



AP/ATM/6
WP/02
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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**

Applicability Status of Conclusions related to RVSM Implementation in the CAR/SAM Regions

(Presented by the Secretariat)

Summary

This Working Paper proposes the meeting to carry out a review of the Conclusions related to RVSM implementation in the CAR/SAM Regions, which were formulated by GREPECAS/11, AP/ATM/3, AP/ATM/4 and AP/ATM/5 Meetings.

References:

Report of the meetings:

GREPECAS/10 - Las Palmas, Canarias, Spain., 23-27 October 2001
GREPECAS/11 - Manaus, Brazil, 3-7 December 2002
AP/ATM/3 - Lima, Peru, 20-24 May 2002
AP/ATM/4 - Santa Cruz de la Sierra, Bolivia, 27-31 January 2003
AP/ATM/5 - Panama City, Panama, 18 - 20 June 2003

1. Introduction

1.1 GREPECAS 10 meeting, through Conclusion 10/11, approved RVSM implementation in the CAR/SAM Regions. Subsequently, during GREPECAS 11 meeting, as well as during the third, fourth and fifth Meetings/workshops of ATM authorities and planners in the CAR/SAM Regions for RVSM, RNAV routes and RNP Implementation, among other matters, issues related to RVSM implementation in the CAR/SAM Regions were reviewed, approving several Conclusions and Decisions that States and International Organizations shall accomplish in order to successfully implement RVSM on 20 January 2005.

2. Analysis

2.1 In view of the above, GREPECAS/11 formulated 12 conclusions related to RVSM implementation, while in AP/ATM/3 , 4 and 5 meetings, 40 conclusions and decisions, regarding the same matter, were formulated.

2.2 RVSM issues to be dealt with during this meeting, are similar to those reviewed during previous meetings, therefore, it would be advisable that conclusions be duly reviewed. After this revision, it should be indicated if they are still valid, or if they have been replaced by another conclusions or implemented and consequently are no longer applicable.

2.3 The secretariat has made a first evaluation and has indicated the status of applicability of the conclusions/decisions according to the information available. It is expected that during the meeting the States and International Organizations could provide major information in order to update their status of applicability.

3. Suggested Action

3.1 The meeting is invited to review the Conclusions and Decisions adopted by GREPECAS 11 and the AP/ATM/3, 4 and 5 meetings/workshops enclosed in **Appendix A**, evaluate the status of applicability of each one using the methodology proposed in paragraph 3.2 and subsequently, update the proposed Form with the corresponding information.

3.2 To evaluate the status of applicability of the Conclusions, the following classification methodology is proposed:

- a) After the revision/discussion of the implementation status of the corresponding Conclusion has been done, it should be classified as follows:

Classification status of the Conclusions	
Valid:	That keeps its applicability
Finalized:	That has been concluded or implemented
Replaced:	That has been replaced by another Conclusion

- b) In the Form enclosed in the **Appendix**, update the column “Status of applicability” and if there are some appropriate remarks to be considered, these should be placed in the “Remarks” column.

Example:

Conclusion and Decision	Status of applicability	Remarks
Conclusion X/X	Valid	(if relevant)

APPENDIX A

Status of Conclusions and Decisions related to RVSM implementation CAR/SAM in the CAR/SAM Regions		
Conclusions and Decisions	Status of applicability	Remarks
Third meeting/workshop of ATM Authorities and Planners		
<p>Conclusion AP/ATM 3/15 - Dissemination of the RVSM programme</p> <p>That CAR/SAM States/Territories and International Organisations and IATA start a campaign to disseminate the CAR/SAM RVSM implementation programme.</p>	Valid	Every CAR/SAM State and International Organization has started a dissemination campaign of the RVSM implementation programme, but this conclusion is still applicable until RVSM effective implementation.
<p>Conclusion AP/ATM/3/16 Updating of data on RVSM readiness and status of the fleet operating in the CAR/SAM Regions</p> <p>That:</p> <p>a) CAR/SAM States/Territories and International Organisations that have not yet done so:</p> <p style="padding-left: 40px;">i) Begin a process of consultation with the users on RVSM readiness of fleets, both domestic and international; and</p> <p style="padding-left: 40px;">ii) Send this information as soon as possible to the corresponding ICAO NACC and SAM Offices for submission to the next meeting of the RVSM Task Force; and</p> <p>b) IATA continues analysing this matter.</p>	Replaced	This Conclusion has been replaced by Conclusion AP/ATM/5/39.
<p>Conclusion AP/ATM/3/17 - ATC simulations</p> <p>That, in order to make a decision on the harmonisation of the United States and CAR/SAM RVSM implementation programmes, those States in a position to do so carry out ATC simulations and their results be sent to the corresponding ICAO NACC and SAM Offices for submission to the RVSM Task Force.</p>	Replaced	This Conclusion has been replaced by Conclusion AP/ATM/5/26.

