



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
EASTERN AND SOUTHERN AFRICAN OFFICE**

**Joint Meeting of APIRG Sub-Groups:
Aerodrome Operations Planning (AOP); and,
Air Traffic Management/Aeronautical Information Management/Search and Rescue
(ATM/AIM/SAR)
(Nairobi, Kenya, 5 – 8 July 2016)**

Agenda Item 2: Outcome of the APIRG/20 Conclusions /Decisions

CONTINUATION TRAINING STATE RVSM NATIONAL PROGRAM MANAGERS

(Presented by ARMA/ESAF/Secretarait)

Summary

This WP discusses the proposed continuation training of the previously designated State RVSM National Program Managers, NPM, in order to enhance the management of the State effort to comply with the ICAO SARPS together with the various APIRG conclusions and decisions in support of RVSM in AFI
ICAO Strategic Objectives A & B
Action is at paragraph 3.

1. INTRODUCTION

1.1 RVSM was implemented on AIRAC date 25 September 2008 after a costly pre-implementation phase. At the time of implementation the estimated overall collision risk was not below the agreed to Target Level of Safety 5×10^{-9} fatal accidents per flight hour.

1.2 The decision to implement RVSM was based on the very comprehensive pre-implementation phase and the fact that the risk tendency was steeply descending to the TLS.

1.3 Further to this all States were fully engaged and enthusiastic and had signed comprehensive RVSM National Safety Plans.

1.4 The meeting should recall that each State had an appointed RVSM NPM that was engaged with facilitating the various activities and considered to be experts in the field.

1.5 Many States still have NPM's in place and some are still the original appointees however there are States that have no appointed State NPM available to ARMA or ICAO ESAF.

1.6 It should also be noted that focus has been lost as well as the necessity and benefits of the duties of the NPM towards enhancing RVSM safety and reducing risk.

1.7 The current RVSM risk estimate as depicted below in the discussion bares testimony to the escalating risk.

2. DISCUSSION

2.1 As per the various APIRG conclusions each State is required to have a single point of contact that is available to facilitate all RVSM matters to and from the State concerned. The name and contact details should be lodged with the ARMA as per the attachment Appendix B to this working paper.

2.2 In many cases, not all, the fundamental requirements of supporting RVSM within each State are not being met. These basic elements are maintaining the RVSM Operations approval database, height monitoring database, submitting monthly traffic flow data, responding to RVSM safety events and routine RVSM correspondence. This is set out in more detail in the attachment Appendix A to this paper.

2.3 In order to achieve and effectively manage the monitoring process there must be a single point of contact in each State.

2.4 Attached to this Working Paper is the most recent Circular 3 available on the ARMA webpage which has been made available to guide the NPM. The same Circular 3 has been presented at SG meetings. The body of Circular 3 explains the history and process with appendix A and B the nomination form and task list.

