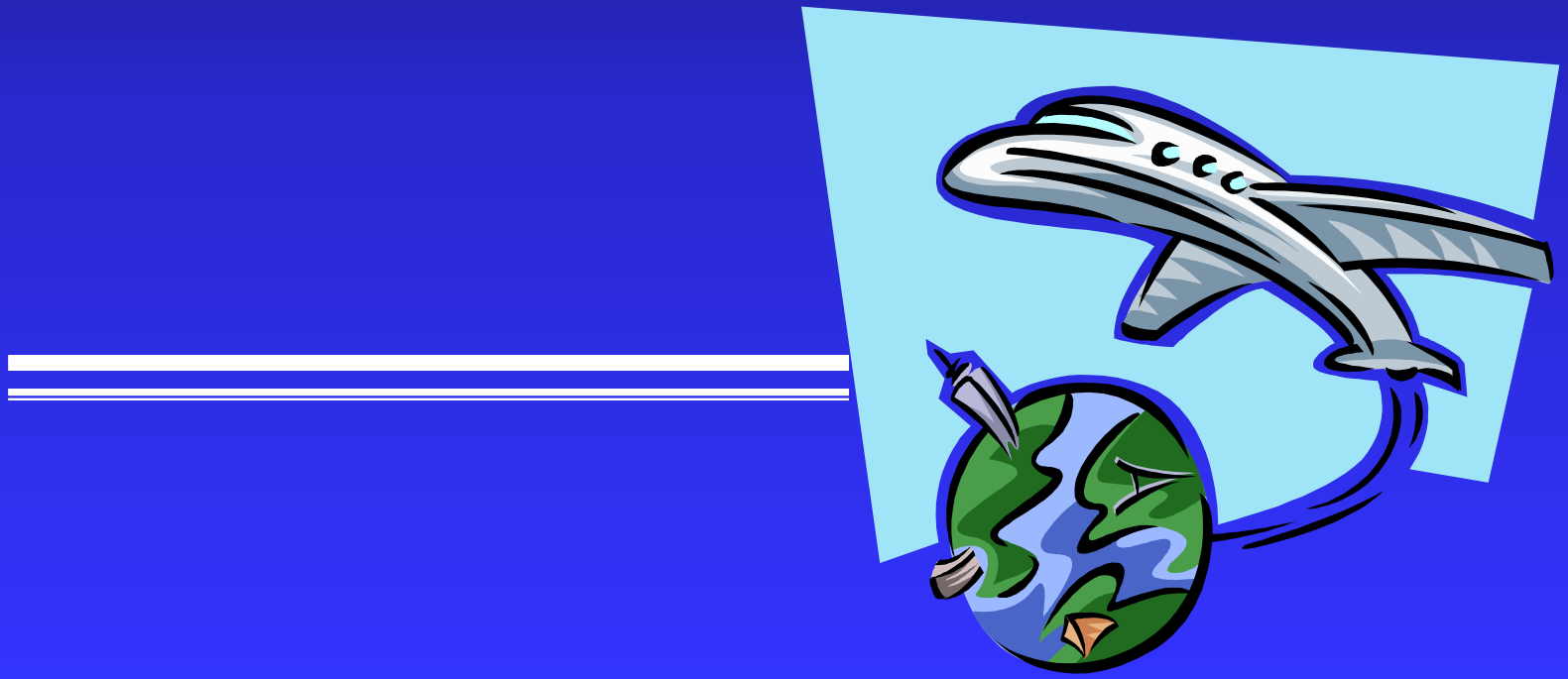


# LESSONS LEARNED FROM THE EUR/SAM CORRIDOR RVSM IMPLEMENTATION



# **SUMMARY**

**1 - HISTORY**

**2 - AIRSPACE DESCRIPTION**

**3 - PROCEDURES BEFORE THE IMPLEMENTATION**

**4- BENEFITS OF THE RVSM IMPLEMENTATION**

**5 - PROBLEMS FOUND IN THE IMPLEMENTATION**

**6 – CONCLUSION.**

# HISTORY

**Increasing in the EUR/SAM air traffic flow density**

**Operators' complaints due to the non use of preferred flight levels**

**Around 14% of non-attended flights**

**With the application of MNT for longitudinal separation in 1999, the percentage of non-attended flights at the preferred flight levels decreased to around 8,5%**