<p>Conclusion AP/ATM/3/18 Harmonisation of the United States and CAR/SAM RVSM implementation programmes</p> <p>That, in order to achieve a seamless airspace between the CAR/SAM Regions and the United States domestic airspace, the United States and GREPECAS, through the RVSM Task Force, be urged to:</p> <ul style="list-style-type: none"> a) Take relevant action to inform GREPECAS about the convenience of applying RVSM in the CAR/SAM Regions in December 2004 with a view to harmonising the entry into force of the respective RVSM implementation plans; b) Study the possibility of implementing RVSM between FL290 and FL410 in a single phase in the CAR/SAM Regions; and c) Submit the results of this harmonisation to the GREPECAS/11 meeting for approval. 	<p>Replaced</p>	<p>This conclusion has been replaced by Conclusion 11/23 of GREPECAS and updated through conclusion AP/ATM/4/20.</p>
<p>Conclusion AP/ATM/3/19 - Guidance material for RVSM approval of aircraft and operators</p> <p>That, as long as regional guidance material is available, CAR/SAM States and Territories adopt the documents issued by the FAA, Interim Guidance 91-RVSM and the JAA Temporary Guidance Leaflet (TGL No. 6), Rev. 1, 1 October 1999, for the approval of aircraft and operators intending to operate in RVSM airspaces.</p>	<p>Replaced</p>	<p>This Conclusion has been replaced by Conclusion AP/ATM/4/18.</p>
<p>Conclusion AP/ATM/3/20 - Development of regional guidance material for RVSM approval of aircraft and operators</p> <p>That, Regional Project RLA/99/901, Regional Safety Oversight Cooperation System, when drawing up the Latin American Aeronautical Regulations (LAR), give priority to the development of guidance material for the approval of aircraft and operators intending to fly in RVSM airspace.</p>	<p>Finalized</p>	<p>Project RLA/99/901 is preparing the Latin American Regulations (LAR), which were presented in the AP/ATM/5 and the corresponding amendment will be presented in the AP/ATM/6.</p>

<p>Conclusion AP/ATM/3/21 - Assignment of tasks to the RVSM Task Force of the ATM Committee of the GREPECAS ATM/CNS Subgroup</p> <p>That, pursuant to the GREPECAS mandate, the RVSM Task Force of the ATM Committee:</p> <ul style="list-style-type: none"> a) Establish three working groups to carry out the tasks on airworthiness and RVSM approval of aircraft and operators, air traffic management and ATC operations and monitoring of RVSM airspace and operations; b) The groups in question take into account the work programmes that appear in Appendix F to this part of the report; and c) Review the CAR/SAM RVSM implementation programme and make the necessary adjustments. 	<p>Finalized</p>	
<p>Conclusion AP/ATM 3/22 - RVSM web page of the ICAO SAM Office</p> <p>That, the ICAO SAM Office take relevant measures to include in its website an RVSM page with information on the CAR/SAM RVSM programme and any other issue related to this programme.</p>	<p>Finalized</p>	
<p>Conclusion AP/ATM/ 3/23 - Airspace safety assessment</p> <p>That, the CARSAMMA study the different options for conducting the airspace safety assessments in the CAR/SAM Regions for the implementation of RVSM and reports on the results to the next meeting of the RVSM Task Force.</p>	<p>Finalized</p>	
<p>Conclusion AP/ATM/3/24 - Programme for the collection of statistical data and information on navigation deviations</p> <p>That:</p> <ul style="list-style-type: none"> a) The States/Territories/International Organisations that have not done so yet, establish 	<p>Replaced</p>	<p>This Conclusion has been replaced by Conclusion AP/ATM/5/46.</p>

