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**Subject: Airworthiness Certification and Operational for Reduced Vertical Separation Minimum (RVSM) Operations**

Sir/Madam,

I have the honour to draw your attention to APIRG/14 meeting held in Yaounde, Cameroon, from 23 to 27 June 2003. APIRG/14 Conclusion 14/21 *inter alia* advocated as follows:

**Conclusion 14/21: Implementation of RVSM in the AFI Region:**

**That:**

**States do their utmost to implement RVSM in selected airspaces, as per plan by AIRAC cycle date of 20 January 2005 concurrently with the CAR/SAM Region.**

You may be aware that, non-RVSM aircraft will not necessarily be authorized to enter RVSM airspace and this will result in economic penalties for operators concerned. Furthermore, if a significant proportion of aircraft is not RVSM approved at the above mentioned date, concentration of flight s at FL 290 and below will increase and this could lead to traffic delays.

In order to meet the target date of **20 January 2005**, you are urged to take appropriate action in particular the promotion of RVSM requirements and ensure that an approval process is in place at the earliest possible time.

Furthermore, States which may not be conversant with the RVSM airworthiness and approval process may wish to contact States with RVSM approval experience or the ICAO RVSM Programme Office in Nairobi.

The guidance material for airworthiness and operational approval are contained in both USA FAA interim guidance 91 – RVSM (website [www.faa.gov/ats/ato/rvsm1.html](http://www.faa.gov/ats/ato/rvsm1.html)) and European Joint Aviation Authority (JAA) Temporary Guidance Leaflet (TGL) N°6. (website: [www.eur.rvsm.com](http://www.eur.rvsm.com))

Accept, Sir/Madam, the assurances of my highest consideration.



Lot Mellel  
Regional Director