

ATTACHMENT

PROPOSAL FOR AMENDMENT TO THE REGIONAL SUPPLEMENTARY PROCEDURES – DOC.7030/4 AFRICAN INDIAN OCEAN (AFI) REGION

(Serial No. ESAF-S 06/03 – AFI RAC/1)

- a) **Proposed by:**
AFI Planning and Implementation Regional Group (APIRG).
- b) **Proposed amendment:** (*cf. Regional Supplementary Procedures, Doc.7030/4 – AFI, Part 1, Rules of the Air, Air Traffic Services and Search and Rescue, incorporating Amendment No. 212*)

Amend the SUPPs in the AFI Region as follows:

AFI REGIONAL SUPPLEMENTARY PROCEDURES

PART 1 — RULES OF THE AIR, AIR TRAFFIC SERVICES AND SEARCH AND RESCUE

These procedures are supplementary to the provisions contained in Annex 2, Annex 6 (Parts I & II), Annex 11, PANS-ATM (Doc.4444) and PANS-OPS (Doc.8168).

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2.0 FLIGHT PLANS

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2.3 RVSM approval status and aircraft registration

2.3.1 Item 10 of the flight plan (Equipment) shall be annotated with the letter W in field 10 of the ICAO flight plan if the aircraft and operator have received RVSM State approval or Item Q of the RPL, regardless of the requested flight level. Furthermore, the aircraft registration shall be indicated in Item 18 of the flight plan.

2.4 Flight Planning for non-RVSM approved aircraft

2.4.1 Operators of non-RVSM approved State aircraft with a requested flight level of FL 290 or above shall insert STS/NON RVSM in Item 18 of the ICAO flight plan form.

Note.— Non-RVSM aircraft intending to operate above FL 410 will need to flight plan in accordance with RVSM procedures of neighbouring regions should the flight commence or terminate in those regions.

5.0 AIR TRAFFIC CONTROL CLEARANCES

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5.2 Clearance into AFI RVSM airspace

5.2.1 Only RVSM approved aircraft shall be issued an air traffic control clearance to join and operate within the AFI RVSM airspace. Non-RVSM approved State aircraft shall, subject to ATM capacity, be issued a clearance to operate within the AFI RVSM airspace

5.2.2 Non-RVSM approved aircraft intending to operate above FL 410 will be required to be able to execute an uninterrupted climb or descend through the AFI RVSM airspace. Such flights shall be given appropriate ATC clearances, which will be subject to traffic levels at the time of clearance is requested.

5.2.3 Air traffic control clearance into AFI RVSM airspace shall not be issued to formation flights.

6.0 SEPARATION OF AIRCRAFT

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6.3 Vertical separation

A minimum vertical separation of 300 m (1000 ft) between RVSM approved aircraft shall be applied between FL 290 and FL 410 inclusive in Accra, Addis Ababa, Algiers, Antananarivo, Asmara, Beira, Brazzaville, Cairo, Canarias, Cape Town, Casablanca, Dakar, Dakar Oceanic, Dar es Salaam, Entebbe, Gaborone, Harare, Johannesburg, Johannesburg Oceanic, Kano, Khartoum, Kinshasa, Lilongwe, Luanda, Lusaka, Mauritius, Mogadishu, Nairobi, N'Djamena, Niamey, Roberts, Sal Oceanic, Seychelles, Tripoli, Tunis and Windhoek flight information regions (FIRs).

A minimum vertical separation of 600 m (2000 ft) shall be applied between non-RVSM approved State aircraft and any other aircraft operating within the AFI RVSM airspace in accordance with FLAS.

6.3.1 Target level of safety (TLS)

Application of RVSM in the airspace designated in 6.3 should meet a TLS of 5×10^{-9} fatal accidents per aircraft flight hour due to all causes of risk in the vertical dimension.

6.3.2 Operator Procedures

Operators should specify procedures by which an aeroplane climbing or descending to an assigned altitude or flight level, especially with an autopilot engaged, may do so at rate less than 8 m/sec (1500 ft. min) throughout the last 300 m (1000 ft) of climb or descent to the assigned level when the pilot is made aware of another aircraft at an adjacent altitude or flight level by an airborne traffic display.

Note.— These procedures are intended to avoid unnecessary airborne collision avoidance system (ACAS II) resolution advisories in aircraft at adjacent levels.

c) Proposer's reason for amendment:

Implementation of Reduced Vertical Separation Minimum (RVSM) in the AFI Region. The reduction in vertical separation will improve the provision of air traffic services in the areas concerned and is in line with the implementation strategy adopted in the AFI CNS/ATM implementation plan. This will improve ATC efficiency and airspace capacity.

d) Proposed implementation date of the amendment:

Upon approval by Council.

e) Proposal has been circulated to the following States and International Organizations:

Afghanistan	Cape Verde	Ethiopia	Japan
Algeria	Central African Republic	Finland	Jordan
Angola	Chad	France	Kenya
Argentina	Chile	Gabon	Kuwait
Armenia	China	Gambia	Lebanon
Australia	Colombia	Germany	Lesotho
Austria	Congo	Ghana	Libyan Arab Jamahiriya
Bahrain	Comoros	Greece	Liberia
Bangladesh	Cote d'Ivoire	Guinea	Luxembourg
Belarus	Croatia	Guinea Bissau	Madagascar
Belgium	Cuba	Hungary	Malawi
Benin	Cyprus	Iceland	Malaysia
Bosnia and Herzegovina	Czech Republic	India	Maldives
Botswana	Democratic Republic of Congo	Indonesia	Mali
Brazil	Democratic Peoples' Republic of Korea	Iran, Islamic Republic of	Malta
Bulgaria	Denmark	Iraq	Mauritania
Burkina Faso	Rwanda	Switzerland	United States
Burundi	Russian Federation	Syrian Arab Republic	Uruguay
Cameroon	Sao Tome and Principe	Sri Lanka	Viet Nam
Canada	Saudi Arabia	Sudan	Yemen

Namibia	Senegal	Swaziland	Zambia
Netherlands	Seychelles	Thailand	Zimbabwe
New Zealand	Sierra Leone	The former Yugoslav Republic of Macedonia	Mauritius
Niger	Singapore	Togo	Mexico
Nigeria	Slovakia	Tunisia	Morocco
Norway	Slovenia	Turkey	Mozambique
Oman	Somalia	Ireland	ASECNA
Pakistan	South Africa	Israel	IATA
Philippines	Spain	Italy	IFALPA
Poland	Djibouti	Jamaica	IFATCA
Portugal	Egypt	Uganda	
Qatar	Equatorial Guinea	United Arab Emirates	
Republic of Korea	Eritrea	United Kingdom	
Romania	Sweden	United Republic of Tanzania	

f) Secretariat comments

- 1) This amendment proposal has been developed within the framework of the APIRG/12, 13 and 14 Meetings Conclusions/Decisions 12/66, 13/58 and 14/21 respectively concerning the planning and evolutionary implementation of RVSM in the AFI Region.
 - 2) Implementation of RVSM in the AFI Region would enable aircraft operating in the AFI RVSM airspace to continue under RVSM in EUR/NAT, MID/ASIA, CAR/SAM and ASIA/PAC RVSM airspaces, thereby enhancing the efficiency of seamless flight operations.
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