



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

**Sixth Meeting/workshop of Air Traffic Management (ATM) Authorities and  
Planners for RVSM, RNAV routes and RNP implementation in the CAR and SAM Regions**

(San José, Costa Rica, 29 September-3 October 2003)

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

**RVSM Task Force Meeting Schedule for 2004**

(Presented by the United States of America)

**Summary**

The Federal Aviation Administration (FAA) recommends that the Meeting consider adjusting the planned RVSM Task Force Meeting schedule to include an additional meeting in 2004.

**1. Introduction**

1.1 Anticipating the need for an additional RVSM Task Force Meeting prior to the October 2004 meeting, the FAA proposes that one meeting be held in early February 2004, and another meeting in the June/July 2004 timeframe.

**2. Discussion**

The U.S. presents the following reasons for such a change:

2.1 An assessment of the percentage of operations by RVSM-approved aircraft must be conducted for the purpose of implementation planning. The Operations and Airworthiness Working Group (OPS/AIR WG) must compile a traffic sample and determine readiness at 12 and 6 months prior to implementation. This data is used to determine the rate of CAR/SAM RVSM aircraft approvals towards reaching the readiness target. The readiness assessment activities are critical, as they will facilitate a go/delay decision.

2.2 The OPS/AIR WG must also conduct an operator survey during the critical June-

September 2004 timeframe. This activity is essential to implementation planning, as it seeks to discover operator intentions for participating in CAR/SAM RVSM. The survey will be used to determine projected operator fleet composition for implementation time-period along with the RVSM upgrade plans for each aircraft type.

2.3 The requirement that time be allotted for bilateral discussions was raised by multiple States. The May 2004 meeting would not provide sufficient time for States to conclude their LOA discussions prior to the October 2004 meeting, at which time the LOAs must be complete.

2.4 The ATC Training Manual must be adopted by the ATC Working Group prior to conducting controller training. Feedback from ATS provider States will be necessary to ensure that the manual accurately reflects the training needs of the CAR/SAM. An additional consideration is the ATC Working Group's need to conduct the tabletop exercises to identify issues relating to the implementation. An additional meeting will allow members of the ATC WG to participate in an open forum to complete these tasks.

2.5 An additional forum to present updated RVSM compliance cost data would be beneficial. The United States has observed a downward trend in aircraft RVSM upgrade costs. The operator upgrade costs have decreased significantly for numerous aircraft types as more service centers now offer RVSM engineering packages. An additional consideration is that the availability of more economical avionics solutions tailored to the RVSM needs of aircraft operators has resulted in decreased upgrade costs to aircraft operators. Information presented during the June-September of 2004 could convince operators that RVSM compliance would work in their favor.

2.6 The SAM Working Group requires an opportunity to thoroughly review, at -12 and -6 months prior to implementation, the following items pertaining to the safety assessment, an activity dependent on the availability of component data sources necessary to calculate risk parameters:

- a.) Radar data from Puerto Rico to include assigned altitude deviation, passing frequencies and probability of lateral overlap.
- b.) The Enhanced Traffic Management System data for the CAR Region.
- c.) Any other traffic data submitted by States to support the safety assessment.

An additional meeting will ensure that the SAM Working Group has obtained the necessary data to complete the safety assessment.

2.7 Based on the FAA's RVSM implementation experience, two meetings during the year prior to implementation would not allow the Task Force sufficient time to conduct important planning and coordination activities in preparation for the largest RVSM implementation in history.

### **3. Action**

3.1 The FAA asks that the Meeting consider the addition of a third RVSM Task Force Meeting during 2004.