

**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
ASIA AND PACIFIC OFFICE**



**REPORT OF THE FIFTEENTH MEETING OF THE ICAO  
REDUCED VERTICAL SEPARATION MINIMUM IMPLEMENTATION  
TASK FORCE (RVSM/TF/15)**

BANGKOK, THAILAND

3 - 7 JUNE 2002

The views expressed in this Report should be taken as those of the  
Task Force and not the Organization

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## 1.1 Introduction

1.1.1 The Fifteenth Meeting of the Reduced Vertical Separation Minimum Implementation Task Force (RVSM/TF/15) was hosted by the Aeronautical Radio of Thailand Ltd., (AEROTHAI) and was held at the AEROTHAI Head Office in Bangkok, Thailand from 3 to 7 June 2002.

1.1.2 The Terms of Reference for the Task Force are contained in Appendix A to this Report.

## 1.2 Attendance

1.2.1 The meeting was attended by 53 participants from Australia, Egypt, India, Indonesia, Islamic Republic of Iran, Malaysia, Maldives, Nepal, Pakistan, Singapore, Sri Lanka, Thailand, the United States, IATA and IFALPA. A complete list of participants is at Appendix C.

## 1.3 Officers and Secretariat

1.3.1 Mr. Sydney Maniam, Senior Air Traffic Control Manager (Standards), Civil Aviation Authority of Singapore (CAAS), Singapore continued as the Chairman of the Task Force. Mr. Hiroshi Inoguchi, Regional Officer, Air Traffic Management (ATM) from the ICAO Asia and Pacific Office, Bangkok served as the Secretary for the meeting, assisted by Mr. John Richardson, Regional Officer, ATM, from the ICAO Asia and Pacific Office.

1.3.2 Mr. Yusfandri Gona, Head of Performance & Flight Test Section, Directorate General Air Communication (DGAC) Indonesia and Mr. Greg Hood, FIR Manager, Airservices Australia undertook the duties of Chairman of the Aircraft Operations & Airworthiness Work Group (OPS/AIR/WG) and of the ATC Operations Work Group (ATC/WG), respectively. Mr. Nopadol Sangnurn, Vice-President, Business Development Bureau, AEROTHAI chaired the Safety & Airspace Monitoring Work Group (SAM/WG), with the assistance of Ms. Christine Gerhardt, Analyst, FAA Technical Centre.

## 1.4 Opening of the Meeting

1.4.1 Mr. Sydney Maniam opened the meeting and welcomed all the participants. He outlined the process that had been used for the implementation of RVSM in the Western Pacific/South China Sea area on 21 February 2002. He highlighted that as a result of RVSM, there had been a significant reduction in ground delays and an overall improvement in the management of air traffic in the area. He stressed that as far as possible, the operational plan for the extension of RVSM over the Bay of Bengal and beyond should be in line with that of the Western Pacific/South China Sea area. In addition, all States concerned should strive to harmonize their implementation plans and work closely to achieve end-to-end seamless RVSM operations for traffic flows between Asia and Europe through the Middle East.

1.4.2 Mr. Hiroshi Inoguchi, on behalf of Mr. Lalit Shah, Regional Director of ICAO, welcomed the participants. He expressed appreciation to AEROTHAI for hosting the meeting in response to a request from ICAO. He emphasized the importance of inter-regional co-ordination and harmonization of activities of the Task Force with the Middle East Region. Mr. Inoguchi also commented on the change of Management of the Task Force and welcomed the new Task Force Chairman, and Chairmen of the three Working Groups, and extended the appreciation of the Task Force to the leadership of the FAA United States during the implementation to date, and expressed gratitude on behalf of the Task Force, for the ongoing support of the FAA.

1.5            **Documentation and Working Language**

1.5.1            The working language of the meeting as well as all documentation was in English.

1.5.2            Fifteen Working Papers and ten Information Papers were presented to the meeting.  
A list of papers is included at Appendix D.

