

INTERNATIONAL CIVIL
AVIATION ORGANIZATION



ORGANISATION DE L'AVIATION
CIVILE INTERNATIONALE

ORGANIZACIÓN DE AVIACIÓN
CIVIL INTERNACIONAL

МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ
ГРАЖДАНСКОЙ АВИАЦИИ

TEL: (254-2) 622395 ICAORD
(254-2) 622396 ICAODEPRD
(254-2) 622391 TECHNICAL
COOPERATION
(254-2) 622399 ADMINISTRATION

EASTERN AND SOUTHERN
AFRICAN OFFICE
UNITED NATIONS ACCOMODATION
LIMURU ROAD, GIGIRI
P.O. BOX 46294
00100 NAIROBI, KENYA

FAX: (254-2) 623028/520135/226706
SITA: NBOCAA
E-mail: icao@icao.unon.org

Ref: ES AN 4/44 - 0607

10 August 2004

Subject: AFI RVSM Safety Assessment

Action Required: Reply by 30 September 2004

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 and AFI RVSM Task Force/4 meeting Conclusions 4/1 *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

Conclusion 4/1

That:

That AFI RMA undertakes safety assessment as a matter of urgency

As you are aware, the introduction of RVSM must be done in conjunction with a thorough assessment of the safety implications that will result from this change of operation within the Region. As required in other regions AFI RVSM has to demonstrate to the international aviation community that the Target Level of Safety (TLS) set out by ICAO for the vertical collision risk will not be exceeded in the AFI RVSM Airspace.

.../2...

An AFI RVSM Pre-Implementation Safety Case is therefore required to provide the assurance that the objectives stated in the AFI RVSM Safety Policy are met. Evidence must be provided that (i) all identified hazards and risks are managed and mitigated, and (ii) the collision risk meets the ICAO Target Level of Safety. In order to demonstrate that these required objectives are met, appropriate risk estimation methodologies will need to be available, and sufficient operational and technical data will need to be collected to obtain risk estimates with sufficient confidence.

As you are aware, each State is also responsible for the safe implementation of RVSM in the airspace over which it has jurisdiction and will be responsible for providing assurance that their responsibilities have been met. All Area Control Centres (ACC) will be required to conduct monitoring of aircraft height deviations in the AFI RVSM airspace and forward the relevant data to the AFI RMA **on a monthly basis**.

Attached please find the relevant forms required for monitoring of aircraft height deviations that need to be completed monthly. I would be grateful if you could forward copies of the completed forms to the AFI Regional Monitoring Agency (ARMA) as soon as possible, but not later than **30 September 2004**.

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



Lot Motte
Regional Director

Attachments: Height Deviation and Traffic Data Forms (1 – 5)

AFI REGIONAL MONITORING AGENCY (ARMA)

MONTHLY MOVEMENTS

(Form 2)

STATE:

ACC:

MONTH:

TOTAL IFR MOVEMENTS FOR THE MONTH:

TOTAL MONTHLY IFR MOVEMENTS IN THE BAND F290 - F410

AVERAGE TIME PER MOVEMENT IN LEVEL BAND F290 - F410

LEVEL FLIGHT

CLIMBING AND DESCENDING

