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International Civil Aviation Organization
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Transition to the 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**

a) ATC Operations Working Group (ATC/WG)

Summary on first ATC-RVSM Simulation carried out by Guyana

(Presented by Guyana)

1. Introduction

1.1 The ATC working group concluded that States carry out and continue to carry out ATC simulations for the implementation of RVSM. (AP/ATM/5/26)**.**

1.2 The ATC-RVSM simulation carried out by Mexico was used as guidance to prepare and conduct RVSM simulation in Guyana.

2. Objective

2. The objective of the first simulation was to introduce the operational concept of RVSM to ATCOs and to identify potential problems that they may encounter.

3. Participants

3.1 All ACC controllers and supervisors participated the ATC RVSM simulation.

4. Scenarios

4.1 Scenarios were developed from operational day's traffic transiting Georgetown's FIR from FL290 to FL410 inclusive. The peak periods, ATS routes, frequently used flight levels etc. were filtered into the simulation.

5. Summary of observations and results

5.1 Identification of RVSM approved aircraft on flight progress strips.

5.1.1 It was found that although flight plans may have the letter "W" in box 10 of flight plan forms, there need to be a similar method of identifying RVSM approved aircraft on flight progress strips. Every strip associated with an RVSM approved aircraft must be marked with such symbol.

6. Use of flight levels

6.1 Each ATCO was given a graphic of the flight level allocation table, with particular emphasis on the change from the conventional westbound levels being eastbound in RVSM scenario. As a result it was noted that there was caution in assigning flight levels to aircraft.

6.2 A chart depicting the flight level allocation scheme will be displayed in the simulator and the ACC for quick reference.

7. Vertical separation of 1000 ft

7.1 Vertical separation of 1000ft was applied with little difficulty, however when a non-RVSM approved aircraft was included there were occasions when 2000ft separation was not assured throughout the airspace.

8. Coordination

8.1 Coordination also suffered at times when aircraft could not maintain RVSM. Letters of Agreement between states should include all elements of information to be coordinated, agreement for assignment of flight level no in correlation to track, etc.

9. Transition areas

9.1 Transition areas were not included in exercises as a result of conclusion AP/ATM/5/31.

10. Suspension of RVSM

10.1 The suspension of RVSM increased the workload and anxiety level of the ATCOs. The nominal 2000ft separation required proved to be quite a task in some cases. In other cases longitudinal separation or lateral separation negated the 2000ft separation requirement.

11. Conclusion

11.1 The objectives of this first RVSM simulation were met. Guyana will programme simulation continuously as procedures are developed and fine-tuned. ATCOs will have to familiarise themselves more with operational RVSM procedures and other related information. Seminars, newsletters, Memos, etc, will be programmed and disseminated to staff.