



International Civil Aviation Organization

**The Fourth Meeting of the Bay of Bengal Reduced Horizontal Separation
Implementation Task Force (BOB-RHS/TF/4)**

Bangkok, Thailand, 18 to 22 October 2010

Agenda Item 3: Operational Issues

**PROPOSED IMPLEMENTATION OF RVSM IN RUSSIA
AND OTHER CENTRAL ASIAN STATES**

(Presented by the Secretariat)

SUMMARY

This working paper highlights proposed changes from Conventional Vertical Separation Minimum (CVSM) to Reduced Vertical Separation Minimum (RVSM) airspace within the Russian Federation as well as several other non- RVSM FIRs to the South of Russia. This proposed initiative, once implemented, is expected to have a significant impact on aircraft operations through Pakistan and Afghanistan.

1. INTRODUCTION

1.1 The meeting should note that, present transition procedures are required by Pakistan to change from RVSM levels to conventional levels for westbound aircraft entering the Kabul FIR and similarly, from CVSM levels to RVSM levels for eastbound aircraft entering Pakistan airspace from the Kabul FIR.

1.2 A plan has now been established whereby the Russian Federation, along with many other present non-RVSM States adjoining or close to Russian airspace, will change to RVSM levels in accordance with Appendix 3, Annex 2, either in metric or imperial format in November 2011. The difference to transition to/from metric to imperial like type levels or vice-versa using the ICAO RVSM format is approximately 100 feet.

2. DISCUSSION

2.1 During the planning process for the introduction of RVSM in these FIRs, a safety study by the States concerned will be conducted. In regards to Afghanistan, this safety study is expected to also take into account current military operations.

2.2 There will no doubt be many necessary steps to be satisfactorily addressed during the lead up to RVSM implementation in these areas. Once completed, the offer of additional flight levels transiting the Kabul FIR, together with the proposed introduction of RNP 10 50NM longitudinal separation on the major routes through this airspace, will enhance operational efficiency to both providers and users of Afghanistan airspace, and will also ease the extensive workload on Pakistan and other service providers adjoining the Kabul FIR.

ATFM/BOBCAT operations after the introduction of RVSM

2.3 At the present time, the ATFM/BOBCAT system allocates Kabul entry point slots based on conventional levels of FL280, FL310, FL350 and sometimes FL390, in accordance with CVSM level allocations.

2.4 Under RVSM level allocation, the number of flight levels available will approximately double. Over the past four years of the ATFM/BOBCAT operation, westbound air traffic operating through the Kabul FIR has nearly doubled. Therefore the introduction of RVSM may significantly reduce current delays.

2.5 Notwithstanding this positive scenario, at this stage it should not be taken that the ATFM/BOBCAT system would no longer be required, because of aircraft congestion, due to the scheduling of the aircraft involved. Over the past four years, a significant percentage of aircraft have chosen to avoid Afghanistan airspace due to the unavailability of a requested slot entering the Kabul FIR. The introduction of RVSM will greatly assist in more slots being available to these aircraft during the ATFM/BOBCAT period.

2.6 The meeting should also take into consideration forecast traffic growth of Regular Passenger Traffic (RPT) aircraft in this part of the region, as well as Low Cost Carriers (LCCs), who have commenced planning for long haul operations between Southeast and South Asia to Europe. These movements need to be monitored in completing a full picture of aircraft traffic operation in this area.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the proposed implementation of RVSM mentioned in this working paper;
- b) discuss the consequences of Kabul FIR RVSM operations on horizontal separation, taking into account the present and future military operations into and through Afghanistan;
- c) discuss the present and future operation of the ATFM/BOBCAT system when RVSM has been implemented in Afghanistan and their adjoining northern FIRs.

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