



SECOND MEETING OF THE RVSM TASK FORCE

(Sao Jose Dos Campos, Brazil, 8 - 12 July 2002)

Agenda Item 2: **Develop and update the RVSM Task Force Terms of Reference as well as its Work Program and set up three working subgroups in order to achieve the implementation objectives.**

RVSM Task Force

(Working Paper presented by the United States)

SUMMARY

This paper presents the Terms of Reference used successfully in the Asia-Pacific Region to address and manage RVSM implementation issues. It also identifies major program elements to be completed for implementing RVSM within the CAR/SAM Regions.

1 Introduction

1.1 GREPECAS conclusion 10/11, Implementation of RVSM in the CAR/SAM Regions, directs the CAR/SAM States/Territories and COCESNA to implement RVSM within the Flight Information Regions under their jurisdiction. In order to meet this commitment, work must begin immediately to develop detailed implementation plans and ensure the major program elements are completed.

2 Background

2.1 RVSM has been successfully implemented in many regions throughout the world. The Caribbean and South American Regions now have the option of following an established work program, building on the experience gained in these other areas. The following Terms of Reference of the Asia-Pacific RVSM Implementation Task Force Work Group are provided for consideration for adoption by the CAR/SAM Region.

3 RVSM Implementation Task Force Work Group

3.1 In order to address and manage implementation issues, the ATS provider States within the Asia-Pacific Region agreed to form a Task Force composed of an Air Traffic Control Operations Work Group, a Safety and Airspace Monitoring Work Group, and an Aircraft Operations and Airworthiness Work Group. While the ATS provider States involved in the Work Groups have changed over the years, the responsibilities of the groups have remained consistent.

4 ATC Operations Work Group (ATC/WG)

4.1 The ATC/WG is responsible for addressing all matters relating to air traffic services within the RVSM and transition airspace, to include the following:

- To identify airspace in which RVSM will be applied based on statement of application and develop a regional operational concept, ensuring inter-regional harmonization;
- To develop procedures to mitigate wake turbulence;
- To establish transition areas and develop transition procedures;
- To develop contingency procedures; and
- To consider workload issues and identify the need for controller simulations.

5 Safety and Airspace Monitoring Work Group (SAM/WG)

5.1 The SAM/WG is responsible for mathematical and statistical analysis to assist with the maintenance and on-going monitoring of safety through the assessment of collision risk for Asia/Pacific Region RVSM and other tasks as agreed with the RVSM Task Force. The main tasks of the SAM/WG are:

- To develop a monitoring program to ensure that the quantity and quality of data are collected to allow an assessment of vertical collision risk;
- To review existing mathematical and statistical techniques to assure their appropriateness for Asia/Pacific Region RVSM;
- To ensure the transferability of aircraft data collected from other airspace regions;
- To support the assessment of the safety of RVSM prior to and during the Verification and Operational Trials by the production of collision risk assessments based on altitude deviation incidents and altitude monitoring data to determine whether the TLS is being met;
- To devise suitable methodologies for incorporating the effects of projected traffic increases and system changes on occupancy and collision risk in the future environment;
- To identify those elements which are critical in the assessment of collision risk and suggest areas where improvements might be effective in reducing risk;
- To establish a policy for investigating those errors that may jeopardise satisfaction of the Target Level of Safety (TLS);
- To estimate periodically the vertical occupancies (traffic densities, passing frequencies, etc.) in the Asia/Pacific Region; and

- To perform periodically other data collections (e.g. ASE stability) in order to ensure that the parameter values used in the mathematical collision risk models remain current.

6 Aircraft Operations & Airworthiness Work Group (OPS/AIR/WG)

6.1 The OPS/AIR/WG is responsible for addressing pilot operations, airworthiness, and aircraft approval issues, and:

- To harmonize policy on operations and airworthiness issues related to RVSM;
- To develop and harmonize guidance related to the implementation of RVSM and co-ordinate on issues which may arise in the application of the RVSM Minimum Aircraft System Performance Specifications (MASPS);
- To initiate necessary action to amend aeronautical charts to reflect navigational requirements related to RVSM;
- To develop policy for use of Airborne Collision Avoidance Systems (ACAS) as it relates to RVSM; and
- To review monitoring data prior to implementation and after implementation.

7 Action

7.1 The meeting is invited to note the information herein provided for the purpose of considering the advisability of adopting the Terms of Reference described above for the CAR/SAM Regions RVSM Task Force.