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**Agenda Item 1: Adoption of Agenda**

1.1 The meeting reviewed the provisional agenda presented by the Chairperson and adopted it as the agenda for the meeting. This agenda is at Appendix E to the Report.

**Agenda Item 2: Operational Considerations**

**Operational Implementation Plan – 27 November 2003**

2.1 The meeting agreed to amend the proposed agenda for the ATC Work Group to reflect a common definition for the airspace in which RVSM will be implemented on 27 November 2003. To this end, the meeting adopted the definition “**Bay of Bengal and Beyond (within the ICAO Asia Region)**”. The RVSM airspace would include the Bangkok, Calcutta, Chennai, Colombo, Delhi, Dhaka, Jakarta, Karachi, Katmandu, Kuala Lumpur, Lahore, Male, Mumbai and Yangon FIRs. The meeting further agreed to consider an additional agenda item to examine orographic flow, *i.e.* mountain waves, and other meteorological effects which may have an impact on the safe implementation of RVSM in the Bay of Bengal and Beyond.

2.2 The meeting agreed to include the following items in the Terms of Reference (TOR) for the ATC Work Group:

- a) To provide the RVSM monitoring organization with traffic movement data as required; and
- b) To report large height deviations and operational errors involving level assignment to the RVSM monitoring organization on a monthly basis.

2.3 The revised Terms of Reference (TOR) for the ATC Work Group are included in Appendix B.

2.4 The meeting sought initial planning details (operational readiness report) from India, Indonesia, Malaysia, Maldives, Pakistan, Nepal, Sri Lanka, and Thailand for RVSM implementation on 27 November 2003. The meeting agreed that States involved could not provide definite plans on the Flight Level Orientation Scheme (FLOS) until an operational concept had been agreed upon for the traffic flow in the region. ICAO will liaise with Bangladesh and Myanmar who were not present at the meeting. The States updated the meeting as follows:

2.4.1 India reported that planning had commenced for the implementation of RVSM in the Calcutta, Chennai, Delhi and Mumbai FIRs on 27 November 2003. India planned to implement RVSM in the full height band from FL290 to FL410. India would consider implementation on a route specific basis in exclusive airspace (Oceanic) in the Calcutta, Chennai and Mumbai FIRs. Over its territorial airspace, India may nominate international routes as exclusive RVSM routes between the time 1630 and 0030 UTC. In the Delhi FIR, a modified level implementation and mixed exclusive airspace model was being considered. India stated that they were in the early stages of planning, and that their position would become clearer following the final determination of an operational concept, and in consultation with adjacent FIRs.

2.4.2 Indonesia advised that preparations for the implementation of RVSM in the Jakarta and Ujung Pandang FIRs on 31 October 2002 were progressing well, and that planning had commenced for the expansion of RVSM to the Bay of Bengal and Beyond in the Jakarta FIR on 27 November 2003. Indonesia advised that the use of RVSM in the Bay of Bengal and Beyond would include the height band from FL310 to FL410, utilizing the Single Alternate FLOS in exclusive

airspace. The implementation plan would be subject to the final determination of an operational concept, and in consultation with adjacent FIRs.

2.4.3 Malaysia reported that the implementation of RVSM on 21 February 2002 was achieved successfully, and that planning had commenced for the expansion of RVSM to the Bay of Bengal and Beyond in the Kuala Lumpur FIR on 27 November 2003. Malaysia would initially expand the RVSM height band in the Kuala Lumpur FIR on 31 October 2002 from FL290 to FL410. Malaysia would utilize the Single Alternate FLOS in exclusive airspace for traffic proceeding to and from the Bay of Bengal and Beyond, subject to the final determination of an operational concept, and in consultation with adjacent FIRs.

