



RVSM/TF/2
WP/03
10/06/02

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ATM COMMITTEE OF THE GREPECAS ATM/CNS/ SUBGROUP**

**SECOND MEETING OF THE RVSM TASK FORCE
(San Jose dos Campos, Sao Paulo, Brazil, 8 to 12 July 2002)**

(Presented by Roberto Arca, RVSM/TF Rapporteur)

Agenda Item 5: Analyze and recommend the best implementation steps in the CAR/SAM Regions considering the fleet preparation and ATC simulations.

Summary

This working paper is presented to the meeting to analyze the best action plan for a RVSM harmonized implementation taking into account fleet preparation and ATC simulations.

References:

- GREPECAS/10 Meeting held in Canary Islands, Spain, October 2001.
- Third Meeting/workshop of Air Traffic Management Authorities and Planners, Lima, Peru. 20-24 May 2002.

1. BACKGROUND

1.1. During the Third Meeting/workshop of Air Traffic Management Authorities and Planners the Action Plan for RVSM Implementation was analyzed under the Agenda Item 4.

1.2. The meeting recalled that GREPECAS/10 (Canary Islands, Spain, October 2001), based on the guidelines of the ICAO Manual for the implementation of a vertical separation minimum of 300 mt (1000 ft) between FL 290 and FL 410, decided, in *Conclusion 10/11 "RVSM implementation in the CAR/SAM Regions"*, to establish, as of April 2004, a two-phased RVSM implementation programme encompassing all CAR/SAM FIRs:

- a) From FL 350 to FL 390 inclusive, effective 1 April 2004, and up to FL 410 for tactical use; and
- b) From FL 290 to FL 410 inclusive, on a date to be defined according to operational requirements.

1.3. GREPECAS/10 envisaged this implementation programme with the purpose of assessing the impact of implementation on the fleet operating in the two regions and to permit a gradual implementation of RVSM, enabling non-RVSM aircraft to fly up to FL 330 in a first phase. Subsequently, the date for RVSM implementation from FL 290 to FL 410, inclusive, would be defined in a regional agreement.

1.4. The meeting also examined the information submitted by IATA about the status of the fleet operating in the CAR/SAM Regions, a matter considered of vital importance for deciding on the implementation date and the implementation of RVSM in two phases.

1.5. On the other hand, the meeting took note that the United States had submitted an information paper to the C/CAR WG/2 meeting (Pétion Ville, Haïti, February 2002) 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 had also reported that RVSM would be implemented in the airspace of the Miami Oceanic and San Juan FIRs as planned by GREPECAS and that it intended to work closely with neighbouring States to ensure an harmonized implementation with the CAR/SAM Regions.

1.6. The meeting felt that the United States and GREPECAS, through its corresponding contributory body (RVSM task force), needed to make an effort to harmonize 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. DISCUSSION

2.1. The AP/ATM/3 meeting agreed to request the United States and the GREPECAS RVSM Task Force to take appropriate steps for the harmonisation of their respective RVSM implementation plans so as to submit the results to the GREPECAS/11 meeting for approval.

2.2. On the other hand, based on all the information received regarding the status of the fleet operating in the CAR/SAM Regions, the percentage of RVSM readiness and the United States RVSM implementation plans, the meeting felt that it was more advisable to agree on a common date, December 2004 being a suitable one.

2.3. Taking into account the aforementioned, the AP/ATM/3 meeting formulated the following:

Conclusion AP/ATM/3/18

Harmonization of the United States and CAR/SAM RVSM implementation programmes

That, in order to achieve a seamless airspace between the CAR/SAM Regions and the United States domestic airspace, the United States and GREPECAS, through the RVSM Task Force, be urged to:

- a) Take relevant action to inform GREPECAS about the convenience of applying RVSM in the CAR/SAM Regions in December 2004 with a view to harmonizing the entry into force of the respective RVSM implementation plans;
- b) Study the possibility of implementing RVSM between FL290 and FL410 in a single phase in the CAR/SAM Regions; and
- c) Submit the results of this harmonisation to the GREPECAS/11 meeting for approval.

3. RECOMMENDATION

3.1 The Task Force is invited to approve the following Decision:

Decision RVSM TF2/01 Action plan for harmonization

That,

- a) in order to make a decision on the harmonisation of the United States and CAR/SAM RVSM implementation programmes, the RVSM Task Force ask FAA authorities and other Administrations about the possibility to carry out ATC simulations with three or four CAR/SAM selected scenarios,
- b) IATA continue analysing this matter and updating information on the RVSM Status of the fleet to be available to the next RVSM meeting,
- c) The RVSM Task Force study the possibility to use FL 290 to FL 310 as a tactical non-RVSM use during the trials, and,
- d) In the next meeting this Task Force take decision about target date to start trials and the RVSM flight levels spectrum to be applied in the CAR/SAM regions.

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