



International Civil Aviation Organization
Western and Central African Office

ATM/AIM/SAR/SG/12 – WP/20

**Twelfth Meeting of the Air Traffic Management/Aeronautical
Information Management/Search and Rescue Sub-Group
(ATM/AIM/SAR SG/12)
(Dakar, Senegal, 25 - 29 July 2011)**

Agenda Item 5: RVSM Operations and monitoring activities

GLOBAL RMACG 6 MEETING REPORT

(Presented by ARMA)

SUMMARY

This Working Paper has been prepared to provide a brief overview of the most pertinent agenda points of discussions conducted at the most recent Global RMACG 6 meeting Influencing AFI RVSM and the appeal for all States to register their RVSM Approvals and deregistration of aircraft with ARMA

1. INTRODUCTION

1.1 The Annual Global RMACG 6 meeting was held in Montreal Canada during June 2011. The ARMA was unable to attend at short notice due to Visa administration problems. The main aim of the meeting was to discuss co-ordination and harmonization of RVSM issues between RMA's which ultimately affects RVSM operations within all regions. In addition an amendment to the Minimum Height monitoring Requirement was tabled for implementation. Eleven of the thirteen RMA's attended the meeting.

1.2 The most pertinent agenda points and outcomes are presented hereunder as information and action to the meeting.

2. DISCUSSION

2.1 As will be observed some agenda points have an effect on the proceedings of ATM SG 12 meeting and are presented as follows:

- The importance of State RVSM Operational Approvals and the dissemination thereof to RMA's, and in this case the ARMA, was once again fully discussed as well as the applicability of such approvals in other regions. The emphasis was placed on the registration and deregistration of aircraft that must be forwarded to ARMA by States (CAA's) for inter alia populating databases.
- Various RMA's presented papers relating to aircraft operating in RVSM airspace within their regions with no State RVSM Operations approval. Unfortunately there were references to AFI aircraft which fell into this category which the ARMA is addressing with the State CAA's concerned. It is once again emphasized that CAA's must honour their RVSM responsibilities in this regard.
- The amendments to the Minimum Monitoring Requirements were presented and approved by the meeting. The amended Minimum Monitoring tables will be updated and placed on the ARMA Web page and can be accessed on www.atns.co.za/afi-rvsm The amendments consist of the addition of new aircraft types to the monitoring tables and the population of the category 3 table with aircraft types consisting of Non Group aircraft.
- The AFI RVSM approvals format as presented on the ARMA webpage will be amended to conform to the global agreed to format which will now include the height monitoring status of aircraft and deregistered aircraft information will be retained on the site for a period of a month after the date of being deregistered .
- Co-ordination failures between ACC's appear to be of concern to many regions including AFI as this phenomenon creates a Large Height Deviation environment for RVSM. The breakdown of co-ordination will be discussed during the SG 12 meeting proceedings.

2.2 This concludes a short overview of the most pertinent points of discussion.

3. ACTION REQUIRED

3.1 The meeting is requested to:

- a) Take note of the contents of the working paper
- b) Take note that a State Letter will be circulated advising of the amendments to the Minimum Monitoring Requirements
- c) Reinforce the requirement to provide ARMA with the required documentation for new and deregistered aircraft

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