



**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**

**a) ATC operations working group (ATC/WG)**

**Regional criterion for accepting aircraft in RVSM airspace**

(Presented by Argentina)

**Summary**

In this working paper, the Argentine aeronautical authority sets forth its criterion for accepting aircraft in RVSM airspace.

**1 Introduction**

1.1 The application of the reduced vertical separation minima (RVSM) procedures and operations started on 20 January 2005 in Argentina, in keeping with the RVSM implementation criteria and forecasts unanimously agreed by the CAR/SAM Regions.

1.2 These regional criteria stipulate that only RVSM-approved aircraft on international flights will be allowed to operate in flight levels 290 to 410.

1.3 The Argentine Aeronautical Administration has incorporated into its national regulation the temporary option, **until July 2006**, for non-RVSM aircraft on domestic flights to request the use of flight levels in RVSM airspace, subject to traffic density and controller work load.

## 2. **Analysis**

2.1 Since the beginning of RVSM operations to date, there have been no significant problems calling for modifications to the procedures originally established. In general, it is foreseen that the results will meet the expectations in terms of operational improvement and efficiency.

2.2 In light of the advantages of having new flight levels available, the airlines, together with the aeronautical authority, made great efforts to obtain RVSM approval for most of the aircraft fleet.

2.3 Nevertheless, there is also the intention of seeking permission for non-RVSM aircraft on international flights to use RVSM airspace.

2.4 The progress made to date and the incentive of new technological advantages might be hindered by the adoption of measures, which might defeat what has been regionally agreed and established in the Regional Supplementary Procedures.

2.5 In view of the above, we believe it is appropriate to insist on the application of procedures related to the use of RVSM airspace by RVSM-approved aircraft on international flights, maintaining the exceptions related to State aircraft, maintenance and humanitarian flights.

## 3. **Suggested action**

3.1 The meeting is invited to take note of the criterion adopted by the Argentine aeronautical administration, and, based on that expressed in the previous paragraph, study the convenience of adopting a similar criterion in the region.