

AIS-ESPAÑA
Dirección AFTN: LEANZXTA
Teléfono: 34-913 213 363
Telefax: 34-913 213 157
Depósito Legal: M.- 23591 – 1994

AIC 2 - 17-JAN-01

IMPLEMENTATION OF RVSM IN THE CORRIDOR BETWEEN EUROPE AND SOUTH AMERICA (EUR/SAM CORRIDOR)

1. INTRODUCTION

1.1 The EUR/SAM corridor is the airspace over the South Atlantic (SAT) area which lies within Flight Information Regions of Canarias, Dakar Oceanic, Recife and Sal Oceanic.

1.2 The International Civil Aviation Organization (ICAO) has specified that Reduced Vertical Separation Minimum is an important element of the Communications, Navigation and Surveillance / Air Traffic Management System (CNS/ATM) and is encouraging early implementation in the en-route environment.

1.3 In accordance with the approved SAT strategy for the Air Traffic Flow in the South Atlantic (AFI AR1/SAM AH1 homogeneous areas), Brazil, Cape Verde, Senegal and Spain plan to implement RVSM in the EUR/SAM corridor.

1.4 The implementation will continue with the approval of amendment proposals to the Regional Supplementary Procedures (AFI and SAM Parts of Doc. 7030).

2. PURPOSE

2.1 The intention of this Circular is to disseminate initial information with respect of the plan to implement RVSM in the Airspace of the EUR/SAM corridor, as well as for aircraft operational approval process.

3. AREA OF APPLICATION

3.1 As determined by the SAT GROUP and as reflected in the Proposal for Amendment of the ICAO Supplementary Procedures, Doc. 7030, AFI/SAM Region, RVSM shall be applicable in that volume of airspace between FL 310 and FL 410 in the following airspace: From 25°00'N 015°30'W; 17°20'N 020°00'W; 15°00'N 020°00'W; 12°58'N 021°22'W; 08°31'S 034°21'W; 08°08'S 034°56'W; (Recife VOR) then follow the Northern continental limits of Brazil until the point 01°21'S 043°08'W; 07°40'N 035°00'W; 13°30'N 037°30'W; 17°00'N 037°30'W; 24°00'N 025°00'W; 30°00'N 025°00'W; 30°00'N 020°00'W; 25°00'N 020°00'W; 25°00'N 015°30'W.

3.2 Flight levels within the EUR/SAM Corridor RVSM airspace will be organised on the basis of their intended use depending on the to direction of flight, in accordance with ICAO Annex 2, Appendix 3, para. a), Table of Cruising Levels.

3.3 The organisation of flight levels within the RVSM airspace does not preclude the establishment of unidirectional ATS Routes where deemed necessary.

4 OPERATIONS WITHIN THE EUR/SAM CORRIDOR RVSM AIRSPACE

4.1 Except for RVSM airspace where transition tasks are carried out and with the exception of State aircraft, only aircraft which are RVSM approved, will be authorised to operate within the EUR/SAM Corridor RVSM airspace.

4.2 Non-RVSM approved State aircraft will be authorised to enter and operate within the EUR/SAM Corridor RVSM airspace. Special ATS procedures have been developed for handling such aircraft. It is however expected that state aircraft operating extensively within the EUR/SAM Corridor RVSM airspace will be modified as necessary to comply with the RVSM requirements.

4.3 Special procedures for flight planning in the context of RVSM implementation have been developed. These procedures will be introduced into ICAO Doc. 7030 (AFI and SAM Regional Supplementary Procedures) by the end of 2000, and will include the requirement to indicate, in Item 10 of the ICAO Flight Plan, RVSM approval of a flight by insertion of the letter "W".

5. RVSM CERTIFICATION

5.1 It is assumed that RVSM certification is provided by the State of Registry or State of the Operator, as appropriate.

5.2 The RVSM certification process could be based on the FAA Interim Guidance 91, JAA Leaflet-06 or similar.

6. RVSM IMPLEMENTATION SCHEDULE

6.1 The States responsible for the provision of Air Traffic Services in the EUR/SAM corridor fore-see the implementation of RVSM in the EUR/SAM Corridor airspace on 24th January 2002. Prior to this date, a go/delay decision has been scheduled for 15th September 2001, in which a final decision will be made on the feasibility of implementation of RVSM in the EUR/SAM Corridor airspace on 24th January 2002.

6.2 Meanwhile, limited application is foreseen in 15th April 2001 along the UR-1, between FL 330 and FL 370, i.e. additional FL 340 and FL 360 will be available.

6.3 The decisions mentioned in the 6.1 and 6.2 above will be based on, inter alia:

- a) the outcome of the pre-implementation safety assessment,
- b) the readiness of airspace users for RVSM operations, i.e. the number of aircraft intending to operate in EUR/SAM Corridor RVSM airspace which have been approved, and
- c) the State and ATS provider readiness for RVSM operations.

