



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
THIRTEENTH MEETING (APIRG/13)
(Sal, Cape Verde, 25-29 June 2001)**

**Agenda Item 4 : Air Navigation issues
CNS/ATM Planning/Implementation**

4.7:- RNP10/RVSM Implementation in the Routing Area ARI

(Presented by Spain)

SUMMARY

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 and a new RNAV/AIS Route Network based on RNP-10 in the EUR/SAM Corridor

1 - Introduction

- 1.1 Over the last five years, the traffic increase on the EUR/SAM corridor and specially the problems for the ATS management and deviations due to the lack of optimal flight levels, have lead to a proposal for the study of an implementation of the RVSM in the area concerned as well as the establishment of a new route network with the implementation of the RNP10.
- 1.2 Since the SAT6 meeting (Recife, November 1997), the following Task force and SAT meetings has considered and developed studies and proposals for an evolutionary implementation of the RVSM and RNP10 in the EUR/SAM corridor.
- 1.3 The SAT8 meeting, based in that studies and pursuant the recommendations of the CAR/SAM/3, commissioned the SAT Task Force to finalise all matters which leads to the evolutionary implementation of RVSM and RNP10 and to prepare an implementation timeframe.

2. EUR/SAM CORRIDOR RNP10/RVSM GENERAL INFORMATION

- 2.1 During the RAN CAR/SAM/3 meeting (Buenos Aires, October 1999) it was agreed to amend the SAM Part of Doc. 7030 - Regional Supplementary Procedures (SUPPs) for the implementation of a new ATS routes network with a lateral spacing of 50 NM/RNP 10 in the EUR/SAM corridor (corridor that involved air traffic between South America and Europe). This amendment was approved by the ICAO Council and published throughout Amendment 198 of SUPPs.

2.2 On the other hand, the South Atlantic Group (SAT Group) conformed by the States responsible for providing ATS services in the EUR/SAM Corridor (Spain, Senegal, Cape Verde and Brazil) had programmed the implementation of the new ATS routes network in an RNP 10 environment since 6 September 2001 (this new date was approved during the last SAT/9/Task Force meeting carried out in Lisbon, 19-23 February 2001) and the implementation of RVSM in the corridor, from 24 January 2002 (following the implementation of RVSM in Europe).

2.3 Both implementations depend on the results of the safety assessment being carried out by ARINC on behalf Spain (Spain also has been designated as a Monitoring Agency for the EUR/SAM corridor).

2.4 Within the framework of the SAT Group, it has been agreed to propose three amendments to Doc. 7030 (these amendments were circulated among concerning States and International Organisations for their comments)

3 - Actual situation

3.1 The implementation date for the new ATS routes network and the application of 50 NM lateral spacing in the EUR/SAM corridor has been approved for 6 September 2001.

3.2 The implementation date for RVSM in the EUR/SAM corridor has been approved for 24 January 2002.

Note: In both cases, the implementations will depend on the results of the safety assessment.

4 - Action by the meeting

The meeting is invited to:

- a) Note and comment the information presented;
- b) Take advantage of the AR1 routing area experience on RNP/RNAV and RVSM implementation in order to spread this experience for the RNP/RNAV and RVSM projects in the AFI area.
- c) Contact with SATMA RMA for any further information about the Safety Assessment and implementation process of the RNP/RNAV and RVSM.

Annex: SAT RNP/RVSM area

EUR/SAM RVSM-RNP10 AREA

NOT TO SCALE

