



SAT 15/WP 24  
19/05/2010

**International Civil Aviation Organization  
Fifteenth Meeting on the Improvement of Air Traffic Services over the  
South Atlantic (SAT/ 15)**

**Lisbon, Portugal, 19-21 May 2010**

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**Agenda Item 1 :**

<b>Summary</b>
<p>This Working Paper is presented to discuss the proposed harmonization of FIR's as reflected in Doc 7030 and the RMA Manual resorting under ARMA and the consequential amendment of Doc 7030 and the RMA Manual, relating to RMA activities</p>
<p>Reference: Regional Supplementary Supplemental Procedures (Doc 7030) RMA Manual as amended.</p>

**1. Introduction**

The working paper proposes to harmonise activities relating to RVSM height monitoring, particularly where these activities take place within the defined area of one region, but require participation by organisations accredited to other ICAO Offices.

**2. Discussion**

The content of REGIONAL MONITORING AGENCIES (RMA) FIFTH SPECIAL COORDINATION MEETING, WP 41 accompanying this WP reflects that there are anomalies relating to the areas of responsibility of the various RMA, in particular the AFI Region RMA, with regard to members of the AFI Region being accredited to ICAO offices other than those established in the AFI Region and reporting to RMAs which may also be outside the region. This could contribute to misleading assessment of the actual level of safety pertaining to RVSM airspace.

**3. Action by the meeting**

3.1. The meeting is invited to:

- a) Note the contents of the RMA Coordination Meeting WP 41(Attachment A)and;
- b) Support the proposal that AFI FIR's should resort under the ARMA, for purposes of height monitoring and safety assessment

**REGIONAL MONITORING AGENCIES (RMA)  
FIFTH SPECIAL COORDINATION MEETING**

**Atlantic City, New Jersey, USA, 3 to 7 May 2010**

**Agenda Item 5: Proposed Amendments to Doc7030 and the RMA Manual**

**FIR's and Responsible RMA's**

(ARMA; Kevin Ewels.)

**SUMMARY**

This Working Paper is Presented to Discuss the proposed Harmonization of FIR's in Doc 7030 and the RMA Manual Resorting under ARMA and the Consequential Amendment thereof

**1. INTRODUCTION**

1.1 The most recent version of the RMA Manual, Doc 7030, the AFI ATS SG11 meeting held in Nairobi over period 26 – 30 April 2010 and the 5<sup>th</sup> Global RMA co-ordination meeting held in Atlantic City New Jersey USA over period 3 – 7 May 2010 refers.

1.2 During the presentations made during the AFI ATS SG 11 and the 5<sup>th</sup> Global RMA co-ordination meeting it was recognized that there were anomalies between the two documents and that RVSM safety monitoring could not be applied to all FIR's .

**2. DISCUSSION**

2.1 Prior to the implementation of RVSM in AFI there were already FIR's that had partially or fully implemented RVSM. These FIR's were monitored by either SATMA, Eurcontrol RMA or MIDRMA. This arrangement was considered to be the best at that time.

2.2 After the implementation of AFI RVSM this arrangement continued to exist however it has created various safety monitoring problems as well as uncertainty.

2.3 In order to create a safer environment for RVSM operations the AFI ATS SG 11 meeting recorded the following in the report:

“ The meeting discussed that there should be harmonisation of AFI FIR’s as documented in Doc 7030 and the RMA Manual and agreed that there were anomalies with regards to which FIR’s resorted under ARMA. In this regard the meeting was informed that an assessment would be made by the ARMA and if necessary a proposed amendment would be made by ARMA to update Doc 7030 and the RMA Manual”

2.4 The above mentioned was also presented to the 5<sup>th</sup> Global RMA co-ordination meeting who supported the initiative.

2.4 The ARMA, taking into account that various States, particularly in the North Africa Region are accredited to ICAO Offices other than the ESAF and WACAF offices, while being included in the various planning and implementation documents which impact on the AFI Region, will commence with the assessment with a view to improving RVSM monitoring activities within the AFI region, during the coming weeks and then present the ICAO ESAF and WACAF with the proposal for consideration.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the contents of this working paper; and
- b) Support the proposal that AFI FIR’s should resort under the ARMA, for purposes of height monitoring and safety assessment

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