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

**Fourth Meeting/Workshop of Air Traffic Management (ATM) Authorities and Planners
(AP/ATM/4)**

Santa Cruz, Bolivia, 27-31 January 2003

Agenda Item 3: Review of the matters related to RVSM Implementation in the CAR/SAM Regions

Review of the Guidance Material on RVSM Implementation in the CAR/SAM Regions

(Presented by the Secretariat)

Summary

In this Working Paper the meeting is proposed to carry out a review of the draft Guidance Material for RVSM Implementation in the CAR/SAM Regions and, if it is the case, make the necessary corrections.

References

- Report of the Second Meeting of the RVSM Task Force (RVSM/TF/2), (Sao Jose dos Campos, Sao Paulo, Brazil, 8-12 July 2002).
- Report of the Third Meeting of the RVSM Task Force (RVSM/TF/3), (Lima, 8-9 August 2002).

1 Introduction

1.1 During the Second Meeting of the RVSM Task Force of the ATM Committee of the GREPECAS ATM/CNS Subgroup, (Sao Jose dos Campos, Sao Paulo, Brazil, 8-10 July 2002), based on ICAO Doc. 9574, Manual on Reduced Vertical Separation Minima (RVSM), as well as the corresponding

documentation of the North Atlantic (NAT) and Asia/Pacific (ASIA/PAC) Regions, it was decided to adopt a draft of the *Guidance Material on Implementation of 300 m (1 000 ft) Reduced Vertical Separation Minimum between FL 290 and FL 410 inclusive for application in the Caribbean and South American Regions Airspace*, for its analysis, development and updating by the RVSM Task Force. (The electronic version of this document can be find in the ICAO South American Office WEB page: <http://www.lima.icao.int>).

1.2 This document contains a brief history on the Reduced Vertical Separation Minimum (RVSM) and the guidance material developed by ICAO, it also provides guidance for aircraft and operators approval, on Air Traffic Services and flight crews requirements and procedures and on the airspace safety monitoring within an RVSM environment.

2 Analysis

2.1 The criteria and procedures to be applied for aircraft and operators approval, ATS procedures and flight contingencies, as well as airspace safety monitoring should be based on the globally standardized criteria and procedures enabling the uniform application of the Reduced Vertical Separation Minimum.

2.2 Such criteria and procedures should contemplate those established in ICAO Doc. 7030, Regional Supplementary Procedures, applicable to the Caribbean and South American Regions. Likewise, the AIC communicating RVSM Implementation in both regions should also contain the most relevant information established in Doc. 7030 and in the *Guidance Material on Implementation of 300 m (1 000 ft) Reduced Vertical Separation Minimum between FL 290 and FL 410 inclusive for application in the Caribbean and South American Regions Airspace*.

2.3 Therefore, considering that all the documentation related with RVSM Implementation in the CAR/SAM Regions must contain the same information, it is necessary that the corresponding Working Groups of the RVSM Task Force involved in such implementation process make a thorough review and verification so that the referred documentation, Doc. 7030 *Guidance Material on Implementation of 300 m (1 000 ft) Reduced Vertical Separation Minimum between FL 290 and FL 410 inclusive for application in the Caribbean and South American Regions Airspace* and the AIC contain precise, uniform and consistent information before its corresponding approval and publication.

3 Action Suggested

3.1 The meeting is invited to review the present working paper and, if necessary, approve the following conclusion:

Conclusion AP/ATM/xx Uniformity of the information related to RVSM implementation in the CAR/SAM Regions

That,

With the purpose of ensuring that Doc. 7030, Regional Supplementary Procedures, the *Guidance Material on Implementation of 300 m (1 000 ft) Reduced Vertical Separation Minimum between FL 290 and FL 410 inclusive for application in the Caribbean and South American Regions Airspace* and the AIC that States should issue in both regions contain

precise, consistent and uniform information, the respective Working Groups of the RVSM Task Force: ATC Operations, Airspace Safety and Aircraft Operations and Airworthiness Monitoring make a thorough review and verification of such information and present the results in the next AP/ATM/5 meeting, foreseen to be carried out from 18 to 20 June 2003, for its corresponding approval and publication.