

**NINTH MEETING FOR THE IMPROVEMENT OF AIR TRAFFIC SERVICES
OVER THE SOUTH ATLANTIC (SAT/9)**
(Lima, Perú, 6 - 10 November 2000)

Agenda Item 4: Status of the amendment proposal for the implementation of RVSM and RNP10

(Presented by Spain/Canarias)

SUMMARY

The last SAT meeting and, subsequently, the Task Force of the SAT/8, agrees the publication of the corresponding AIC where the area of RVSM/RNP10 application was defined

1 Introduction

- 1.1 At the discussion and establishment of the requirements for the new ATS route network of the South Atlantic, due to the need of a conventional route between Canarias, Sal and Recife, a resolution was taken to maintain the ATS route A/UA32 limiting it to flight level 290.
- 1.2 Consequently with the previous item, and in order to maintain the lateral margins of separation of the ATS routes, the lower level of the routes UN873 and UN857 was agree to be established at flight level 310.

2 Establishment of the RVSM

- 2.1 According with the structure of the ATS routes agreed (subject to the studies of Safety Assessment for RNP10), the characteristics of the South Atlantic RVSM area was defined.
- 2.2 Upon the definition of some ATS routes with its lower limit FL 310 (due to the maintenance of the conventional route A/UA32), an agreement to set the vertical limits of the RVSM area between FL 310 and FL 410 was made.
- 2.3 Although in the revisions to the Doc. 7030 it's considered the RVSM aspects at general level and is indicated, in coincidence with the application of the RVSM in the ECAC (EUR) area between flight levels 290 and 410, due to the mentioned structure of the ATS routes of the South Atlantic, in the AICs that includes the vertical limits for RVSM in this area, the flight levels are established between FL 310 to FL 410.

2.4 The Safety Assessment studies have also developed taken into consideration a vertical area from FL290 to FL410.

3 Problems of the homogenous continuity of the RVSM area

3.1 Taking into account for the SAT meeting the convenience of the coincidence of the implementation plan for the RVSM in the South Atlantic area with the one that has been established for the ECAC area, the implementation date of January 24th 2002 was decided.

3.2 The RVSM area of the ECAC is projected to include the part of the EUR/SAM corridor along the UIR of Casablanca and Canarias, with the establishment for that area of the vertical limits between flight levels 290 and 410.

3.3 The difference of levels of both RVSM areas could be a factor, together with a low advantage, for serious problems of co-ordination and flight levels transition that could interfere with the go/no go decision of the RVSM/SAT project.

4 - Action by the meeting

The meeting is invited to:

- a) consider the continuity and compatibility of the RVSM areas of the ECAC and SAT;
- b) propose the revision of the South Atlantic ATS route network so that the upper limit of the route B/UB 623 (A/UA32) be established at FL 280;
- c) propose the revision of the South Atlantic ATS route network so that the lower limit of the routes UN873 and UN857 be established at FL290;
- d) propose the revision of the RVSM Plan for the South Atlantic so that the vertical limits of the RVSM area be established between flight levels 290 and 410;
- e) propose the revision of the RNP10 area so that the vertical limits be established between flight levels 290 and 410;
- f) revise the published AIC consequently.

ANNEXES

- Revised ATS route network of the EUR/SAM corridor (Annex A) and RVSM/RNP10 area (Annex B)