



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

**Tenth Meeting/Workshop of ATM Authorities and Planners in the CAR/SAM Regions
(AP/ATM/10)**

(Lima, Perú, from 10 to 14 May 2005)

Agenda Item 3: Review of the RVSM issues in the CAR/SAM Regions

RVSM Implementation in the CAR/SAM Regions

(Presented by the Secretary)

Summary

This Working Paper presents information about the status of implementation of the RVSM in the CAR/SAM Regions.

Reference: AP/ATM/9 Meeting Report

1. Introduction

1.1 The AP/ATM/9 Meeting (Lima, Peru, 15-19 November 2004) analysed the status of execution of the tasks for RVSM implementation in the CAR/SAM Regions and verified that all States/Territories/International Organizations had completed the tasks entrusted to them.

1.2 Considering the conclusive reports of the SAM and OPS/AIR working groups concerning airspace safety assessment, the monitoring of fleet and operator readiness to fly in an RVSM environment, the meeting approved **Conclusion AP/ATM/9/10**, through which it was decided that the RVSM implementation in the FIRs of CAR/SAM Regions be carried out at 09:01 UTC of 20 January 2005, as approved by GREPECAS/12 Meeting.

2. Analysis

2.1 Conclusion AP/ATM/9/10 was submitted to the GREPECAS Secretary and to the Directors of the NACC and SAM Regional Offices to obtain the official approval of the States/Territories/International Organizations through the Administration Coordination Group (ACG) fast track mechanism as agreed by GREPECAS/12, **Conclusion 12/23 – States/Territories/International Organizations Official Approval for RVSM Implementation in**

the CAR/SAM Regions, not having received objections of the Administrations to continue with the referred implementation.

2.2 The implementation was carried out successfully at 09:01 UTC of 20 January 2005, following the guidelines established in each of the stages of the Action Plan for the RVSM Implementation in the CAR/SAM Regions.

2.3 According to the information provided by the Administrations, some inconveniences and lack of coordination could be noticed at the beginning; however, up to date no notification has been received on similar situations, and the coordination between the adjacent ACCs and other ATS dependencies is being carried out normally and without major problems.

2.4 On 20 January 2005, ICAO issued a press release, presented in **Appendix A** to this Working Paper, informing about the RVSM Implementation in the NAM and CAR/SAM Regions.

2.5 Finally, it is important to point out that the success obtained in the RVSM implementation in the CAR/SAM Regions is due to the intense work, effort and regional collaboration carried out during four years between the Administrations, air navigation service providers, aircraft operators and airspace users, as well as to the support provided by Regional Project RLA/98/003 “Transition to CNS/ATM Systems in the CAR/SAM Regions”.

3. **Suggested Action**

3.1 The meeting is invited to take note of the information provided in this Working Paper.



ICAO NEWS RELEASE

FOR IMMEDIATE RELEASE

PIO 01/05

REDUCED VERTICAL DISTANCE BETWEEN AIRCRAFT BENEFITS AIRLINES, PASSENGERS AND THE ENVIRONMENT

MONTREAL, 20 January 2005 - Effective today, the minimum vertical distance between aircraft flying in the airspace of North, Central and South America and the Caribbean has been reduced by half, resulting in more efficient flight operations and related benefits for airlines, passengers and the environment. The announcement was made by the International Civil Aviation Organization (ICAO).

Reduced Vertical Separation Minimum (RVSM), from 2000 to 1000 feet between 29,000 and 41,000 feet, provides access to more efficient cruising levels when responding to changing operating conditions. This leads to less fuel burn, with related savings for airlines and less pollution from engine emissions.

Creating six additional flight levels also will increase the overall efficiency of airspace management, leading to better on-time performance and fewer delays on the major air traffic routes between North and South America, through the Caribbean and Central America.

RVSM was first implemented in 1997 in the airspace of the North Atlantic and applied successively thereafter over Europe, the Pacific, Asia, the Middle East and in the Europe/South America corridor. On the same basis of regional agreements, it will be expanded progressively to eventually cover all airspace around the world.

The cost/benefit analysis in the North Pacific showed a 0.5% to 1.0% reduction in fuel cost for a saving of approximately US \$8 million per year for aircraft using this airspace. In Europe, it was estimated that airlines would save close to € 60 million annually.

For the Caribbean and South and Central American Regions, it is expected that airlines will save approximately US \$400 million in a 15-year period for international flights alone, while for North America the fuel-saving benefits would be approximately US \$5.3 billion for the same period.

Implementation followed extensive coordination and preparation for more than three years, involving 35 States and 13 Territories, under the leadership of ICAO's Regional Offices in Lima and Mexico and in cooperation with major stakeholders in the air transport industry.

“This latest achievement is another significant step forward in ICAO’s global cooperative effort with its Contracting States, airspace users and service providers to maximize operational benefits for all concerned, while at the same time ensuring that safety remains our top priority”, emphasized the President of the Council of ICAO, Dr. Assad Kotaite.

A specialized agency of the United Nations, ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection. The Organization serves as the forum for cooperation in all fields of civil aviation among its 188 Contracting States.

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