<p>programmes in the appropriate ATC units for the collection of statistical data and information on navigation deviations needed to conduct airspace safety assessments, using as a basis Appendices G, H and I to this part of the report;</p> <p>b) Send this information to the CARSAMMA agency and to the respective ICAO NACC or SAM Regional Office, and</p> <p>c) In case no deviations are detected, submit the information on a monthly basis, indicating that, during the period evaluated, no deviations were found in the airspace concerned.</p>		
<p>Conclusion AP/ATM3/25 National RVSM implementation programme</p> <p>That CAR/SAM States, Territories and service providers:</p> <p>a) Draw up a national RVSM implementation programme that is in line with the regional RVSM implementation programme;</p> <p>b) Use the guidance material contained in Appendix J to this part of the Report as a basis for the development of said document;</p> <p>c) Inform the respective ICAO NACC and SAM Regional Offices the name, position and address of the contact person responsible for coordinating with the regional RVSM programme; and</p> <p>d) While c) above is not duly clarified, a person should be assigned to this effect, before 30 June 2002.</p>	<p>Valid</p> <p>Valid</p> <p>Replaced</p> <p>Finalized</p>	<p>This item of the conclusion was replaced by Conclusions GREPECAS 11/26 and 11/27.</p>

GREPECAS 11 Meeting		
<p>Conclusion 11/23 - RVSM Implementation in the CAR/SAM Regions</p> <p>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.</p>	<p>Finalized</p>	
<p>Decision 11/24 - RVSM Activities to be carried out by the Atm/CNS Subgroup</p> <p>That, with a view to the harmonious implementation of RVSM in the CAR/SAM Regions, the ATM/CNS Subgroup:</p> <ul style="list-style-type: none"> 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. 	<p>Valid</p> <p>Finalized</p> <p>Valid</p>	<p>GREPECAS 12 Meeting will be carried out in March 2004.</p>
<p>Conclusion 11/25 - ATC Simulations</p> <p>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.</p>	<p>Replaced</p>	<p>This Conclusion was replaced and extended by Conclusions AP/ATM5/26 and AP/ATM5/27.</p>
<p>Conclusion 11/26 - Point of Contact for the ATS Service Provider</p> <p>That, the States/Territories/International Organisations that have not yet done so, advise</p>	<p>Finalized</p>	<p>Every State/International Organization has informed their</p>

<p>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.</p>		<p>RVSM point of contact (See WP/06).</p>
<p>Conclusion 11/27 - Point of Contact for the aircraft and operator approving State</p> <p>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.</p>	<p>Finalized</p>	<p>Every State/International Organization has informed their RVSM point of contact (See WP/06).</p>
<p>Conclusion 11/28 - Air Traffic Control automated systems</p> <p>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.</p>	<p>Valid</p>	<p>This Conclusion was extended by Conclusion AP/ATM/5/42.</p>
<p>Conclusion 11/29 - Flight level occupancy analysis</p> <p>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.</p>	<p>Finalized</p>	
<p>Conclusion 11/30- Height keeping performance monitoring</p> <p>That, in order to monitor the height-keeping performance of aircraft in RVSM airspace, the CAR/SAM Regions:</p> <p>a) use the GMU monitoring method; and</p>	<p>Valid</p>	<p>This Conclusion was extended by Conclusions AP/ATM/5/44 and AP/ATM/5/45.</p>

<p>b) consider using the GMUs provided by the United States.</p>		
<p>Conclusion 11/31 - Height keeping performance monitoring service</p> <p>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.</p>	<p>Finalized</p>	
<p>Conclusion 11/32 - Participation in the RVSM Task Force</p> <p>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.</p>	<p>Finalized</p>	<p>Every State and International Organization is actively participating in all the activities related to RVSM implementation.</p>
<p>Conclusion 11/33 - Assignment of the CAR/SAM Regional Monitoring Agency to Brazil</p> <p>GREPECAS agrees to assign the duties and responsibilities of the CAR/SAM regional monitoring agency (CARSAMMA) to Brazil.</p>	<p>Finalized</p>	
<p>Conclusion 11/34 - Main RVSM duties and responsibilities of CARSAMMA</p> <p>That the main RVSM duties and responsibilities of the CAR/SAM Monitoring Agency (CARSAMMA) are as follows:</p> <ul style="list-style-type: none"> a) establish and maintain a central registry of RVSM-approved operators and aircraft of each State/Territory that use the CAR/SAM RVSM airspace; b) facilitate the transfer of approved data to and from other RVSM regional monitoring agencies; 	<p>Finalized</p>	<p>The CAR/SAM Regional Monitoring Agency, CARSAMMA, has been created taking into account the duties and responsibilities established by GREPECAS.</p>