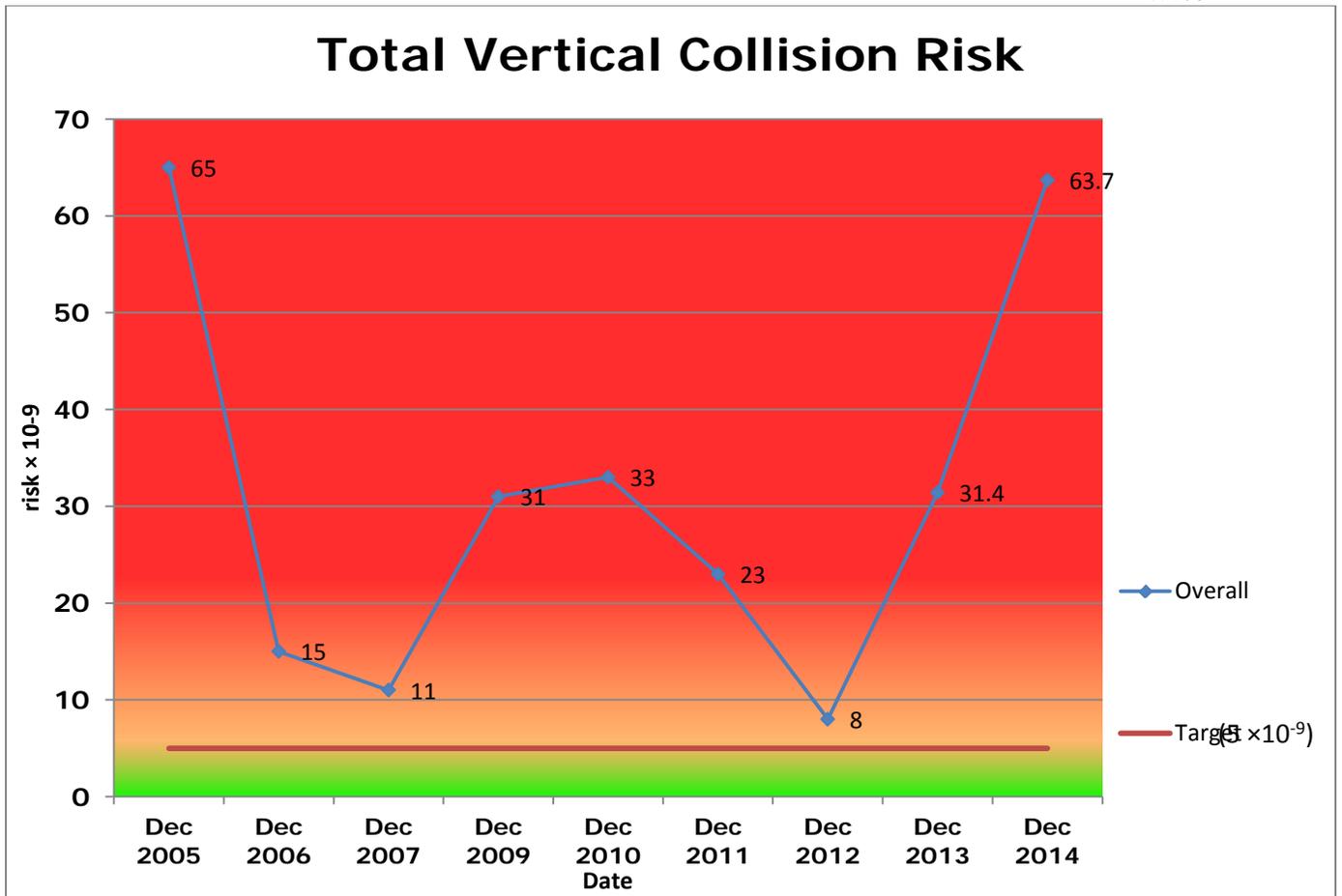
2.5 The most recent struggle to implement SLOP with the assistance of the NPM is an excellent example of a process that could have been completed with the minimum of effort and time. Needless to say there is still no finalization of this APIRG task.

2.6 In recent discussions at the TAG meeting held in Johannesburg during March 2016 it was proposed that a training workshop should be scheduled to offer retraining to NPM so as to equip them with the knowledge and skills to execute the duties.

2.7 It is requested that this meeting consider formulating a conclusion that will support such a training workshop.

2.8 Together with this the ARMA is currently compiling Guidance Material for the Continued Safety Monitoring of AFI RVSM Airspace which is envisaged to be discussed during this training.

2.9 It is thus essential that NPM are available and trained to execute their duties as initially contemplated in order to arrest the escalating risk which is presented in the graph below.



3. ACTION BY THE MEETING

The meeting is invited to:

- a) note and review the contents of this working paper;
- b) Urge States/FIR's that have not lodged their single point of contact with ARMA to do so as soon as practically possible.
- c) Support the proposal that the ARMA and ESAF schedule a RVSM NPM training workshop to retrain the incumbents towards contributing to reducing the RVSM risk that AFI currently experiences.

END