2.4.4 Pakistan reported that planning had commenced for the implementation of RVSM in the Karachi and Lahore FIRs on 27 November 2003. Pakistan planned to implement RVSM from FL290 to FL410. Pakistan would consider the nomination of specified international routes as exclusive RVSM routes and for domestic routes not conflicting with the international routes, a non-exclusive model may apply. Pakistan indicated that they were in the early stages of planning, and that their position will become clearer following the final determination of an operational concept, and in consultation with adjacent FIRs. Pakistan expressed concern at the uncertainty of the status of Afghanistan airspace and the effect that this may have on their RVSM implementation.

2.4.5 Maldives reported that planning had commenced for the implementation of RVSM in the Male FIR on 27 November 2003. Maldives planned to implement RVSM from FL290 to FL410 in exclusive airspace. Maldives indicated that they were in the early stages of planning, and that their position would become clearer following the final determination of an operational concept, and in consultation with adjacent FIRs.

2.4.6 Nepal reported that planning had commenced for the implementation of RVSM in the Katmandu FIR on 27 November 2003. Nepal advised that they were in the early stages of planning, and that their position would become clearer following the final determination of an operational concept, and in consultation with adjacent FIRs.

2.4.7 Sri Lanka reported that planning had commenced for the implementation of RVSM in the Colombo FIR on 27 November 2003. Sri Lanka would implement RVSM in the height band from FL330 to FL410 in exclusive airspace. Sri Lanka indicated that they preferred to implement RVSM utilizing a Modified Single Alternate FLOS. Sri Lanka indicated that they were in the early stages of planning, and that their position would become clearer following the final determination of an operational concept, and in consultation with adjacent FIRs.

2.4.8 Thailand reported that their first phase of RVSM implementation on 21 February 2002 was achieved successfully, and that planning had commenced for the second and third phases. The third phase would involve the expansion of RVSM to the Bay of Bengal and Beyond in the Bangkok FIR on 27 November 2003. Thailand planned to implement RVSM in the full height band from FL290 to FL410, and would utilize the Single Alternate FLOS in exclusive airspace for traffic proceeding to and from the Bay of Bengal and Beyond, subject to the final determination of an operational concept, and in consultation with adjacent FIRs.

2.5 The meeting agreed on the need for harmonization of RVSM implementation between States such that aircraft transiting through the airspace associated with the Bay of Bengal and Beyond, would receive standardized, seamless air traffic services.

2.6 The meeting agreed that, where necessary, States should establish transition areas and procedures to facilitate the transit of aircraft between the FIRs concerned. The meeting recognized the difficulty in planning for transition areas given the uncertainty of the provision of air traffic

services in Afghanistan. The meeting agreed that ICAO should provide updates on the provision of air traffic services in Afghanistan at future RVSM Task Force meetings.

2.7 The meeting agreed on the Operational Plan for the implementation of RVSM in the Bay of Bengal and Beyond (within the ICAO Asia Region), as shown in Table 2.2 of Appendix F to this Report.

#### **Flight Level Orientation Scheme (FLOS)**

2.8 The meeting agreed that there was a need to define the most appropriate Flight Level Orientation Scheme(s) to be utilized in the Bay of Bengal and Beyond. Discussions between States would continue between Task Force meetings with a view to finalizing the operational concept plan at the RVSM/TF/17 Meeting in November 2002.

#### **Reports on Large Height Deviations**

2.9 The meeting was advised that the reporting of large height deviations and operational errors involving level assignment was critical to the determination of the safety assessment for RVSM implementation. The meeting agreed that all States in the Bay of Bengal and Beyond (within the ICAO Asia Region), would provide monthly reports on large height deviations to the APARMO, using the form attached at Appendix G. A "Nil report" (where applicable) was necessary to ensure the completeness of the safety assessment relating to RVSM operations. The meeting agreed that monthly reports of large height deviations and operational errors involving level assignments would be collated and forwarded to the APARMO, no later than the last working day of the following month. The report for June 2002 should be forwarded no later than 31 July 2002.

2.9.1 The meeting agreed that operators should also report large height deviation to the APARMO. The requirement for such reports would be incorporated in the AIC for the RVSM implementation.

