

ATM/SAR/AIS SG/5
Report on Agenda Item 5.2

REPORT ON AGENDA ITEM 5.2: IMPLEMENTATION OF RVSM IN THE MID REGION

5.2.1 Under this agenda item, the Sub- Group noted the progress achieved within the framework of the RVSM Task Force which was established by MIDANPIRG/6 meeting under Conclusion 6/9 . It noted that since MIDANPIRG/6, three RVSM Task Force meetings have been organized with the view to plan for the safe implementation of RVSM in the MID Region with effect from 27 November 2003.

5.2.2 The Sub-Group reviewed the conclusions and decisions emanating from the RVSM Task Force meeting and the work programme which has been established with a view to ensure the timely implementation of the different tasks which have been agreed upon.

5.2.3 The Sub-Group accordingly agreed that the following conclusions be presented to MIDANPIRG meeting for consideration and it also noted that the CNS/ATM/IC/SG/1 meeting (Cairo, 5 9 November 2001) will be apprised of the activities of the RVSM Task Force:

CONCLUSION 5/7 : ESTABLISHMENT OF A REGIONAL SAFETY AND MONITORING AGENCY

That,

- a) the task of monitoring safety in conjunction with implementation of RVSM in the Middle East Regions be assigned to a Central Monitoring Agency;
- b) the monitoring agency, referred to as the Middle East Central Monitoring Agency (MECMA), will be established and staffed by the
and based at the Head Office in Abu Dhabi; and
- c) the Terms of Reference of the MECMA is at **Appendix A** to the report on Agenda Item 5.2.

CONCLUSION 5/8 : REPORTING OF LARGE HEIGHT DEVIATIONS

That,

- a) all States institute procedures for reporting of height deviations of 300 ft or more with effect from 01 July 2001;
- b) reports be structured as shown in **Appendix B** to the report on Agenda Item 5.2 and forwarded to the Middle East Central Monitoring Agency (MECMA);
- c) States report total number of IFR movements for each month to MECMA; and
- d) MECMA ensures further processing of this data in accordance with its terms of reference.

CONCLUSION 5/9 : REPORTING OF ATC COORDINATION FAILURES

That,

- a) all States institute procedures for reporting of ATC/ATC coordination failures with effect from 01 July 2001; and

ATM/SAR/AIS SG/5
Report on Agenda Item 5.2

- b) MECMA ensures further processing of this data in accordance with its Terms Of Reference and develop a methodology for assessing risk associated with such failures.

CONCLUSION 5/10: RVSM IMPLEMENTATION AREA IN THE MID REGION

That, RVSM will be implemented within all FIRs of the MID region between FL 290 and FL410 inclusive.

CONCLUSION 5/11: CIVIL/MILITARY COORDINATION

That, in order to ensure the safe and coordinated implementation of RVSM in the MID Region, States should ensure that the Military Authorities are fully involved in the planning and implementation process and give due regard to LIM MID (COM/MET/RAC) RAN Meeting 1996, Recommendations 2/9 to 2/14.

CONCLUSION 5/12: CREATION OF EXCLUSION AND NON EXCLUSION WITHIN RVSM AIRSPACE

That, with a view to facilitate the integration of earlier generation aircraft not approved for RVSM operations, intending to operate on domestic networks within RVSM airspace, non exclusion areas be created in order to accommodate these operations.

CONCLUSION 5/13: NOMINATION OF AN RVSM PROGRAMME MANAGER

That, States/service providers nominate an RVSM Programme Manager who will be responsible for ensuring that the proper mechanism be put in place for the safe implementation of RVSM and will also act as the focal point contact person.

CONCLUSION 5/14: IMPLEMENTATION OF RVSM IN THE MID REGION

That,

- a) States in the MID Region ensure that all requirements be met with a view to safely implement RVSM on the AIRAC date of 27 November 2003.
- b) Implementation of RVSM in the MID Region be harmonized and coordinated with the implementation timeframes adopted within the ASIA/PAC Region for States South of the Himalayas

CONCLUSION 5/15: BUDGETARY PROVISIONS FOR THE RVSM IMPLEMENTATION PROGRAMME

That, appropriate budgetary provisions be made by States/Service providers and action be taken for ensuring that all the requirements be met in a timely manner in order to safely implement RVSM in the Region.

