



**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
of the CAR/SAM Regions (AP/ATM/10)**

(Lima, Perú, from 10 to 14 May 2005)

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

b) Aircraft Operations and Airworthiness Working Group (OPS/AIR/WG)

OPS/AIR aspects related to RVSM implementation in the CAR/SAM Regions

(Paper presented by the Secretariat)

Summary

This working paper contains information on various aspects related to the OPS/AIR area which arose during RVSM implementation in the CAR/SAM Regions.

References

- Report of the AP/ATM/9 meeting
- Advisory Circular AC 6.425 – RVSM
- Table of monitoring requirements

1. Introduction

1.1 The AP/ATM/9 meeting (Lima, Peru, 15-19 November 2004) reviewed the status of implementation of RVSM implementation tasks in the CAR/SAM Regions, and noted that all CAR/SAM States/Territories and International Organizations had satisfactorily completed the tasks under their responsibility.

1.2 Likewise, taking into account the conclusive reports of the SAM and OPS/AIR working groups in relation to airspace safety assessment and monitoring and preparation of the fleet and the operators to fly in an RVSM environment, the meeting approved **Conclusion AP/ATM/9/10**, in which it was decided that RVSM implementation in the CAR/SAM FIRs would be carried out on 20 January 2005, as approved by GREPECAS/12. Furthermore, the meeting reviewed and updated the list of tasks

for RVSM implementation in the CAR/SAM Regions, setting the 10 May 2005 as the date in which the Task Force would do the follow-up after ninety (90) days had elapsed as of the implementation date adopted.

1.3 As of the aforementioned implementation date, an oversight process was undertaken to identify and resolve particular issues arisen during the development of operations in RVSM airspace, trying to provide different solutions to help civil aviation authorities of the CAR/SAM States to overcome sporadic inconveniences.

2 Analysis

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

2.3 According to the information provided by the Administrations and some aircraft operators or users, some inconveniences and minor cases of lack of coordination occurred initially, which did not affect significantly operations in RVSM airspace. Currently, those problems have been overcome and aircraft operations between FL290 and FL410 are being carried out normally and no serious problems have been reported.

2.4 Most of the problems that have arisen are attributable to a variety of factors, such as, RVSM certification requirements, lack of training of the aeronautical personnel, access to RVSM databases, etc., which are summarized as follows:

- a) initially, there were isolated cases in which crew members were not aware of the requirements for operating in RVSM airspace, a condition that did not occur again;
- b) concerns were expressed regarding the way to approve State aircraft for RVSM operations;
- c) scattered LHDs resulting from coordination problems in the transfer of aircraft within RVSM airspace between adjacent flight information regions (FIRs) were reported;
- d) air traffic service providers have no access to a databank to inquire on the status of RVSM approval in the Region;
- e) NON-APPROVED aircraft on regional flights are authorized to use RVSM levels while in the airspace of a State and are made to descend below FL 290 for their transfer to the airspace of the neighbor State;
- f) a certified operator has been required to provide, in addition to the Operation Specifications, an RVSM approval document for the aircraft in its fleet;
- g) some aeronautical regulations developed by the States have not incorporated the RVSM approval for general aviation aircraft and the issuance of the letter of approval (LOA);

- h) an interest has been expressed to identify or properly define maintenance flights which, as an exception, could be carried out by non-RVSM aircraft or aircraft that have momentarily lost said capability; and
- i) the amendment procedure for the inclusion of recently manufactured aircraft in the table of monitoring requirements once the type certificate (TC) has been obtained, is not known, as is the case of EMB170/ EMB175/ EMB190 and EMB195-type aircraft manufactured by Embraer.

3. Suggested action

3.1 The meeting is invited to:

- a) take note of the information presented in this working paper; and
- b) provide appropriate criteria to harmoniously address the different situations described in paragraph 2.4, which occurred starting on the date of RVSM implementation in the CAR/SAM Regions.