



AP/ATM/6
IP/05
15/09/03

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

**Sixth Meeting/Workshop of ATM authorities and planners in the CAR/SAM Regions for RVSM,
RNAV routes and RNP Implementation (AP/ATM/6 RVSM-RNAV-RNP)**

(San Jose, Costa Rica, 29 September to 3 October 2003)

**Agenda Item 3: Review of the issues related with RVSM Implementation in the CAR/SAM
Regions**

(Presented by Chile)

Summary

The purpose of this Information Paper is to present the status of development of the RVSM operational approval for aircraft with Chilean registration.

1. Introduction

1.1 The Dirección General de Aeronáutica Civil of Chile, considering its operators' need to operate in routes designated as RVSM, as well as the implementation of an RVSM homogenous area in the NAC, CAR and SAM Regions by 20 January 2005, has developed a procedure for RVSM approval, designated as DAP 08 43.

2. Discussion

2.1 Taking into consideration the FAA 91-RVSM Interim Guidance and ICAO Doc 9574-AN/934, as well as the concepts analyzed during AP/ATM/5 Meeting, the Procedure for Approval for Aircraft Operation in the RVSM Airspace was developed, establishing the procedures and technical requirements to be complied by operators and their aircraft to be approved to operate within an airspace where a 300 m. vertical separation minimum between FL 290 and FL 410 inclusive, is required.

2.2 As of this date, twelve B767-300, three B767-300F and four A340-300 aircraft have been granted operational approval.

2.3 Monitoring flights for Boeing aircraft were carried out using satellite GPS-based monitoring units (GMU) in North American territory and ground height-monitoring units (HMU) were used for Airbus aircraft in the European territory.

2.4 Other A320 aircraft are in approval process, totalizing twelve aircraft. It is still pending the plan that the operator must show for completing monitoring, which should consider two aircraft groups for monitoring purposes, defined in accordance with their design and build.

2.5 In view of the progress achieved in the above referred approval process, the Dirección General de Aeronáutica Civil of Chile expects that all aircraft carrying out international operations will be approved by 20 January 2005.

2.6 Regarding domestic operations, these are carried out basically with B737-200 aircraft and considering the current cost to obtain RVSM approval, operators are performing feasibility studies, considering routes, frequencies and maximum estimated service time for operation of the aircraft in Chile, which basically depends on national environmental restrictions.

3. Suggested actions

3.3 The Meeting is invited to:

- a) Consider the contents of this Information Paper;
- b) Encourage the CAR/SAM States to issue the national standards and, together with their operators, to work towards the prompt achievement of operational approval for the different fleets, considering the economical advantages for each company to operate their aircraft close to their optimum flight levels, in addition to facilitate airspace management while minimizing procedures to accommodate aircraft without RVSM approval.
