

**International Civil Aviation Organization
UNDP/ICAO Regional Project RLA/98/003
Transition to the CNS/ATM Systems in the CAR and SAM Regions**

Third Meeting/Workshop of Air Traffic Management (ATM) Authorities and Planners

(Lima, Peru, 20.24 May 2002)

Agenda Item 4: Analysis of the Action Plan for RVSM Implementation in the CAR/SAM Regions

**HARMONISATION OF THE UNITED STATES AND THE GREPECAS
RVSM IMPLEMENTATION PLANS**

(Presented by the Secretariat)

Summary

This working paper examines the need to harmonise the United States and the GREPECAS reduced vertical separation minima (RVSM) implementation plans, taking into account that, at present, there are some major differences regarding the implementation dates and the vertical stratum in which the RVSM will be applied that could affect the boundary areas between the CAR/SAM Regions and the United States airspace.

References:

- Report of the Tenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) – October 2001; and
- Report of the Second Meeting of the Central Caribbean Working Group (C/CAR WG) – February 2002

1 Introduction

1.1 The GREPECAS/10 meeting held in the Canary Islands, Spain, in October 2001 decided through *Conclusion 10/11 “Implementation of RVSM in the CAR/SAM Regions”* to establish an RVSM implementation programme covering all of the FIRs in the CAR/SAM Regions as of April 2004, in two phases:

- a) From FL 350 to FL 390, inclusive, starting from 1 April 2004, allowing the use of up to FL 410; in a tactical way; and
- b) From FL 290 to FL 410, inclusive, at a date to be determined in accordance with operational needs.

1.2 At the C/CAR WG/2 meeting held in Pétiion Ville, Haiti in February 2002, the United States presented an information paper stating that a national agreement had been reached to implement RVSM in the United States domestic airspace, including the Houston Oceanic FIR in the Gulf of Mexico, from FL 290 to FL 410, inclusive, as of December 2004. It also reported that RVSM would be implemented in the airspace of the Miami Oceanic and San Juan FIRs as planned by GREPECAS and that the United States intended to work closely with neighbouring States to ensure a harmonised implementation in the CAR/SAM Regions.

1.3 The C/CAR WG/2 meeting expressed its concern over the implications of some differences between the RVSM implementation plan of the United States and that of GREPECAS, such as the implementation dates and the vertical stratum for RVSM application, for these differences would affect CAR/SAM airspace bounding on United States airspace. It therefore considered that both RVSM implementation plans had to be harmonised.

2 Analysis

2.1 As everybody knows, the GREPECAS/10 meeting defined the RVSM implementation plan for the CAR/SAM Regions, as mentioned in paragraph 1.1 above. This decision of GREPECAS to carry out the implementation by phases as of April 2004 would be aimed at assessing the impact of such implementation on the fleet that operates in the two Regions. This would permit the gradual implementation of RVSM, enabling aircraft that are not duly equipped to fly up to FL 330 in a first phase, after which the date for RVSM application from FL 290 to FL 410, inclusive, would be decided through a regional agreement duly endorsed by GREPECAS.

2.2 The United States plan for implementing RVSM in its domestic airspace, as announced at the Second Meeting of the Central Caribbean Working Group mentioned in paragraphs 1.2 and 1.3 above, considers applying this vertical separation minimum (RVSM) from FL 290 to FL 410, inclusive, in its national airspace and in the Houston Oceanic FIR, whose airspace is adjacent to CAR States mainly, as of December 2004 and in a single phase. The only exceptions to this implementation would be the Miami Oceanic and the San Juan FIRs, which would follow the CAR/SAM RVSM implementation schedule.

2.3 The C/CAR WG/2 meeting expressed its concern over the implications of some differences between the United States and the GREPECAS RVSM implementation plans, such as the implementation dates and the vertical stratum for RVSM application, for these differences could affect CAR/SAM airspace bounding on United States airspace. In *Conclusion 2/2 "Harmonisation of the United States and the GREPECAS RVSM Implementation Plans"*, it made an appeal to increase the pace of harmonisation of their respective RVSM implementation plans.

2.4 In view of the foregoing, it is clear that the United States and GREPECAS, through its corresponding contributory body (RVSM task force), need to make an effort to harmonise their respective RVSM implementation plans in order to have a seamless ATM airspace between the CAR/SAM Regions and the United States domestic airspace, as requested in the aforementioned Conclusion 2/2 of the C/CAR WG/2 meeting.

2.5 Therefore, the meeting is requested to review the information presented in this working paper and, as discussed, to ask the United States and the GREPECAS RVSM Task Force to take appropriate steps for prompt harmonisation of their respective RVSM implementation plans so that the results of such harmonisation may be submitted for approval to the GREPECAS/11 meeting to be held in November 2002.

3 Suggested action

3.1 The meeting is invited to review the information presented in this working paper and to formulate a Conclusion that will make it possible to take steps to harmonise the United States and the GREPECAS implementation plans so that they become transparent at the boundaries between the CAR/SAM Regions and the domestic airspace of the United States.

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CONCLUSION APATM3/X -

HARMONISATION OF THE UNITED STATES AND THE GREPECAS IMPLEMENTATION PLANS

The United States and GREPECAS, through its corresponding contributory body (RVSM task force), are urged to:

- a) take prompt steps to harmonise their respective RVSM implementation plans in order to have a seamless airspace between the CAR/SAM Regions and the United States domestic airspace; and
- b) submit the results of this harmonisation to the GREPECAS/11 Meeting to be held in November 2002 for approval.