



International Civil Aviation Organization

Tenth Meeting of the APIRG Air Traffic Services, Aeronautical Information Services and Search and Rescue Sub-Group [Dakar, Senegal 13 – 15 May 2009]

Agenda Item 2: Review of the Report of the Fifteenth meeting of the RVSM Task Force.

(Presented by the Secretariat)

SUMMARY

This paper presents the report of the fifteenth RVSM Task Force meeting, and calls for ATS/AIS/SAR Sub-group's act, and recommends that the Task Force be disbanded.

References:

- APIRG/16 Report.
- RVSM TF/15 Report

1. Introduction

1.1. The Fifteenth meeting of the RVSM/ Task Force (RVSM/TF15) was convened the International Civil Aviation Organization in Dakar from 11 to 12 May 2009. The meeting was attended by 32 participants from 09 States and 4 International Organizations namely ARMA, ASECNA, IATA, ROBERTS FIR. The following Agenda was adopted:

Agenda Item 1: Review of major activities of the RVSM Task Force: ARMA Report

Agenda Item 2: Post Operational Safety Case

Agenda Item 3: Follow up of the activities of ARMA

3.1 Establishment of an ARMA Scrutiny Group

3.2 Closure of the RVSM Task Force

Agenda Item 4: Review and follow-up of the Conclusions and Decisions of the Fourteenth meeting of APIRG RVSM/RNAV/RNP Task Force (RVSM TF/14).

Agenda Item 5: Any Other Business.

2. Discussion

Review of major activities of the RVSM Task Force: ARMA Report

2.1. The meeting was reminded of the following five primary functions that were expected to be carried out by the ARMA:

- 1) Establish and maintain a data base of RVSM approvals
- 2) Monitor aircraft height-keeping performance and the occurrence of large height deviations and report results appropriately
- 3) Conduct Safety and Readiness Assessments and report results appropriately
- 4) Monitor operator compliance with State approval requirements

5) Initiate necessary remedial actions if RVSM requirements are not met

2.2 It was recalled that RVSM was successfully implemented on target date of 25 September 2008. The meeting was presented with the status of RVSM in the AFI Region seven months after implementation.

2.3 It was also recalled that ARMA couldn't conduct its duties without the regular and continuous provision of safety assessment data by State. In this regard the meeting expressed its concerns as for the huge decline of the safety assessment data return percentage that has been noted.

2.4 Subsequent to the implementation of RVSM, ARMA had made a presentation to the special AFI RAN 8 meeting where long-term recommendations were approved.

2.5 Taking note of the tasks conducted so far, and considering measures to be taken for safe RVSM operations in the future in the AFI region, the Task Force agreed to the following conclusion:

Conclusion 15/1:

That:

- a) **The ATS/AIS/SAR Subgroup ensure that pertinent and outstanding tasks are carried over and recorded in its report where applicable.**
- b) **States be reminded of their commitment to safety as reflected in their NSP and the Special AFIRAN 8 Recommendation 6/8.**

Post Operational Safety Case

2.6 Under this Agenda Item, **after recalling the successful implementation of RVSM operations in the AFI Region on 25 September 2008**, the meeting was apprised of the status of the development of the RVSM Post-Implementation Safety Case (POSC) as required by the AFI RVSM Safety Policy (Section 6.5).

2.7 The ultimate aim of the POSC will be to demonstrate that RVSM in the AFI Region satisfies and will continue to satisfy the criteria defined in the AFI RVSM Safety Policy and in the AFI RVSM Pre-Implementation Safety Case

2.8 This process, initiated by ARMA will involve external partners, National Programme Managers, and the ICAO Tactical Action Group (TAG) recommended by AFI RAN/8 Recommendation 6/7.

2.9 In addition, the establishment of an AFI RVSM scrutiny group as recommended at AFI RAN/8 recommendation 6/8 (e) will satisfy the evaluation and validation of Large Height Deviations as well as the Collision Risk Assessment.

2.10 It was also agreed to establish a POSC Management Team comprising the following members to guide the process:

- ALTRAN Tech & NLR when required
- ARMA (Facilitator)
- ASECNA
- ATNS
- IATA
- ICAO

2.11 Based on the above the Task Force formulated the following conclusion:

Conclusion 15/2: Post Operational Safety Case

That ARMA

- a) **Via the ICAO Regional offices:**
 - 1) **Publish a State Letter to officially initiate the POSC at the appropriate time;**
 - 2) **Compile for publication a State Letter to confirm the membership of the POSC Management Team; and**
- b) **On Completion of the POSC, present the result to the appropriate APIRG meeting and also circulate it to States via the NPMs for information**

Establishment of an ARMA Scrutiny Group

2.12 The meeting was recalled that the formation of the ARMA Scrutiny Group had been requested by the Global Regional Monitoring Agency (RMA) meeting held in Montreal during May 2008, and endorsed by the SP AFI RAN 2008 meeting through its Recommendation 6/8.