<ul style="list-style-type: none"> c) 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) 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. 		
Fourth meeting/workshop of ATM Authorities and Planners		
<p>Conclusion AP/ATM/4/15 - Collection of data on height deviations</p> <p>That CAR/SAM States and International Organizations initiate the data collection concerning:</p> <ul style="list-style-type: none"> a) gross height deviation (more than 300ft) in support of the risk analysis and send it to CARSAMMA using the form presented in Appendix H to this part of the report; and b) the aircraft already RVSM approved and 	<p>Valid</p>	

<p>send such information to CARSAMMA to establish the database of approved aircraft and perform the readiness assessment.</p>		
<p>Conclusión AP/ATM/4/16 - Review of the Draft Guidance Manual for RVSM implementation in the CAR/SAM Regions</p> <p>That, taking into account ICAO documentation related to RVSM, CAR/SAM States and International Organizations carry out a review of the Draft Guidance Manual for RVSM implementation in the CAR/SAM Regions and present the results of such review in the forthcoming AP/ATM/5 Meeting.</p>	<p>Finalized</p>	
<p>Conclusion AP/ATM/4/17 - List of commercial aircraft registered in the CAR/SAM Regions</p> <p>That, the States and CARSAMMA use the aircraft list presented in Appendix D to this part of the report to carry out the follow up of RVSM progress of the operators based in the CAR/SAM Regions.</p>	<p>Valid</p>	
<p>Conclusion AP/ATM/4/18 - Reference documentation for the approval and aircraft operation in an RVSM airspace</p> <p>That, the States/International Organizations of the CAR/SAM Region use the reference documentation provided through the OPS/AIR Working Group in Spanish adopting as guidance publication the Interim Guidance (IG) 91-RVSM published by the FAA.</p>	<p>Valid</p>	
<p>Conclusion AP/ATM/4/19 - RVSM Concept of Operations for the CAR/SAM Regions (CONOPS)</p> <p>That:</p> <p>a) version 1.2 of the Concept of Operations (CONOPS) for RVSM implementation in the CAR/SAM Regions presented in Appendix E of this part of the report is approved; and</p>	<p>Finalized</p>	<p>The CONOPS was amended as a result of Conclusions AP/ATM/5/29, AP/ATM/5/30 and AP/ATM/5/31.</p>

<p>b) the CONOPS could be periodically amended whenever applicable.</p>		
<p>Conclusion AP/ATM/4/20 – Establishment of RVSM implementation date in the CAR/SAM Regions</p> <p>That, CAR/SAM States/International Organizations establish RVSM implementation planning for 20 January 2005 consistently with the NAM Region.</p>	<p>Finalized</p>	<p>Every State and International Organization has adopted the date indicated in the Conclusion for planning purposes.</p>
<p>Conclusion AP/ATM/4/21 - Advance AIC/NOTAM Model</p> <p>That the States use the RVSM Implementation Aeronautical Information Circular/NOTAM contained in Appendix F to this part of the Report, making the necessary changes to reflect their individual situations, to notify operators and system users of their intent to implement Reduced Vertical Separation Minimum standards within their airspace on 20 January 2005, and that this information be published not later than 17 April 2003.</p>	<p>Finalized</p>	<p>Every State issued the AIC in the dated indicated in the Conclusion.</p>
<p>Fifth meeting/workshop of ATM Authorities and Planners</p>		
<p>Conclusion AP/ATM/5/26 - ATC RVSM Simulations</p> <p>That, in order to facilitate RVSM implementation in the CAR/SAM Regions, the States/Territories/International Organizations:</p> <p>a) continue carrying out ATC RVSM simulations and present the results in the AP/ATM/6 meeting, including the results of RVSM readiness of flights target of 80% and 90%.</p> <p>b) take the results of the RVSM ATC simulations carried out by Mexico, which are presented in Appendix A to this part of the report, as guidance for the planning of these simulations.</p> <p><i>Note: The expression “(percentage) of RVSM readiness of flights” refers to the</i></p>	<p>Valid</p>	