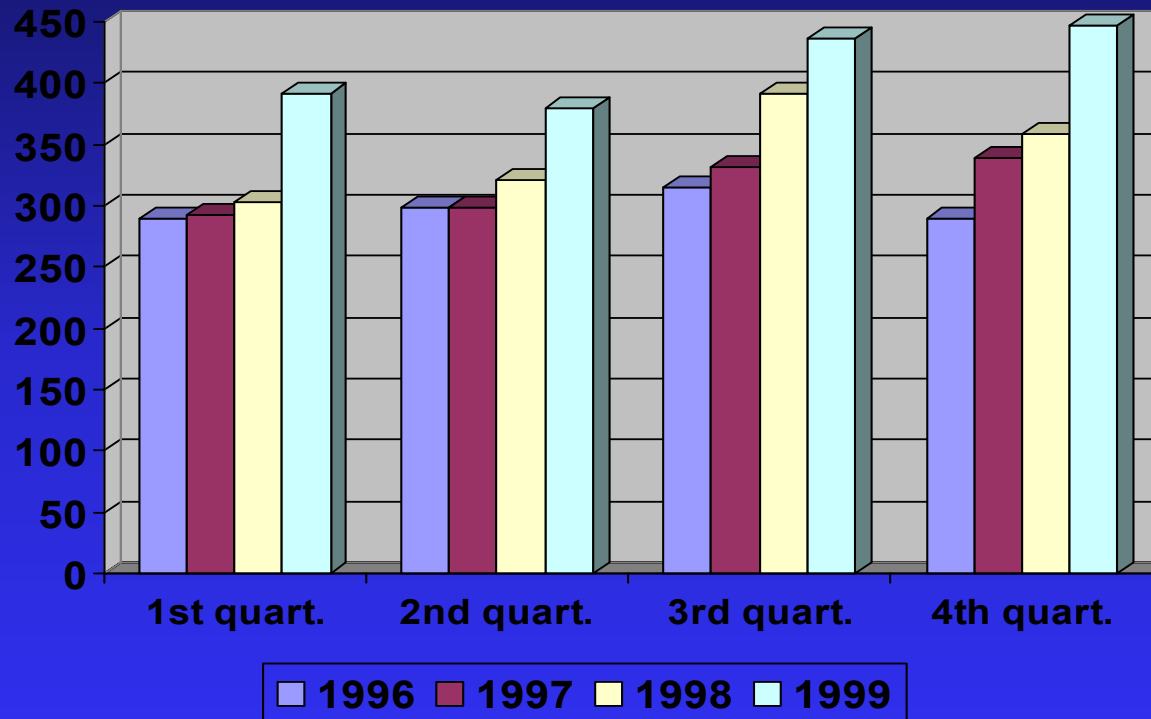
# HISTORY

**Demand increasing**

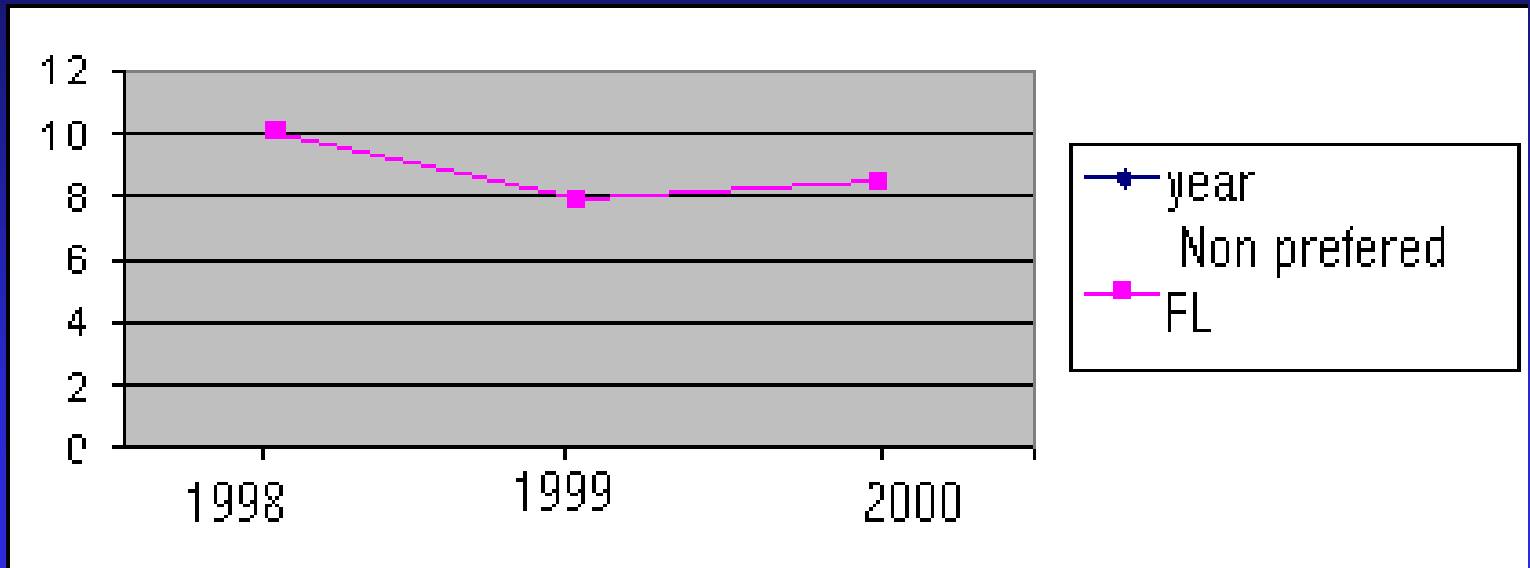
**Need for new airways to/ from Europe**

