

2.0 DISCUSSION

2.1 As a result, the ATM Committee of the ATM-CNS subgroup is continuing its work aimed at implementing RVSM in one step from FL 290 to FL 410. The committee is also working on developing an operational concept to establish the most appropriate procedures to expedite implementation in those States that might face difficulties with the implementation of RVSM in a single stage.

2.2 The group is also working on in the definition of ATC simulations that may be necessary in the region prior to RVSM implementation. The group will also provide assistance and technical support to those States that need it to carry out simulations.

2.3 In order to most effectively carry out its implementation at a regional level the group proposed and GREPECAS also approved the following conclusions:

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.

And:

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.

2.4 With regard to automation, the group agrees that modifications and/or upgrades to automated air traffic control systems will be required to accommodate RVSM implementation. The group suggested that automated system providers (flight and radar data processors) should, as soon as possible, determine whether these systems are capable of providing the necessary RVSM information to air traffic controllers.

2.5 In the event that the systems lacked such capability, service providers should assess the modifications and/or upgrades required. It is important to note that the provision of RVSM status information is critical for RVSM implementation when done through automated systems or other means.

2.6 In that regard the group proposed and GREPECAS approved the following conclusion:

Those 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.

2.7 In relation to occupancy levels the group recommended that ATC service providers conduct an analysis of flight level occupancy between FL290 and FL410 inclusive, taking into account flight category, type of aircraft, duration and number of operations per flight level. This information will help the RVSM Task Force in the development of the operational concept. In this regard, the following conclusion was formulated and approved by GREPECAS:

That, with a view to the regional implementation of RVSM, CAR/SAM States/Territories/International Organizations conducts 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.

2.8 The group was also aware that in order to comply with established RVSM criteria, the group needed to establish a monitoring mechanism for height keeping. The group was gratified to hear that the United States would provide the CAR/SAM Regions with the same GPS Monitoring Units (GMU) that will be used in their own RVSM implementation program.

2.9 With regard to participation in RVSM implementation in general the ATM/CNS subgroup recognizes that it would be very difficult to implement RVSM with the participation of only a few States given the need to harmonize national plans for a regional implementation. For this reason, the last meeting of the subgroup formulated the following conclusion also approved by GREPECAS:

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

2.10 In accordance with approved RVSM implementation guidelines the ATM/CNS subgroup also recognized that a regional monitoring agency would need to be established to keep track of all issues related to RVSM implementation in the region. In that regard the group accepted and the GREPECAS endorsed the offer made, by Brazil, to take on the duties and responsibilities of the regional monitoring agency for the CAR/SAM Regions until such time that a regional agreement were reached.

3.0 CONCLUSION

3.1 Implementation planning for the CAR/SAM regions is currently moving ahead well and is on schedule for implementation for January 2005. During the last meeting of the RVSM task force, the group agreed upon the publication of an AIC that will inform all stakeholders of the intention of each State to implement RVSM by January 2005 from FL 290 to FL 410. All participants agreed to publish the AIC by April 15 of this year.

The meeting is invited to take note of this information.