<p><i>percentage of estimated international and domestic RVSM flights that operate or will operate on RVSM aircraft in a State or FIR.</i></p>		
<p>Conclusion AP/ATM/5/27 - Aspects to evaluate in ATC RVSM simulations</p> <p>That those States, Territories and International Organizations that make ATC RVSM simulations take the necessary measures to cover, among others, the following issues:</p> <ul style="list-style-type: none"> a) evaluation of RVSM application in the RVSM exclusionary and non-exclusionary airspaces; b) detection of necessary specific procedures to be developed; c) application of flight levels; d) analysis of the workload of the operative personnel; e) application the aeronautical RVSM phraseology; f) impact of RVSM suspension due to greater grade of severity than moderate turbulence; g) evaluation of the software applicable in automated systems; h) training of ATC personnel; i) contingencies due to ACAS; j) aircraft altitude systems failure; k) local issues that may affect RVSM implementation; l) impact in operational letters of agreement with adjacent ATC units; m) transition areas, where applicable; n) evaluation of operational readiness target of 80% and 90%. 	<p>Valid</p>	<p>So far, the following States/International Organizations have reported the development of RVSM ATC simulations:</p> <p>United States Mexico</p>
<p>Conclusion AP/ATM/5/28 - Organization of flight levels in the CAR/SAM Regions</p> <p>That CAR/SAM States/Territories/ International Organizations:</p> <ul style="list-style-type: none"> a) agree to use the Table of Cruising Levels of Appendix 3 to ICAO Annex 2 for the allocation of flight levels in the RVSM airspace; and 	<p>Valid</p>	

<p>b) when required, bilaterally agree with adjacent ATC Units of States/Territories/International Organizations the allocation of cruising levels using different tracks to those established in the Table of Cruising Levels of Appendix 3 to ICAO Annex 2, in order to assist predominant traffic directions and appropriate traffic procedures to be associated therewith are specified in the respective Operational Letters of Agreement.</p>		
<p>Conclusion AP/ATM/5/29 - Preference assignment to RVSM aircraft vs. NON-RVSM aircraft in RVSM airspaces</p> <p>That ICAO Secretariat amends the CAR/SAM CONOPS in the relevant paragraphs in order to reflect in such document that the ATC, in those domestic RVSM airspaces where NON-RVSM flights are allowed, shall assign operational preference to RVSM aircraft over NON-RVSM aircraft.</p>	<p>Finalized</p>	<p>The text of the Conclusion was included in version 1.2 of the CAR/SAM CONOPS.</p>
<p>Conclusion AP/ATM/5/30 - Inclusion of the Table of Cruising Levels in the CONOPS</p> <p>That, ICAO Secretariat includes in the CAR/SAM CONOPS the ICAO Table of Cruising Levels of Appendix 3 to ICAO Annex 2 to be used for the allocation of flight levels in the CAR/SAM RVSM airspace.</p>	<p>Finalized</p>	<p>The Table of Cruising Levels of Appendix 3 to ICAO Annex 2 has been included in version 1.2 of the CAR/SAM CONOPS.</p>
<p>Conclusion AP/ATM/5/31 - Non-implementation of transition airspaces</p> <p>That, the ICAO Secretariat amends the CAR/SAM CONOPS to reflect that no transition airspace will be implemented within the CAR/SAM regions as a result of the January 2005 RVSM implementation.</p>	<p>Finalized</p>	<p>Text related to the Conclusion was included in version 1.2 of the CAR/SAM CONOPS.</p>

<p>Conclusion AP/ATM/5/32 - Contingency Procedures for RVSM Suspension</p> <p>That the States/Territories/International Organizations include in their Operational Letters of Agreement the necessary procedures concerning RVSM suspension due to weather, turbulence, equipment failures or other factors.</p>	Valid	
<p>Conclusion AP/ATM/5/33 Domestic Plans to Accommodate Non RVSM Approved Aircraft</p> <p>That those States/Territories/International Organizations that intend to accommodate non-RVSM approved aircraft in domestic flights within their airspace should finish their work on time to present the complete list of procedures to the ATC W/G at the AP/ATM/7 meeting in May 2004.</p>	Valid	
<p>Conclusion AP/ATM/5/34 Communication to CARSAMMA of the CAR/SAM aircraft RVSM approval status</p> <p>That, complementing the actions developed by the Administrations from GREPECAS/10 meeting:</p> <ul style="list-style-type: none"> a) the LAR RVSM Document includes the requirement that CAR/SAM Region CAAs accomplish with the prompt notification to the CARSAMMA of the details of every RVSM approval published by each State; and b) this information be submitted using the form included in the above mentioned regional aeronautical regulation 	Valid	
<p>Conclusion AP/ATM/5/35 Minimum Monitoring Requirements</p> <p>That, when civil aviation authorities require the minimum monitoring of the operator for each group of aircraft, up to the completion of the foreseen sixty per cent (60%) monitoring, could apply more restrictive minimum requirements.</p>	Valid	

