



International Civil Aviation Organization

**Fourteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/14)**

Bangkok, Thailand, 28 June– 2 July 2004

Agenda Item 3: Review and progress the tasks assigned to the ATM/AIS/SAR/SG by APANPIRG

RVSM IMPLEMENTATION PLAN IN THE TOKYO AND NAHA FIRs

(Presented by Japan)

SUMMARY

This paper introduces RVSM implementation plan in the Tokyo, and Naha FIRs. RVSM operation in the oceanic airspace of the Tokyo and Naha FIRs has started in February 2000. Japan and Republic of Korea agreed a plan to implement their Domestic RVSM at the same time. Consequently, the whole airspace, including domestic and oceanic, of the Tokyo, Naha and Incheon FIRs will be RVSM airspace.

1 Introduction

1.1 In February 2000, RVSM has been implemented in the oceanic airspace of the Tokyo and Naha FIRs, which are under the responsibility of Japan Civil Aviation Bureau (JCAB), together with other FIRs in the Pacific region.

1.2 In the beginning, the altitude stratum for the RVSM operation was from FL290 to FL390. It has been expanded to from FL290 to FL 410 in October 2000.

1.3 FAA kindly offered to take the role of RVSM monitoring function as Asia Pacific Aircraft Registry and Monitoring Organization (PARMO at present) at RVSM Task Force meeting in February 1999, and Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) endorsed it at its 10th meeting in August 1999. Since then, FAA Technical Center provides RVSM monitoring service in the Pacific region including the Tokyo and Naha FIRs.

1.4 In February 2002, RVSM has been implemented in the South China Sea airspace and Aerothai has taken over the responsibility of monitoring function as Monitoring Agency for Asia Region (MAAR) from APARMO over the South China Sea airspace.

1.5 There are a lot of flights overflying the Tokyo and Naha FIRs, which connect the United States of America and Asian countries, and the United States of America and Republic of Korea. Under these circumstances, JCAB and the Civil Aviation Safety Authority, Republic of Korea(KCASA) have decided to implement RVSM operation in all airspace of the Tokyo, Naha and Incheon FIRs.

2 RVSM Implementation plan in the Tokyo and Naha FIRs' domestic airspace

2.1 At present, Japanese domestic RVSM is planned on 9 June 2005. This implementation will make all of the airspace within the Tokyo and Naha FIRs, both oceanic and domestic. A planned altitude stratum for the RVSM is from FL290 to FL410 inclusive. The RVSM airspace will be defined as exclusive airspace for RVSM operation with the exception of some special flights.

2.2 The coordinating group for the implementation of the domestic RVSM has been established in April 2003, which consists of airline operators, ATC service providers, regulatory authorities and other interested parties. The details of the domestic RVSM implementation plan will be discussed at this meeting. Interested parties in the Asia region are welcomed to join the coordinating meetings for the Japanese domestic RVSM. The meeting language is Japanese. The final plan will be announced by NOTAM or AIC about four months prior to the implementation.

2.3 In Japan, ENRI(Electronic Navigation Research Institute) calculated technical risk of the domestic airspace. The result of 2003 is 1.56×10^{-9} for the domestic RVSM airspace. Operational risk will be in 10 months later. FLOS of our airspace will be planning to be single alternate.

2.4 Number of approved aircraft is now about 70%, but will be more than 94% at the implementing date. About ACAS, all of them are improved to version 7.

2.5 The contact point for Japanese domestic RVSM implementation is;

Name: Mr. Keizo UDAKA
(ATS System Planning Division, JCAB)
E-mail: udaka-k2s5@mlit.go.jp
Tel: +81-3-5253-8739
Fax: +81-3-5253-1663

3 Action by the meeting

3.1 The meeting is invited to note the information in this paper.

.....

Implementation of RVSM and its related report of an altitude deviation

Implementation of reduced vertical separation minimum (RVSM) of 1,000 ft between FL290 and FL410 inclusive will be planned for domestic airspace within the Tokyo and the Naha FIRs in June 6 2005. This implementation of RVSM shall be based on an airspace safety assessment. In order to conduct the airspace safety assessment prior to the implementation, referred to ICAO Doc 9574, ALTITUDE DEVIATION reports shall be collected as of July 8 2004. Collection of those reports will be continued for the purpose of airspace safety monitoring after the implementation of RVSM in the domestic airspace. Information contained in the collected reports shall be used only for airspace safety assessment and safety monitoring.

1. Applicable airspace

All airspace within the Tokyo FIR and the Naha FIR, including oceanic airspace where RVSM has been applied since February 2000.

2. Applicable Flight Level Stratum

FL290 – FL410, inclusive

3. Action to be taken by pilots

Pilots of aircraft operating in accordance with IFR, when deviate, for any reason, 300 ft or more from levels cleared by ATC between FL290 and FL410 inclusive within the above-mentioned airspace, shall file ALTITUDE DEVIATION reports using the attached form on each occurrence of an altitude deviation.

ALTITUDE DEVIATION reports shall be submitted independently of “RA reports” .

4. Aircraft operators involvement

Operators shall collect all ALTITUDE DEVIATION reports referred in 3. above and dispatch them as soon as possible to the following address.

Flight Procedures and Airspace Program Office, Air Traffic Control Division, Air Traffic Services Dep. Civil Aviation Bureau, Ministry of Land, Infrastructure and Transport
2-1-3 Kasumigaseki, Chiyoda-ku Tokyo, JAPAN 100-8918
Phone: 03-5253-8750 (+81-3-5253-8750 from overseas)
Fax: 03-5253-1663 (+81-3-5253-1663 from overseas)