#### **Traffic Movement Data**

2.10 The meeting agreed that traffic movement data in the airspace where RVSM would be implemented was necessary for a comprehensive assessment of operator readiness and safety evaluation. The same data would be used for a cost/benefit analysis as well. To this end, States were required to provide the APARMO with traffic movement data for the period of 2 months between 1 February to 31 March 2002. The meeting agreed that States that have not yet provided the data to APARMO should forward the data as soon as possible.

2.10.1 The meeting agreed to provide further traffic movement data to the APARMO for the period of **2 months from 15 December 2002 to 15 February 2003**, following the implementation of the EMARSSH route restructure. The APARMO will confirm the preferred format at the RVSM/TF/17 Meeting in November 2002. The data collection template used in previous traffic sampling is attached at Appendix H.

#### **Draft Sample AIC**

2.11 The meeting agreed that all States would publish in advance an AIC on the RVSM implementation as soon as possible but **no later than 27 November 2002**, to ensure that a full 12 months notice would be provided to the aviation industry. The draft sample AIC on RVSM implementation is shown at Appendix I to the Report. A sample AIC incorporating the requirement for reports of large height deviations would be finalized at the RVSM/TF/17 Meeting.

### **Draft Sample AIP Supplement**

2.12 The meeting discussed the draft sample AIP Supplement on RVSM operations as shown in Appendix J. The meeting agreed that State AIP Supplements should be published **no later than 15 May 2003** to ensure that operators are provided with at least 6 months advance notice. The meeting agreed that the draft sample AIP Supplement would be reviewed and finalized at the RVSM/TF/17 Meeting.

### **Weather Phenomena**

2.13 The meeting agreed that all States would assess the effect of large scale meteorological activity such as typhoon/cyclones on their planned implementation of RVSM and develop mitigating strategies as appropriate. The meeting agreed that where these mitigating strategies affected adjacent FIRs, the procedures should be included in the respective LOAs/SLOAs.

2.13.1 India, Nepal and Pakistan agreed to consult with their respective meteorological agencies to assess the impact of mountain wave activity (orographic flow) on the height keeping capability of aircraft in RVSM airspace. This would determine whether the implementation of RVSM would need to be modified or suspended in areas where such mountain wave activities were forecast. India, Nepal and Pakistan agreed to provide a report to the RVSM/TF/17 Meeting on the results of their assessment.

2.13.2 The meeting agreed that operators should also consider the location of any such mountain wave activity experienced and report this activity to the RVSM Task Force through IATA. IATA advised that the affected States may wish to consider approaching Northwest Airlines in the United States who had developed a model for forecasting mountain waves, and that further information may be available from New Zealand.

### **Harmonization of RVSM Implementation with ICAO Middle East Region**

2.14 The meeting agreed that implementation of RVSM in the Bay of Bengal and Beyond (within the ICAO Asia Region) should be harmonized with the ICAO Middle East Region RVSM implementation plan, also scheduled for 27 November 2003.

2.14.1 The meeting was advised that the ICAO Middle East Task Force reports have been posted on the FAA RVSM website (<http://www.faa.gov/ats/ato/rvsm1.htm>) and that a direct link exists to the FAA site from the ICAO Asia/Pacific Regional Office website (<http://www.icao.int/apac/>).

### **ICAO Regional Supplementary Procedures (Doc 7030)**

2.15 The meeting noted a draft proposal to amend the ICAO Regional Supplementary Procedures (Doc 7030) to include FIRs where RVSM may be applied, and highlighted the need for a cost/benefit analysis of RVSM implementation for the Bay of Bengal and Beyond. The meeting agreed that the requirement for this cost/benefit analysis should be reviewed when the operational concept plan was finalized. The draft amendment proposal of Doc 7030 is at Appendix K to the Report.

**Agenda Item 3: Issues Relating to Airworthiness and Approval of Aircraft**

**RVSM Web Site Content**

3.1 The meeting noted that the list of State Approved aircraft was not available on the FAA RVSM Website. The meeting agreed that the list should be included in the FAA RVSM Website, in coordination with the North Atlantic and EUROCONTROL monitoring agencies. The APARMO would follow up to update the contents of the Website.