CONCLUSION 5/16: RVSM PROGRAMME MILESTONES

States/Organizations concerned expedite action in order to meet the implementation time-lines established by the MID RVSM Task Force.

ATM/SAR/AIS SG/5
Report on Agenda Item 5.2

CONCLUSION 5/17: SAFETY ANALYSIS

That, the safety analysis required for RVSM implementation in the Middle East Region be carried out by MECMA under the auspices of the UAE General Civil Aviation Authority initially based on information from, or in cooperation with one or more suitably qualified regional organizations.

CONCLUSION 5/18: REQUIREMENTS FOR MONITORING

That,

- a) Operators having met the monitoring requirements indicated at **Appendix C** to the report on Agenda Item 5.2, for a given fleet/type of aircraft, will be accepted as having satisfied the RVSM monitoring requirements for the Middle East Region. For Middle East operators, documentation for monitoring shall be provided to MECMA; and
- b) MECMA will update the table in the light of data and experience gained in other Regions.

CONCLUSION 5/19: ASSIGNED ALTITUDE DEVIATIONS

That,

- a) in order to evaluate the impact of Assigned Altitude Deviations, States should provide information to MECMA, permitting individual assessments of AAD incidents; and
- b) each ACC should calculate the average time per movement spent in the level band FL290 - FL410 and report the value to MECMA along with the basis of the calculation.

Note: Sample to be posted on MECMA website.

CONCLUSION 5/20: ATC COORDINATION FAILURES

That,

- a) In order to evaluate the impact of ATC coordination failures, States should provide information to MECMA, permitting individual assessments of such incidents; and
- b) MECMA will carry out evaluations of cause, safety implications and remedial measures

CONCLUSION 5/21: TRAINING OF ALL PERSONNEL INVOLVED WITH THE IMPLEMENTATION OF RVSM IN THE MID REGION

That,

- a) ICAO explores the possibility of assisting States of the MID Region through a Special Implementation Project (SIP) for training of personnel involved with the implementation of RVSM in the MID Region;

ATM/SAR/AIS SG/5
Report on Agenda Item 5.2

- b) Seminars/Workshops be organized in the Region for training of air traffic services personnel in the RVSM field;
- c) States be invited to approach training institutions for the development of a training module in the RVSM field representative of the MID Region.

CONCLUSION 5/22: GUIDANCE MATERIAL FOR AIRWORTHINESS AND OPERATIONAL APPROVAL

That, States in the MID Region adopt the guidance material contained in both FAA Interim Guidance 91-RVSM and JAA Temporary Guidance Leaflet TGL No. 6 as amended for issuing Airworthiness and Operational Approval for aircraft and operators intending to operate within a designed RVSM airspace.

CONCLUSION 5/23 : RVSM LEGISLATION

That, the MID Region States are invited to examine their legislations and regulations to identify any changes required for RVSM to confirm its compliance as indicated in ICAO ANNEX 6 Part 1 Chapter 7 Para. 7.2.3.

CONCLUSION 5/24 : PARTICIPATION OF REPRESENTATIVES OF STATES INVOLVED IN RVSM APPROVAL PROCESS

That, representatives of States involved in the RVSM approval process of aircraft and operators, be invited to attend the future meetings of the Middle East RVSM Task Force.

CONCLUSION 5/25 : OUTSIDE EXPERTISE FOR THE IMPLEMENTATION OF RVSM PROGRAMME

That, States having difficulties in implementing RVSM implementation programme in time to meet the RVSM implementation target date of 27 November 2003, may either individually or ingroup explore the possibility of seeking outside expertise.

CONCLUSION 5/26 : FUNDING OF THE RVSM IMPLEMENTATION PROGRAMME

That, regulatory bodies, operators, service providers, and other stakeholders be granted budgetary allocations during fiscal year 2002 and 2003 for acquisitions and other activities necessary for safe implementation of RVSM on 27 November 2003.