<p>Conclusion AP/ATM/5/36 Lateral for CAR/SAM Regions</p> <p>That, considering the time available up to the definitive RVSM implementation in the CAR/SAM Regions and the need to obtain more information on the results of other Regions, when an aircraft is in an area with no radar control and is not possible to assure pilot/ATC communication, a Lateral Offset be provisionally accepted with the following conditions:</p> <ul style="list-style-type: none"> a) a lateral offset of 1 or 2 nautical miles (1 or 2NM) be applied as a normal procedure in network routes of the CAR/SAM Regions; b) the lateral offset be applied from the centerline relative to the direction of flight; c) be applied to the right of the centerline relative to the direction of flight; d) the procedure be adopted at pilots discretion; e) the aircraft has the adequate navigation capacity to keep the offset along the foreseen track; and f) that when the pilot recovers communication with the ATC must report lateral offset. 	<p>Valid</p>	<p>The text of this Conclusion was included in the draft amendment to Doc 7030 submitted to ICAO Headquarters, Montreal for its preliminary revision.</p>
<p>Conclusion AP/ATM/5/37 - SAM/WG Tasks</p> <p>That the RVSM Implementation Task List be modified indicating that tasks 9 and 56, corresponding to SAM/WG, have been completed.</p>	<p>Finalized</p>	<p>The task list was modified according to the Conclusion.</p>
<p>Conclusion AP/ATM/5/38 Large height deviation reports</p> <p>That all States/Territories/International Organizations should provide an extensive report, even if no deviations occur, of large height deviations using the form available in the CARSAMMA website, presented in Appendix C to this part of the report. (www.cgna.gov.br)</p>	<p>Valid</p>	

<p>Conclusion AP/ATM/5/39 - Information on RVSM approval status to the CARSAMMA</p> <p>That States/Territories/International Organizations provide the CARSAMMA, as soon as possible, the information about aircraft/operators already RVSM approved.</p>	Valid	
<p>Conclusión AP/ATM/5/40 - Data on RVSM approval status of other Regional Monitoring Agencies</p> <p>That the CARSAMMA use RVSM approval status data from other Regional Monitoring Agencies (APARMO, NAARMO and EUROCONTROL) to supplement and accomplish the objectives of RVSM Readiness Assessment of the CAR/SAM Regions.</p>	Valid	
<p>Conclusion AP/ATM/5/41 - Cost/Benefit Analysis</p> <p>That the final Cost/Benefit analysis consider other factors like ATC costs, capital costs, fuel cost and discount rates related to CAR/SAM Regions.</p>	Valid	
<p>Conclusion AP/ATM/5/42 Costs of ATC modifications</p> <p>That States/Territories/International Organizations provide the RVSM Task Force in the AP/ATM/6, the approximate costs of ATC modifications for RVSM implementation.</p>	Valid	
<p>Conclusion AP/ATM/5/43 - Minimum Monitoring Requirements</p> <p>That States/Territories/International Organizations shall use, for RVSM approval process, the Minimum Monitoring Requirements Chart described in Appendix D to this part of the report.</p>	Valid	
<p>Conclusion AP/ATM/5/44 Mode C Data Collection</p> <p>That the FAA provides the GPS Monitoring Units</p>	Valid	

<p>with Altitude Recording Devices (ARD), so that the States/Territories/International Organizations no longer need to provide the Mode C data. States/Territories/International Organizations should still try to have the means of collecting the Mode C data just in case the ARD is inconclusive.</p>		
<p>Conclusion AP/ATM/5/45 Use of ASE data provided by other RMA</p> <p>The CARSAMMA will use ASE data provided by other RMA's (APARMO, NAARMO and EUROCONTROL) to carry out the preliminary safety assessment for the CAR/SAM Regions.</p>	Valid	
<p>Conclusion AP/ATM/5/46 New Traffic Data Collection Form</p> <p>That States/Territories/International Organizations adopt the new traffic data collection form, with the orientation on how to fill in the fields, presented in Appendix E to this part of the report.</p>	Valid	
<p>Conclusion AP/ATM/5/47 New data collection</p> <p>That, States/Territories/International Organizations collect during the period from 01 to 30 September 2003 data related to flights carried out in the CAR/SAM Regions and sent it to the CARSAMMA before 30 October 2003. That sample should be in accordance with the form described in Appendix E to this part of the report and preferably in Excel file.</p>	Valid	<p>Through letter LN 3/8.6.3/5760 dated 16 July 2003, the designated States/International Organizations were requested to carry out the collection in the period indicated in the Conclusion. It is expected that such administrations submit the data obtained to the CARSAMMA.</p>