**Implementation of RNP 10/RVSM (JAN/2002).**

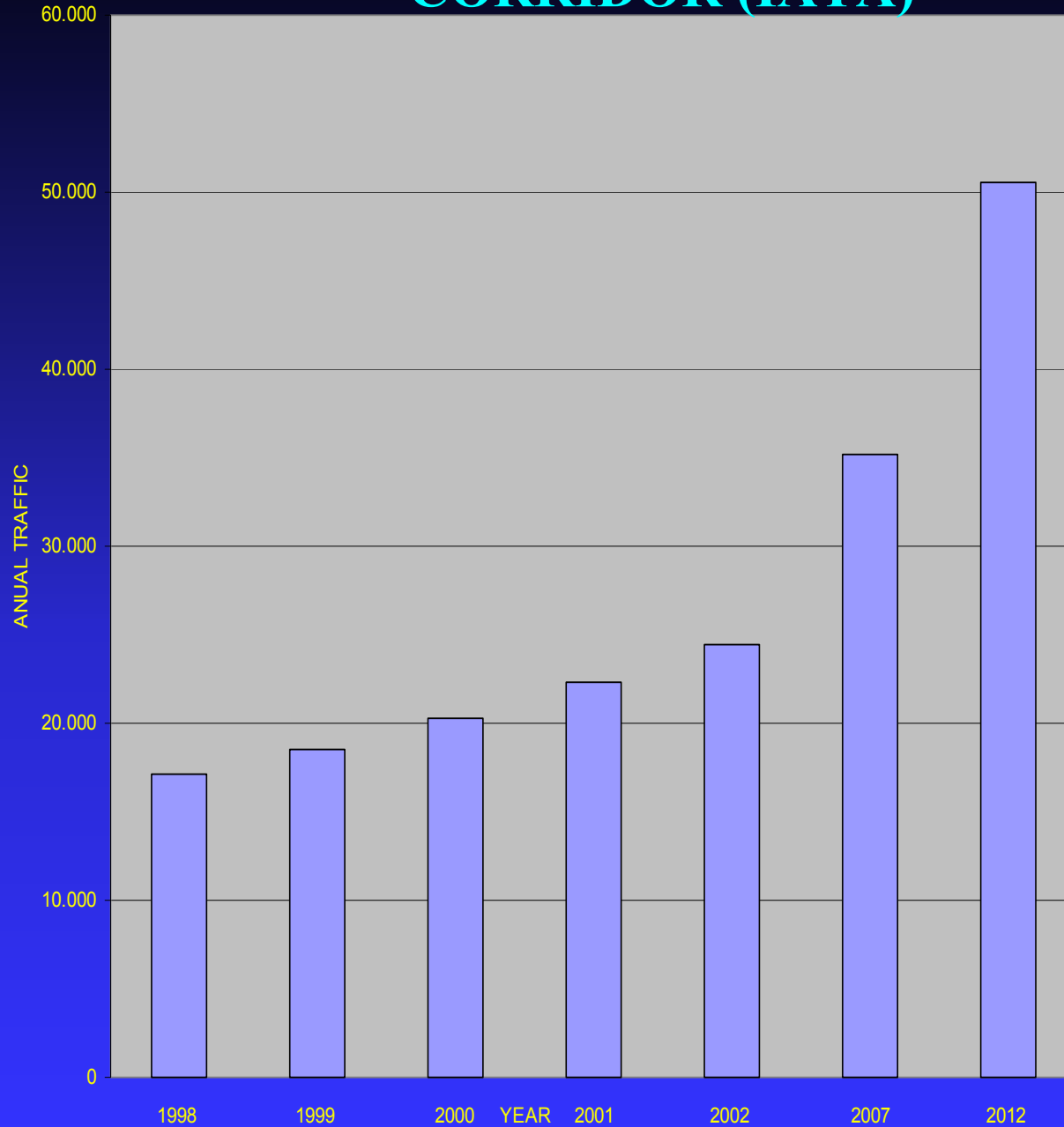
# TOTAL AIR TRAFFIC MOVEMENT



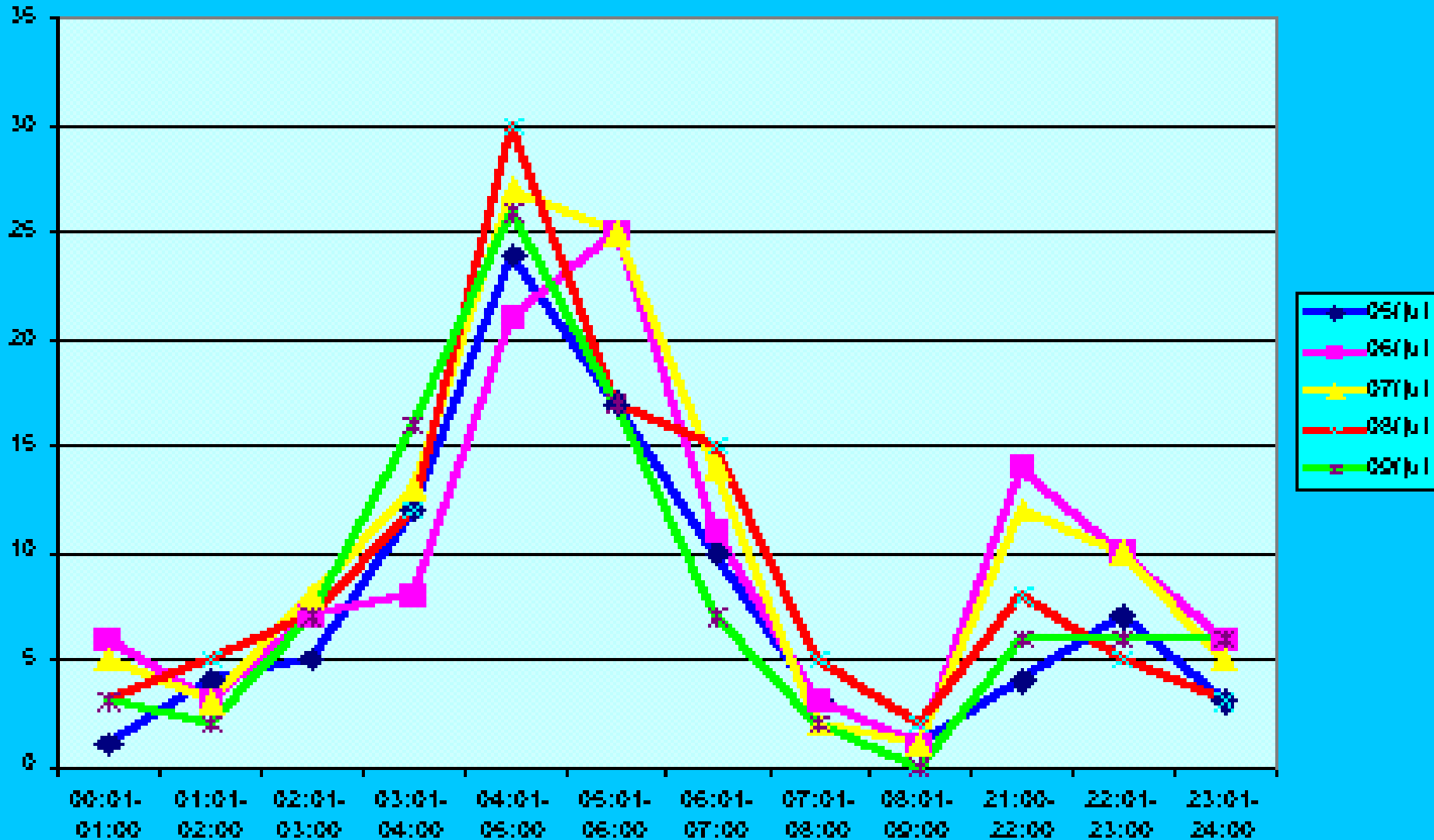
# PERCENTAGE OF NON PREFERRED FL



# AIR TRAFFIC FORECAST IN THE EUR/SAM CORRIDOR (IATA)



# CHARACTERISTICS OF THE EUR/SAM CORRIDOR AIRSPACE



# **CHARACTERISTICS OF THE EUR/SAM CORRIDOR AIRSPACE**

**Surveillance/Communication: HF position reports**

**Users: More than 95% international commercial**

**Transition area covered by radar.**





# **PROCEDURES BEFORE THE IMPLEMENTATION**

**Risk analysis**

**Contacts with users for fleet approval**

**Issue of an AIC for users advice**

**Procedures publication and