2.13 This group will essentially analyze and validate AFI RVSM Large Height Deviations and where applicable propose remedial actions and procedures that will be taken up through ARMA processes.

2.14 The Task Force endorsed the establishment of the Scrutiny Group and discussed its composition, meeting venues and draft Terms of Reference. As a result the meeting agreed to the following conclusion:

Conclusion 15/3: ARMA Scrutiny Group

That the Task Force:

- a) **Endorse the establishment of the Scrutiny Group as per the Special AFIRAN Recommendation 6/8 (e); and**
- b) **Adopt the composition, meeting venues and draft Terms of Reference of the scrutiny group as shown at appendix B to the report (see Appendix A to this paper).**

Review of the RVSM Task Force

2.13 Under this Agenda Item the meeting reviewed and noted the action taken on the conclusions of the fourteenth meeting of the RVSM/RNAV/RNP Task Force. The status of the implementation of these conclusions appear at **Appendix B** to this paper.

2.14 In light of the discussions, the following conclusion was formulated:

Conclusions 15/4

That, after reviewing the conclusions and decisions of RVSM TF 14, the Task Force:

- a) **Acknowledge that all conclusions pertaining to the implementation of RVSM had been completed; and accordingly**
- b) **Recommend to the ATS/AIS/SAR Subgroup that the RVSM TF be disbanded.**

3. Conclusion

3.1 The Sub-group is invited to:

- a) Note the report of the Fifteenth Meeting of the RVSM Task Force;
- b) Agree that the RVSM has successfully completed its assigned work, including the effective implementation of AFI RVSM Programme on 25 September 2008;
- c) Endorse the establishment of the Scrutiny Group as per the Special AFIRAN Recommendation 6/8 (e);
- d) Adopt the composition, meeting venues and draft Terms of Reference of the scrutiny group as shown at **Appendix A**, as agreed by the RVSM Task Force;
- e) Recommend to APIRG that the RVSM Task Force be disbanded; and
- f) Ensure that pertinent and outstanding tasks are carried over and recorded as required;

-END-

APPENDIX A

**I -DRAFT TERMS OF REFERENCE
ARMA SCRUTINY GROUP**

Safety Policy: *The Safety Policy for RVSM implementation has been established to meet the requirements of ICAO Standards and Recommended Practices and guidance material on managing collision risk consequent on the implementation of RVSM.*

Scope: To continually evaluate and reduce the incidence of Large Height Deviations in the AFI Region

Objective: To Analyze and Validate AFI RVSM Large Height Deviations and where applicable propose remedial actions and procedures which will be taken up through ARMA processes.

Terms of Reference:

1. Assemble RVSM experts once annually to achieve the objective of the Scrutiny Group.
2. Analyze Large Height Deviations of 300FT or more occurring in AFI Region airspace.
3. Carry out the elementary mathematical analysis.
4. Identify any other problems associated with RVSM operations that are identified during the course of the analysis.
5. Recommend remedial actions and propose procedures to reduce the occurrence of Large Height Deviations via NPMs.
6. ARMA to report results to the ATM/AIS/SAR Subgroup in order to contribute to safety. Efficiency and harmonization of RVSM operations in the AFI Region.
7. ARMA to report to the APIRG the results of the annual Collision Risk Assessment, which automatically contains the work of the Scrutiny Group.
8. ARMA Scrutiny Group to closely work together with the Tactical Action Group (TAG).

Composition ARMA: ASECNA; IFALPA; IFATCA; ICAO

Working Methods Meet once annually before the Collision Risk Assessment. Any further correspondence between meetings will take place via email.

APPENDIX A

II-ARMA SCRUTINY GROUP MEETING VENUES

Table 1: Venue: ARMA, Johannesburg, South Africa

ARMA x 2	Facilitator & Secretarial Duties	Located in South Africa No Travelling
IFATCA x 1	Validated Area Controller	South African Controller Tasked by IFATCA No Travelling
IFALPA x 1	Regional Pilot	South African Pilot Tasked by IFALPA No Travelling
ASECNA x 1	Validated Area Controller	Member will need to travel
ICAO x 1	ATM Officer	Member will be required to attend

Table 2: Venue: ASECNA Headquarters, Dakar, Senegal

ARMA x 1	Facilitator & Secretarial Duties	Member will need to travel
IFATCA x 1	Validated Area Controller	Controller Tasked by IFATCA Travel to be Considered
IFALPA x 1	Regional Pilot	Senegal Pilot Tasked by IFALPA No Travelling
ASECNA x 1	Validated Area Controller	No Travelling
ICAO x 1	ATM Officer	Member will be required to attend

