

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

Agenda Item 3: Review of the Report of the SAT Task Force Meeting

(Limited application of RVSM along the UN741/UR1)

(Presented by Spain/Canarias)

Summary

The conclusion 3/2 of the Task Force of the SAT/8 decided the publication of the AIC for the implementation of the RVSM including the limited application foreseen for April 2001.

1 - Introduction

- 1.1 In the plans for the implementation of the RVSM in the EUR/SAM corridor, included in the calendar of implementation, is indicated in the AIC published for the effect that - "Meanwhile, limited application is foreseen in April 15, 2001 in the route UR1, between FL330 and FL370"-
- 1.2 The introduction of this route in the RVSM system between the mentioned flight levels (330 and 370) could be, at the time of a mitigation of the present saturation of the route and an elimination of the actual traffic regulations, an opportunity to carry out an effective monitoring for the safe implementation of the RVSM in the area.

2 - Requirements

- 2.1 From the requirements established in the conclusions upon this matter, the following situation is defined:
 - a) Aircraft Equipment
The actual Aircraft equipment, according with the data collected by SATMA, is calculated in more than the 60% of the aircraft equipped for RVSM in the area, what would suppose that the traffic will be not penalised in case of being established the need of RVSM certification for the use of the UN741 (UR1) between FL330 and FL370
 - b) Safety Assessment Studies

- c) It's expected that the studies of Safety Assessment permit the indicated establishment of the RVSM.
- d) Training of ATC personnel
A calendar for the ATC personnel training has to be established
- e) Transition Areas
Meetings, or a specific working group in the next Task Force, should be promoted to establish the transition areas, keeping in mind the need that Portugal carry out the change of levels to RVSM (340 and 360) and the transition area in the South zone at Recife FIR;
- f) Flight Levels
For the benefit of the economy and safety of the air traffic in the South Atlantic, the flight levels system should be revised, taking advantage of the establishment of the RVSM, so that, during the limited application as well as at final implementation, the flight levels at which the traffic comes established from the EUR area can be maintained.

3 - Possibilities of establishment

- 3.1 Supposed that the results of the Safety Assessment are positives, the number of aircraft equipped is considered sufficient for the limited application of the RVSM in the scheduled date.
- 3.2 The training of the ATC personnel of Canarias, Cape Verde and Dakar would be simple for the only requirement of the contingency procedures and a short period of training (is considered the situation that the transition of the traffics to the north of Canarias be carried out by Portugal including the separations with MNT)
- 3.3 The training of the personnel of Recife should include also a specific training for the transition areas.

4 - Action by the meeting

The meeting is invited to:

- a) consider the information presented;
- b) carry out the necessary actions to enable the establishment of the period of limited application of RVSM in the UN741 between flight levels FL330 and FL370 in the agreed dates;
- c) promote the meetings of the states affected (including Portugal) to solve the problems of implementation;
- d) define a calendar of actions in the mentioned items.

ANNEXES

- ATS route for the limited application of the RVSM and proposal for the use of Flight Levels

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