**Operator and Aircraft Approval Process and Documentation**

3.2 The meeting reviewed the Operator and Aircraft Approval Process and Documentation for RVSM operations. The meeting agreed that the existing guidelines and procedures in the Asia/Pacific RVSM program could be adopted for the Bay of Bengal and Beyond RVSM program.

3.2.1 The meeting reviewed the APARMO MINIMUM MONITORING REQUIREMENTS. Amendments were proposed to include the planning process for operators to conduct RVSM operations in the Bay of Bengal and Beyond. The proposed amendments to the APARMO MINIMUM MONITORING REQUIREMENT are shown in Appendix L to the Report.

3.3. The meeting agreed that data obtained in conjunction with RVSM monitoring programs from other regions could be used to meet the Asia/Pacific (Bay of Bengal and Beyond) monitoring requirements.

**Draft Sample AIP Supplement**

3.4 The meeting reviewed the draft sample AIP Supplement for the implementation of RVSM in the Bay of Bengal and Beyond. The meeting agreed that the draft sample AIP Supplement should be in line and consistent with previous procedures. The meeting would finalize the sample AIP Supplement at the RVSM/TF/17 Meeting.

**Tactical Lateral Offsets**

3.5 The meeting reviewed the application of tactical lateral offset procedures to mitigate the effects of wake turbulence and TCAS alerts on RVSM operations. The meeting adopted the existing procedures for the implementation of RVSM in the Bay of Bengal and Beyond.

**Mountain Wave Activity (Orographic Flow)**

3.6 The meeting discussed the need for a study on the impact of orographic flow, more commonly known as mountain wave activity, on RVSM operations in the Bay of Bengal and Beyond. The meeting requested India, Nepal and Pakistan to liaise with their meteorological authorities on the possible effect on aircraft operation along the EMARSSH routes and report the RVSM/TF/17 Meeting.

**Agenda Item 4: Safety and Airspace Monitoring Considerations****Readiness Assessment for the Implementation of RVSM in the Bay of Bengal area and beyond (within ICAO Asia Region)****4.1 Overview of the RVSM Information Campaign**

4.1.1 In view of the new area where RVSM would be implemented on 27 November 2003 for the Bay of Bengal and Beyond (within the ICAO Asia Region), the meeting recognized the need for the dissemination of information to States, ATS providers and operators on the policy and procedures for the implementation of RVSM. In this regard, the meeting was informed that the information on RVSM was available via the FAA RVSM website (<http://www.faa.gov/ats/ato/rvsm1.html>) with a direct link from ICAO Asia/Pacific Regional Office website (<http://www.icao.int/apac>).

**4.2 Review of Readiness Assessment of Airspace for the Bay of Bengal and Beyond**

4.2.1 The meeting reviewed WP/12 on the readiness assessment conducted by the APARMO for the airspace within the Bay of Bengal and Beyond. The assessment was based on the traffic sample collected during the period of 2 months between 1 February to 31 March 2002. The State RVSM approvals reported to the North Atlantic Central Monitoring Agency and the APARMO, as well as MASPS-compliant airframes identified by EUROCONTROL, were compared to the traffic sample used for this readiness assessment.

4.2.2 Since traffic samples from some FIRs had not been received, States were urged to provide the traffic samples to the APARMO as soon as possible, and these samples would be used for further assessments. The meeting requested ICAO to liaise with those States that had not provided the traffic data.

4.2.3 The meeting recalled that one criterion adopted by the Task Force as a target for RVSM implementation was a 90% operators approval. Currently, the percentage of operations conducted by State-RVSM approved operators and aircraft in the Bay of Bengal and Beyond where RVSM would be implemented was 69.62%.