APPENDIX B

CONCLUSIONS AND DECISION OF RVSM TF 14

Number	Title	Status
Conclusion 14/1	Safety assessment data and incident reporting That a) States continue stringent incident reporting measures and take appropriate remedial actions as required; and b) States intensify their efforts in reducing the incidents.	Addressed: SP AFI RAN 2008 Recommendation 6/8.
Conclusion 14/2		
	Reporting of data for monitoring and/or carrying out safety assessment That States continue to provide the required safety assessment data to ARMA on a monthly basis using Forms 1, 2, 3 and 4.	Completed: RAN conclusion 6/8.
Conclusion 14/3		
	Seminars/training of all personnel involved with the implementation of RVSM in the AFI Region That: a) Seminars/training continue to be conducted in the Region as well as at national level for all personnel involved in the implementation of RVSM; and b) States having difficulties in implementing RVSM implementation training may either individually or in group explore the possibility of seeking outside expertise.	Completed . Appropriate training was provided to aviation staff involved in RVSM implementation.
Conclusion 14/4		
	State RVSM Readiness Assessment That : ICAO circulate the checklist for State Readiness Assessment (Appendix B) for confirmation as a quality assurance.	Completed.
Conclusion 14/5		
	Pre-Implementation Safety Case (PISC) That the PISC at Appendix C be submitted to the ANC for review and approval. Note :The PISC not attached but can be found at the ICAO Web site www.icao.int/esaf/rvsm .	Completed. PISC successfully presented to ANC in June 2008.
Conclusion 14/6	RVSM Switch-Over Plan That ICAO circulate to States the Switch-Over Plan (SWOP) at Appendix D for their necessary action.	Completed. SWOP circulated to AFI States in June 2008, and posted to ICAO Website.
Conclusion 14/7	ATS Letters of Procedure/Agreement That States update their Letter of Procedure/Agreement to incorporate RVSM procedures as soon as possible, in order to meet the targets indicated in the SWOP.	Completed. LOAs/LOPs amended /developed as necessary to include RVSM procedures.
Conclusion 14/8	AFI RVSM Strategy/Action Plan That the updated AFI RVSM Strategy/Action Plan at Appendix E be circulated to States for quality assurance.	Completed. Updated RVSM Strategy/Action Plan circulated to States and posted to ICAO Website.

<p>Conclusion 14/9</p>	<p>APIRG Conclusion 16/38 That in relation to APIRG Conclusion 16/38, in light of reports of CNS improvements presented to the meeting, the Task Force agreed that APIRG Conclusion 16/38 should be considered closed</p>	<p>Item closed. Note: continuous monitoring of CNS infrastructure included in TAG's tasks.</p>
<p>Conclusion 14/10</p>	<p>Communications problems in AFI That a) in relation to concerns expressed by IFALPA about poor communications performance in some States, the TF requested that IATA provide communication deficiency reports for these States for the past six months; and b) this information to be transmitted to ICAO by 6 June 2008 in order to incorporate these data to the ANC presentation on 19 June 2008.</p>	<p>IATA provided the required data in June 2008. .</p>
<p>Conclusion 14/11</p>	<p>IFALPA and IFATCA as full PMT members That in order to most effectively address post-implementation issues that may arise and obtain operational input, the group IFALPA and IFATCA participate as full members of the PMT and scrutiny group to monitor and ensure continuous improvements in the system after RVSM implementation.</p>	<p>Completed. IFALPA and IFATCA actively participated in PMT work.</p>
<p>Conclusion 14/12</p>	<p>Switch-Over Plan That the PMT review the existing AFI switch-over plan with a view of updating it to incorporate elements from other regional plans that may have application in the AFI region.</p>	<p>Completed.</p>
<p>Conclusion 14/13:</p>	<p>Final Program Review Meeting That: a) recognizing that a decision to proceed with implementation was made by APIRG/16 in Conclusion 16/39 last year, the task force concluded that a Final Program Review meeting is required to fully assess readiness to proceed as planned at least 8 weeks prior to 25 September 2008. b) if readiness is not adequately demonstrated, a contingency plan will be developed by the PMT for publication at the conclusion of that meeting.</p>	<p>Completed. Final Program Review meeting coordinated and held by PMT.</p>
<p>Conclusion 14/14:</p>	<p>Communications Surveys That: In order to validate and expand upon the communications performance in States to be identified, IATA, in cooperation with the appropriate authorities, organize a 2 week survey, whereby flight crews of each flight transiting any of the mentioned FIRs fills a communications performance report about the FIR.</p>	<p>Completed, IATA organized the required COM survey from July to August 2008.</p>
<p>Decision 14/1:</p>	<p>Implementation of RVSM in the AFI Region That: a) the RVSM Task Force PMT ensure that all the activities indicated in the SWOP at Appendix D are completed for the safe implementation of RVSM in the AFI Region on 25th September 2008; b) the PMT upon completion of its activities is authorized by the TF to make a final recommendation for the Final Program Review meeting in July 2008; and c) the ARPO, the ARMA and PMT will continue carrying out their tasks after RVSM implementation in order to address any post implementation issues that may arise.</p>	<p>Completed. No longer relevant as the PMT has been transformed into the TAG by RAN conclusions.</p>