area description in the AIP**

**Development of contingency procedures**

**Air traffic control training.**

# **RESULTS OF THE RVSM IMPLEMENTATION IN THE EUR/SAM CORRIDOR**

**Users found higher benefits and lower costs than expected**

**ATC Units informed little difficulties with procedures with RVSM and transition area**

**ATC Units able to offer more preferred routes**

**Around 100% of required routes being attended**

**ATC Units informed that RVSM makes more operational flexibility.**

# **BENEFITS OF THE RVSM IMPLEMENTATION IN THE EUR/SAM CORRIDOR**

**High fuel economy**

**Increasing in the airspace capacity**

**Reduction of delays**

**Reduction of incidents**

**Establishment of a homogeneous and continuous area between Europe and South America.**

# **PROBLEMS FOUND IN THE RVSM IMPLEMENTATION**

**Exemptions: State aircraft, aircraft delivery, military aircrafts**

**Transition area**

**Need of reliable communication**

**Height keeping data collection for safety monitoring**

**Aircraft crossing the corridor.**

# CONCLUSION

**Considering the benefits of the RVSM implementation, based on the experience of its application in the EUR/SAM Corridor, as well as other Regions, it becomes very important the work of all States in the CAR/SAM Regions for the RVSM implementation in the Regions in 2004, according to GREPECAS planning.**