4.2.4 The meeting was informed of the analyses of the traffic movement data received from Bangkok, Calcutta, Colombo, Delhi, Jakarta, Kuala Lumpur, Mumbai and Singapore FIRs by the APARMO prior to 22 May 2002. The analyses of the traffic movement data for the profile of operators and aircraft type in the Bay of Bengal and Beyond airspace indicated that approximately 98% percent of operations were conducted by commercial operators with international general aviation aircraft and state operators each accounting for roughly 1% of the operations. The meeting also noted that additional traffic samples were expected to be received and the assessment would be updated.

4.2.5 The meeting agreed that traffic samples of aircraft operating on the EMARSSH routes which were scheduled to be implemented on 28 November 2002, would be collected **between 15 December 2002 to 15 February 2003**, in order to complete the safety assessment for the implementation of RVSM.

**4.3 Progress Report on AEROTHAI's Preparation to Become the Monitoring Agency for RVSM Operations in the Asia Region**

4.3.1 The meeting acknowledged the information on the progress of transfer of responsibility for the monitoring of RVSM airspace between AEROTHAI and the FAA Technical

Center. The meeting was informed of the recent engagement between AEROTHAI and the FAA Technical Center in the area of airspace analysis and data collection process pertaining to RVSM, as well as the arrangements for training of personnel from AEROTHAI at the FAA Technical Center.

4.3.2 The meeting was also informed of the progress that was under way for the signing of the Memorandum of Understanding (MOU) between AEROTHAI and the FAA.

4.3.3 AEROTHAI reassured the meeting of its commitment to the implementation of RVSM and that it would be ready to assume responsibility as the Monitoring Agency for RVSM Operations in Asia Region by October 2002. AEROTHAI also expressed its appreciation to the FAA for the assistance extended thus far in the transfer of responsibility as well as the reassurance to assist AEROTHAI in the area of airspace analysis, safety assessment and safety oversight program for RVSM operations.

## **Agenda Item 5: Implementation Management Considerations**

### **Task Force Work Groups**

5.1 The meeting continued with the decision that in order to accomplish the tasks in the action plan, the Task Force should be divided into smaller Work Groups. The following Work Groups continued their work:

- a) Safety & Airspace Monitoring;
- b) ATC Operations; and
- c) Aircraft Operations & Airworthiness.

5.2 The terms of reference of the Work Groups were reviewed and are at Appendix B to the Report, and the discussions from these Groups are contained under Agenda Items 2, 3 and 4.

### **Review of the Preparations for RVSM Implementation**

5.3 The meeting noted the provisional operational plans of States in the Bay of Bengal and Beyond for the implementation of RVSM as shown in Table 2.2 of Appendix F.

### **Progress of EMARSSH Implementation**

5.4 The meeting was provided with a comprehensive briefing on the work of EMARSSH Task Force and the latest status of EMARSSH route implementation scheduled for 28 November 2002. ICAO would update the Task Force at the RVSM/TF/17 Meeting on the progress of EMARSSH.

### **Joint Interface Meeting with the Middle East RVSM Task Force**

5.5 The meeting agreed that a joint interface meeting involving India, Maldives and Pakistan from the Asia Region and Afghanistan, Iran Oman, UAE and Yemen from the Middle East Region, as well as IATA and IFALPA, should be convened before the next Task Force meeting for the implementation of RVSM in the Bay of Bengal and Beyond (RVSM/TF/17). The purpose of this joint meeting should be to review and harmonize the operational plans for the 2 Regions, with a view to minimizing the number of transition areas between the FIRs concerned. It was considered suitable to hold the meeting tentatively between 26 and 28 August 2002. The ICAO Asia/Pacific Office would liaise with Middle East Office on the dates and venue for the joint interface meeting. The Chairpersons of both Task Forces would co-ordinate the appropriate Agenda for discussions.

**Attendance of all States - Bay of Bengal and Beyond (within the ICAO Asia Region)**

5.6 The meeting expressed concerns on the absence of representation of some States involved in the implementation process at RVSM Task Force meetings. ICAO advised the meeting that ICAO had been providing these States with updates on the progress of RVSM implementation and would continue its effort to urge them to attend future meetings.

