCUSSION**

2.1 Only those agenda discussions that have relevance the SG13 will be presented as information. As will be observed some agenda points have an effect on the proceedings of ATM SG 13 meeting and are presented as follows.

2.2 The importance of State RVSM Operational Approvals and the dissemination thereof to RMA's, and in this case the ARMA, was once again fully discussed as well as the applicability of such

approvals in other regions. The emphasis was once again placed on the registration and deregistration of aircraft that must be forwarded to ARMA by States (CAA's) for inter alia populating databases.

2.3. Only aircraft registered by AFI States reporting to ARMA will appear on the RVSM approvals database

2.4. RMA's envisage that in the not too distant future there will be only one RVSM approvals database receiving inputs from the thirteen RMA's.

2.5. Various RMA's presented papers relating to aircraft operating in RVSM airspace within their regions with no State RVSM Operations approval. Unfortunately there were references to AFI aircraft which fell into this category which the ARMA is addressing with the State CAA's concerned. It is once again emphasized that CAA's must honour their RVSM responsibilities in this regard.

2.6. A presentation will be made to the ICAO SASP on how to include the risk that non RVSM approved aircraft pose to the RVSM system in the annual CRA. The meeting should be aware that a non RVSM approved aircraft receiving 1000ft vertical separation actually constitutes a reduction in separation. In AFI the introduction of such a formula is going to negatively affect the Total vertical Collision risk estimate which in turn indicates the risk of RVSM in AFI.

2.7. RMA's were requested to ensure that the Mode S aircraft address is correct as received from CAA's and entered into the various databases. Mode S addresses are required in various height monitoring systems to track the height monitoring measurement and ultimately the ASE.

2.8. Co-ordination failures between ACC's appear to be of concern to many regions including AFI as this phenomenon creates a Large Height Deviation environment for RVSM. The breakdown of co-ordination will be discussed during the SG 13 meeting proceedings.

2.9. RMA's are required to report back to the next RMACG meeting as to the effect of SLOP in reducing the vertical collision risk hence the ARMA request to AFI for the SLOP survey indicating implementation status.

2.10. The Global Minimum Monitoring Requirements will be reviewed and updated in September/October 2013 and made available on the various RMA webpages after State Letter notification.

### **3. CONCLUSION**

3.1. This concludes the brief overview of the Global RMA coordination meeting. It should be emphasized that the ARMA relies on the cooperation of all States to fulfil the RVSM system monitoring responsibilities. The cooperation to date places the ARMA amongst the leading RMA's globally delivering on the RMACG requirements. Of mention is the excellent working mechanism of the TAG meeting process.

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