



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
FOURTEENTH MEETING (APIRG/14)**

(Yaoundé, Cameroon, 23 - 27 June 2003)

**Agenda Item 4 : Air Navigation Issues****4.3 : SOUTH ATLANTIC MONITORING AGENCY (SATMA)**

(Presented by Spain)

**SUMMARY****SATMA**

- a) About RVSM/RNP10 Implementation**
- b) Deviation Format**
- c) Monitoring Agencies Coordination**
- d) Cost recovery**
- e) SATMA web site**

**1. About RVSM/RNP implementation**

After the implementation of the RVSM, and in order to have a comparison with the previous status, the South Atlantic Monitoring Agency with the cooperation of EUR/SAM corridor Service Providers has prepared the first monitoring results. As there are data that affects not only the RVSM, but the RNP10 monitoring, this first study brought data valid for both procedures. The data are included under the following items:

- Flight Planning
- Flight Levels distribution
- Lack of Flight Plans
- Conclusions.

**1.1. Flight planning**

At the beginning of the RVSM implementation, there was some confusion on the flight planning about the flight levels allocation that was clarified to Operators by SATMA and the EUR/SAM corridor ACC's.

The confusion could be due to the difference between the flight levels allocation published on the AIC's (the ICAO semicircular levels), and the ones published in the later Notam about the RVSM application.

In the side of the RVSM equipment flight plan refilling, only one mistake (equipped aircraft that forgot to include it in the FPL) was observed during February and was duly clarified by the Operator.

**1.1.1. Flight levels distribution**

The spread of the flight levels occupancy after the RVSM implementation, has been a great advantage for users and for ATC management.

On this item it is necessary to mention the decrease of the work load and the influence in the air safety of the elimination of the Odd/Even levels changes that before the application of the RVSM was established over the Canarias area.

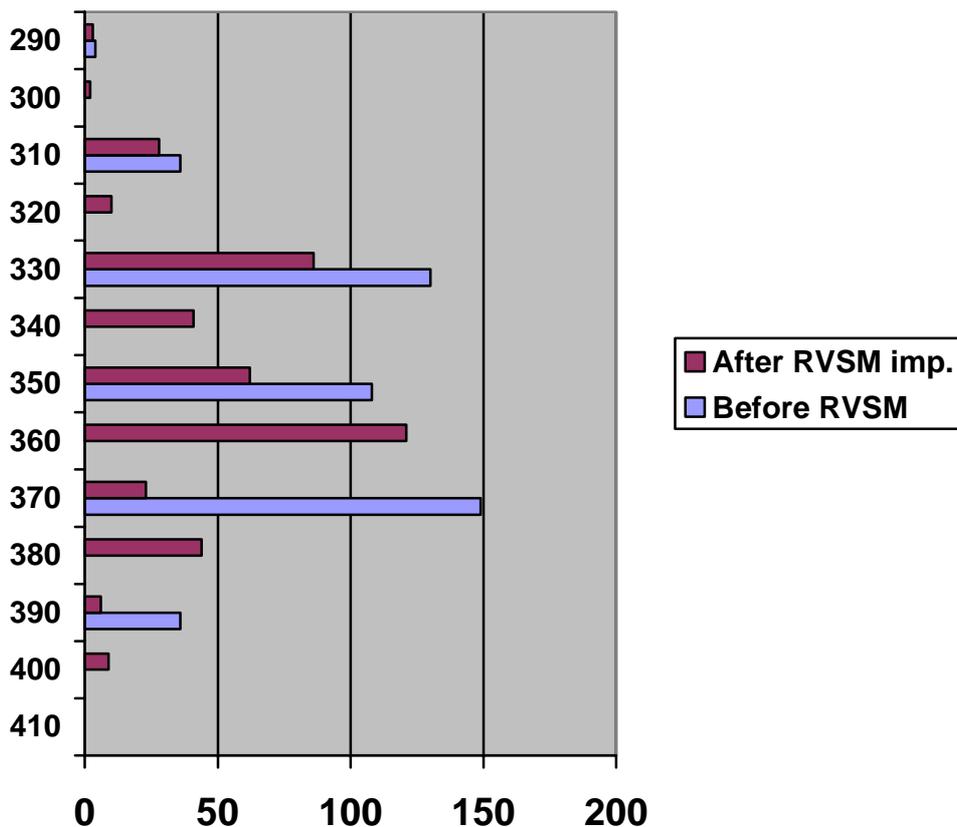
**1.1.2. General figures**

The general distribution of the traffic load with the use of the new RVSM levels between FL290 and FL410 has been as follows:

