



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SAT 12 Meeting (SAT/12)**

Sal, Cape Verde 15 - 17 December 2004.

Agenda item 3: Air Traffic Management.

RVSM Flight level allocation scheme applicable in EUR/SAM Corridor.

(Presented by Spain)

SUMMARY

This Working paper establishes options to establish an agreed scheme allocation in EUR/SAM Corridor and presents the concept of UNIDIRECTIONALITY as the future to improve conditions in EUR/SAM Corridor.

1. Introduction.

In last SAT11 TF (Rio de Janeiro) it was deeply discussed different aspects regarding the implementation of RVSM in CAR/SAM area in January 2005 and how this will interact with EUR/SAM corridor.

Moreover, Brasil commented its concern about how the now-established and approved EUR/SAM Corridor Flight level allocation scheme could impact in the implementation of RVSM in CAR/SAM, and about transition areas that might appear depending on the final solution agreed. A formal working paper was presented on this issue recalling Appendix 3 of ICAO Annex 2 as a general recommendation for this matter.

2. Provisional Transition Area.

Spain , paying special attention to this problem, and in the core to facilitate RVSM implementation in EUR/SAM corridor neighbourhood, will initiate the studies to establish a Provisional Transition Area inside Canarias FIR so Appendix 3 of ICAO Annex 2 may be conformed.

Anyway, Spain will link the acceptance of a Transition Area to the compromise of States to collaborate with SATMA for the initial studies conducting to introduce the concept of UNIDIRECTIONAL AIRWAYS in the EURSAM Corridor. The future

maintenance of this transition Area in Canarias FIR will be only possible on the basis of UNIDIRECTINALITY.

Despite of this, proposals from other States that may find a different solution or a different emplacement for the Transition Area is the EUR/SAM Corridor should be discussed.

3. Unidirectional Airways.

Several are the advantages of introducing unidirectional trajectories.

a) Optimal use of preferred RVSM levels.

Although RVSM has brought an exceptional increase of use for preferred levels, a non-marginal number of Aircraft are still deviated, on peak hours, to non-preferred RVSM levels (10%-15% in FIR Canarias). Even some traffic regulations has been adopted in entry Points.

b) Safety Increase.

It is obvious, no Safety Assessment is needed to ensure it, that avoiding front traffics will ensure safety. This may be especially important in zones with deficient radar or VHF coverage.

c) Safety increase/Optimal Capacity for Transition Areas.

Through Transition Areas in which many aircraft must be changed of level in a small aerospace, unidirectional airways may be the only way to maintain the level of safety without establishing regulations affecting the capacity.

4. SATMA . Real Simulations.

As mentioned above, emplacing a Transition Area will trigger the future implementation of Unidirectional concept in EUR/SAM.

SATMA (the formal RMA for EUR/SAM corridor) will initiate, with collaboration of all States involved, the studies and simulations to apply Unidirectional Airways.

A Real Simulation on EUR/SAM Corridor will be Air Traffic Control Consoles in order to have real scenarios for a decision.

5 Conclusions

All States involved may present, along next meetings, their own preliminary evaluations about the impact of UNIDIRECTIONAL AIRWAYS for the adoption of an unanimous decision for the EUR/SAM Corridor .

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