6.4 In order to allow a go/delay decision on 15th September 2001 for a full implementation, it will be necessary that:

d) Aircraft intending to operate in EUR/SAM Corridor RVSM airspace should obtain the RVSM approval before the end of March 2001.

e) Aircraft operators intending to fly in the EUR/SAM Corridor RVSM airspace shall provide the intention of being approved to the South Atlantic Monitoring Agency (SATMA).

f) An adequate and approved pre-implementation safety assessment is necessary for the go/delay decision.

Note: A percentage of 90% of approved aircraft that will fly in the EUR/SAM Corridor will be considered for the go/delay decision. It is therefore highly recommended that RVSM approvals are obtained as early as possible to allow an effective and successful implementation.

7. HEIGHT-KEEPING PERFORMANCE MONITORING OF RVSM APPROVED AIRCRAFT

7.1 Taking into consideration that most of the Civil Airspace Users in the EUR/SAM Corridor go to or come from Europe, the EUR/SAM Corridor RVSM program will adopt to extent as practicable the results of Europe height-keeping performance monitoring of RVSM approved aircraft for the RVSM operations in the EUR/SAM Corridor RVSM airspace.

8. INFORMATION REGARDING RVSM ATS PROCEDURES

8.1 The ATS procedures required for the application of RVSM will be described in a future AIC after the amendment proposal to ICAO Doc. 7030 (AFI/SAM Supplementary Procedures) has been approved.

9. REFERENCE DOCUMENTS

ICAO: Doc. 7030/4 - AFI/SAM, Part 1, Rules of the Air, Air Traffic Services and Search and Rescue.

ICAO: Doc. 9574 - "Manual on Implementation of a 300 m (1000 ft) Vertical Separation Minimum between FL 290 and FL 410 Inclusive".

JAA: Temporary Guidance Leaflet on Approval of Aircraft and Operators for Flight in RVSM Airspace - TGL n° 6.

FAA: Interim Guidance Material on the Approval of Operators/Aircraft for RVSM Operations. No.: 91-RVSM

10. ADDITIONAL INFORMATION

10.1 Further information on policy, planning and implementation issues for RVSM can be obtained from:

South Atlantic Monitoring Agency (SATMA)

Centro de Control de Tránsito Aéreo de Canarias

Apartado 69

Las Palmas de Gran Canaria - ESPAÑA

TEL: +34-928 577 002

FAX: +34-928 577 003

e-mail: satma@aena.es

National Regulatory Authority

DIRECCIÓN GENERAL DE AVIACIÓN CIVIL

Subdirección de Sistemas de Navegación

Aérea y Aeroportuarios

Servicio de Programas de Navegación Aérea

Pº de la Castellana, 67

28071 Madrid-ESPAÑA

TEL: +34-915 077 985/463

FAX : +34-915 978 514

e-mail: navaera@mfom.es

web: <http://www.mfom.es/aviacioncivil>

CANCEL AIC 7/00

ATTENTION !!!!!

NOTE THAT AFTER THE LAST SAT/9 MEETING, THE RVSM AREA HAS SOME CHANGES.

1 - REVISED LIMITS OF THE EUR/SAM CORRIDOR RVSM AREAS

From **25° 00' N/ 15°30' W**; ~~19° 00' N/ 19° 00' W~~; 17° 20' N/ 20° 00' W
15° 00' N/ 20° 00' W; 12° 58' N/ 21° 22' W ; 08° 31' S/ 34°21' W
08° 08' S /034° 56' W (Recife VOR) then follow the Northern continental limits
of Brazil until the point 01°21' S/043°08' W ; 07° 40'N/ 035° 00'
W ;13°30'N/037° 30' W ; 17° 00' N/ 037° 30' W ; 24° 00'N/ 025° 00' W ;
30°00' N/025°00'W ; 30° 00' N/ 20° 00'W 31° 39'N 017° 25'W ; from this point
following the Canarias/Lisbon boundary to 313014N 0170144W ; 27° 00'N 020°
00'W ; 25° 00' N/ 20° 00'W ; **25°00'N/15°30'W**

2- FLIGHT LEVELS OF THE RVSM AREA

RVSM will be applicable in that volume of airspace between **FL 290 and FL 410**

3- IMPLEMENTATION SCHEDULE

The Implementation is scheduled for **JANUARY 24th 2002**

4 – LIMITED APPLICATION CANCELLATION

The limited application foreseen in 15th April 2001 along the UR-1, between
FL 330 and FL 370 is **CANCEL**

A NOTAM WILL BE PUBLISHED ON DUE TIME