

Appendix A

CONCLUSION 11/23 RVSM IMPLEMENTATION IN THE CAR/SAM REGIONS

That CAR/SAM States and COCESNA plan RVSM implementation in a single stage between FL290 and FL410 inclusive in the flight information regions under their jurisdiction in a consistent manner with the implementation in the NAM Region, which is currently foreseen for December 2004.

DECISION 11/24 RVSM ACTIVITIES TO BE CARRIED OUT BY THE ATM/CNS SUBGROUP

That, with a view to the harmonious implementation of RVSM in the CAR/SAM Regions, the ATM/CNS Subgroup:

- a) continue its activities and work programme so that RVSM implementation in the CAR/SAM Regions may be carried out in a single stage between FL290 and FL410 inclusive;
- b) taking into account the RVSM implementation plans of the CAR/SAM States and COCESNA, develop an operational concept and establish the most appropriate procedures to expedite implementation in those States which might face difficulties with the implementation of RVSM in a single stage; and
- c) submit results to GREPECAS/12 for assessment and relevant action.

CONCLUSION 11/25 ATC SIMULATIONS

That, in order to assess the possible impact of RVSM implementation, the States that are in a position to do so conduct ATC simulations and submit their results to the corresponding ICAO NACC and SAM Regional Offices.

CONCLUSION 11/26 POINT OF CONTACT FOR THE ATS SERVICE PROVIDER

That the States/Territories/International Organisations that have not yet done so, advise the President of the ATC Working Group (ATC/WG), as soon as possible, through the ICAO Regional Offices, on the point of contact for each ATS service provider in the CAR/SAM Regions.

CONCLUSION 11/27 POINT OF CONTACT FOR THE AIRCRAFT AND OPERATOR APPROVING STATE

That the States/Territories/International Organizations advise the Rapporteur of the RVSM Task Force, through the ICAO Regional Offices, on the point of contact for each State involved in granting RVSM approval to aircraft and/or operators if such points of contact have not yet advised the Regional Monitoring Agency, CARSAMMA.

CONCLUSION 11/28 AIR TRAFFIC CONTROL AUTOMATED SYSTEMS

That ATS providers assess the impact of RVSM implementation on automated control systems and plan for any modifications and/or upgrades required in the system as soon as possible.

CONCLUSION 11/29 FLIGHT LEVEL OCCUPANCY ANALYSIS

That, with a view to the regional implementation of RVSM, CAR/SAM States/Territories/International Organizations conduct an analysis of flight level occupancy between FL290 and FL410, inclusive, considering flight category, type of aircraft and duration and number of operations per flight level. Information can be collected using the forms contained in **Appendix D** to this part of the report.

CONCLUSION 11/30 HEIGHT-KEEPING PERFORMANCE MONITORING

That, in order to monitor the height-keeping performance of aircraft in RVSM airspace, the CAR/SAM Regions:

- a) use the GMU monitoring method; and
- b) consider using the GMUs provided by the United States.

CONCLUSION 11/31 HEIGHT KEEPING PERFORMANCE MONITORING SERVICE

That the height-keeping performance be monitored through IATA, which will engage a qualified contractor, provided that the contractor's measuring methodology and results are recognized by another regional monitoring agency, such as APARMO or EUROCONTROL, and the service is equally available to all CAR/SAM airspace users.

CONCLUSION 11/32 PARTICIPATION IN THE RVSM TASK FORCE

That, in view of the coordination required and to avoid a potential negative impact on RVSM implementation programmes of CAR/SAM States, the States/Territories/International Organizations participate in a wide and committed manner in the activities of the RVSM Task Force.

CONCLUSION 11/33 ASSIGNMENT OF THE CAR/SAM REGIONAL MONITORING AGENCY TO BRAZIL

GREPECAS agrees to assign the duties and responsibilities of the CAR/SAM regional monitoring agency (CARSAMMA) to Brazil.

CONCLUSION 11/34 MAIN RVSM DUTIES AND RESPONSIBILITIES OF CARSAMMA

That the main RVSM duties and responsibilities of the CAR/SAM Monitoring Agency (CARSAMMA) are as follows:

- a) to establish and maintain a central registry of RVSM-approved operators and aircraft of each State/Territory that use the CAR/SAM RVSM airspace;
- b) to facilitate the transfer of approved data to and from other RVSM regional monitoring agencies;
- c) to establish and maintain a database containing the results of height-keeping performance monitoring and height deviations of 300 ft or more within CAR/SAM airspace, and to include in the database the results of CARSAMMA requests to operators and States for information on the causes of large height deviations observed;
- d) to provide timely information to State authorities and operators on changes or monitoring status of aircraft type classifications;
- e) administer the GPS monitoring system (GMS);
- f) assess compliance with RVSM height-keeping performance requirements by operators and aircraft, and introduction of RVSM in the CARSAM Regions;
- g) provide the means for identifying non-RVSM approved operators using CAR/SAM RVSM airspace and to notify the appropriate State authority accordingly;
- h) develop the means for summarizing and communicating the content of relevant databases to RVSM Task Force decision makers, so that it can be used to decide when and to what extent RVSM will be applied in the airspace under their responsibility; and
- i) conduct the CAR/SAM airspace safety assessment.