**RVSM Program Managers**

5.7 The meeting agreed that States should provide ICAO with a point of contact (RVSM Manager) for each State. The meeting agreed that this point of contact should be contactable via e-mail. The list of RVSM Managers is at Appendix M.

**Agenda Item 6: Review of Action Items**

6.1 The meeting reviewed the specific tasks that had to be completed in order for RVSM to be implemented in the Bay of Bengal and Beyond (within the ICAO Asia Region) on 27 November 2003. The updated RVSM Implementation Plan Task List for the implementation of RVSM in the Bay of Bengal and Beyond is at Appendix N to the Report.

**Agenda Item 7: Future Work – Meeting Schedule**

7.1 The meeting agreed on the future work of the Task Force as follows:

Special Coordination Meeting: 29-31 July 2002 in Manila, Philippines  
(Western Pacific/South China Sea Focus)

Joint Interface Meeting between Asia/Pacific and Middle East RVSM Task Forces:  
26-28 August 2002 (tentative) and location TBD

RVSM TF/16: 23-25 September 2002 in Bangkok, Thailand  
(Western Pacific/South China Sea Focus)

(Target Implementation in Bali, Hanoi, Hong Kong, Jakarta, Ujung Pandang and Vientiane FIRs and Sanya AOR AIRAC date 31 October 2002)

RVSM Seminar/5: 6-8 November 2002 (tentative) and location TBD  
(Bay of Bengal and Beyond focus)

RVSM/TF/17: 11-15 November 2002 (tentative) location TBD  
(Bay of Bengal and Beyond focus)

RVSM/TF/18: 3 days February 2003 location TBD  
(90-day and 1-year follow up review on Western Pacific/South China Sea focus)

RVSM/TF/19: 5 days May 2003 location TBD  
(Bay of Bengal and Beyond focus)

- RVSM/TF/20: 5 days October 2003 location TBD  
(Bay of Bengal and Beyond focus)  
(Target Implementation Bay of Bengal Area and Beyond AIRAC date 27 November 2003)
- RVSM/TF/21: 3 days February 2004 location TBD  
(90-day follow up review on Bay of Bengal and Beyond focus)
- RVSM/TF/22: 2 days November 2004 location TBD  
(1-year follow up review on Bay of Bengal and Beyond focus)

7.2 The meeting noted with appreciation the offer by Pakistan to host a future meeting of the Task Force. The meeting invited other States to consider hosting future Task Force meetings and seminars.

7.3 In addition, the meeting noted a request from IATA that the Task Force should consider not convening any future meetings on the same dates with the Middle East RVSM Task Force meetings. This would facilitate attendance of operators as well as States involved in both Regions. The ICAO Asia/Pacific and Middle East Offices would co-ordinate when planning future meetings.

#### **RVSM Implementation Status**

7.4 The meeting updated the status of RVSM implementation in the Asia/Pacific Region as shown in Appendix O.

#### **Agenda Item 8: Other Business**

8.1 The meeting noted that late submission of Working/Information Papers to ICAO would cause difficulties for the Secretariat in preparing meeting documents in a timely manner in order to facilitate discussions. Hence, the meeting urged participants to forward to the Secretariat meeting documents in an electronic form no later than 10 days prior to any meetings of the Task Force in the future.

8.2 The meeting recognized that in order to progress the various activities relating to the implementation process, States and operators involved should strive to send the same personnel to attend future meetings. This would ensure the continuity in the work of the Task Force and facilitate the implementation of RVSM as planned.

#### **9. Closing of the Meeting**

9.1 Mr. Sydney Maniam, the Task Force Chairperson, on behalf of the participants of the meeting, expressed his sincere appreciation to the AEROTHAI, in particular to Mr. Nopadol Sangngurn, for the strong support for the meeting and the warm hospitality extended to the participants during the meeting.

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