**Traffic using the new FL's (300, 320, 340, 360, 380, 400) ----- 52.5%**

If we consider the block of FL's with a higher occupancy (between FL330 and FL370 that are the 84% of the total), the figures are:

**Traffic using the new FL's (340 and 360) ----- 58.5%**



## **1.2. Lack of flight plan**

The lack of Flight Plans in the ACC's concerned has decreased after the implementation of the CAFSAT data/voice communication network; nevertheless there's still a significant number of "lost FPL's" that have to be carefully examined .

## **1.3. Conclusions about RVSM implementation**

- The implementation of the RVSM in the EUR/SAM corridor was achieved in a smooth manner beyond expectations.
- The coincidence of this implementation with the one in the ECAC area has given continuity to the RVSM procedures between the EUR and the SAM areas improving the benefits for the users and for the ATC.
- As it was expected, the most occupied Flight levels had a decrease of more than the 50% of the occupancy that was spread among the new RVSM flight levels.
- The deviation factor is considered to be into the acceptable parameters. The new Deviation format (appendix A) has to be used, for a clear indication of the observance of the contingency procedures.
- New data and investigation has to be done for the resolution of the lack of flight Plans.

## **2. Deviation format**

The SAT 11 establish a conclusion so all EUR/SAM corridor states should publish an AIC with the new deviation reporting format. The new format is annexed as appendix B so all states may publish the AIC in the same manner.

## **3. C.- RMA Coordination**

SATMA was invited to the First RMAs coordination meeting (Canada, 4-6 November 2002). The main issue was to coordinate the efforts in establishing procedures for the implementation and post-implementation monitoring programs for RVSM in the different agencies. The meeting agreed that a Regional Monitoring Handbook was needed in order to have a common guidance valid for all OACI regions. Eurocontrol, NATS and APARMO were charged of developing, with the assistance of all the agencies, a final handbook to be finished along 2003.

The main lines of the handbook:

- RMAs and boundaries
- Focal Point for each RMA, States and Operators
- Global RVSM Certifications Database
- Procedures for RVSM certification monitoring
- Monitoring tasks in the RMA
- RMA Coordination

The RMAs invited to the meeting were:

- NATS : North Atlantic
- EUROCONTROL : Europe

- CANSARMA : Caribbean Sea and South America
- MEDMA : Arabic Peninsula and Middle Orient
- RASMA : Asia Pacific
- MAAR : Bengal Bay y Occidental Pacific
- SATMA : EUR/SAM Corridor (Europe / South America)

#### 4. Cost recovery

A pending point is the agreement on a cost recovery procedure so all Monitoring Agencies may support all human, technical and financial resources needed to carry out their present tasks and the new ones that will surely come in the future.

In that way during SAT 11 a conclusion was formulated to “Study the feasibility of a cost recovery mechanism for SATMA”. Moreover both in the First AFI RVSM task force and in the RMAs coordination meeting (Montreal), OACI committed to investigate and find out solutions to face this issue.

#### 5. [www.satmasat.com](http://www.satmasat.com)

The SATMA website contains aspects related to SATMA creation, status, reports, RVSM schedule and implementation, common CNS projects for the EUR/SAM corridor and maps. It is available in English and a French version is being designed. The new areas of developing include: Publishing of French version, Links (OACI, Eurocontrol, states, IATA,...) and dynamic access to the Database

The site belongs to All EUR/SAM states (SAT members) and all initiatives from those states are welcome to upgrade the information published. The Agency may be contacted in [satma@aena.es](mailto:satma@aena.es)