



AP/ATM/6
IP/06
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**International Civil Aviation Organization
UNDP/ICAO Regional Project RLA/98/003
Transition to CNS/Atm Systems in the CAR and SAM Regions**

**Sixth Meeting/Workshop of ATM authorities and planners in the CAR/SAM Regions for RVSM,
RNAV routes and RNP Implementation (AP/ATM/6 RVSM-RNAV-RNP)**

(San Jose, Costa Rica, 29 September to 3 October 2003)

**Agenda Item 3: Review of the issues related with RVSM Implementation in the CAR/SAM
Regions**

(Presented by Chile)

Summary

This Information Paper presents aspects on the convenience of monitoring prior to the operational approval for those aircraft groups not complying with RVSM requirements in their manufacturing process.

1. Introduction

1.1 During the Fifth Meeting/Workshop of ATM Authorities and Planners (AP/ATM/5) the OPS/AIR/WG proposed the application of Appendix D to the Report on Agenda Item 4, which indicates the minimum operator monitoring requirements for each aircraft group.

2. Discussion

2.1 Considering the proposed monitoring programme, Category No. 2, corresponding to aircraft groups not complying during its manufacturing process with RVSM requirements, the minimum operator monitoring requirements indicate that at least 60% of airframes from each fleet of an operator shall be monitored as soon as possible, but not later than six months after the issue of the RVSM operational approval or not later than six months after the start of RVSM operations in the CAR/SAM Regions.

2.2 In view of the age of the aircraft, as well as the different configuration of the processing and flight data display systems of a considerable part of the aircraft fleets operating under Chilean registration, it has been considered convenient to indicate in the national regulations that the monitoring plan that the operators must show for completing monitoring of their aircraft belonging to a group identified in 2.1 above, should consider at least the successful monitoring of one of them prior to the issue of the operational approval, having to complete monitoring of at least 60% of airframes from each fleet of an operator as soon as possible, but not later than six months after the issue of the RVSM operational approval or not later than six months after the implementation date of the designated RVSM airspace in the CAR/SAM Regions.

3. Suggested actions

3.3 The Meeting is invited to:

- a) Consider the contents of this Information Paper;
- b) Study as a regional recommendation the the monitoring programme for aging aircraft, in accordance with 2.2 above.
