



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
TWELFTH MEETING ON THE IMPROVEMENT OF THE AIR TRAFFIC SERVICES IN
THE SOUTH ATLANTIC**

(Sal, Cape Verde, 15 – 17 December 2004)

Agenda item 3: Air Traffic Management

**Harmonization of RVSM programmes for CAR/SAM and AFI Regions, including flight level
allocation scheme**

(Presented by Brazil)

Summary

This working paper presents a proposal of a NOTAM to change the Flight Level Allocation Scheme (FLAS) in the EUR/SAM Corridor, in accordance with Conclusion SAT/11 TF/07. This new FLAS will follow the ICAO Annex 2 – Rules of the Air and it will attend the new operational requirements of Recife ACC after the RVSM implementation in the CAR/SAM Regions, on January 20, 2005.

1. Introduction

- 1.1. During the SAT 11/TF meeting, it was discussed the adoption of the Flight Level Allocation Scheme of the ICAO Annex 2 (Rules of the Air) Appendix 3. (Tables of Cruising Levels) in the EUR/SAM Corridor. In this sense, the meeting formulated the following conclusion:

**Conclusion SAT/11 TF/07: RVSM flight level allocation scheme applicable in the
EUR/SAM Corridor**

That Brazil, Cape Verde, Senegal and Spain analyze and take the appropriate actions as necessary for the establishment of a new flight level allocation scheme in the EUR/SAM corridor, in accordance with Appendix 3 of ICAO Annex 2 before the end of May 2004, in order to publish a common AIP on November 25, 2004, to come into force on January 20, 2005.

Note: The Secretariat should carry out consultations with States concerned for the adoption of the above conclusion before SAT/12 meeting.

1.2. The application of this Flight Level Allocation Scheme will ensure the FLAS harmonization among four ICAO Regions: EUR/AFI/CAR/SAM.

2. NOTAM for the implementation of the Annex 2 FLAS in the EUR/SAM Corridor

2.1. Taking into consideration that the RVSM implementation in the CAR/SAM Regions will occur on January 20, 2005, at 09:01 UTC, it's not possible to use the regular means (AIP SUP or AIP amendment) to implement the Annex 2 FLAS in the EUR/SAM Corridor timely, in order to avoid the occurrence of undesirable operational situation in the transition area between the EUR/SAM Corridor and Recife FIR, with flights in the same flight levels in opposite directions.

2.2. There was no coordination between the States involved in the provision of ATS in the EUR/SAM Corridor (Brazil, Cape Verde, Senegal and Spain), as foreseen in the note of the **Conclusion SAT/11 TF/07**, in order to implement the Annex 2 FLAS.

2.3. So, the unique mean for the timely implementation of the Annex 2 FLAS in the EUR/SAM Corridor is to use a NOTAM. This NOTAM shall be published as soon as possible, immediately after the end of the meeting, in any case, no later than December 30, 2004, in order to allow the advance knowledge of the Airspace User about the FLAS modification. Appendix to this working paper presents a proposal of the FLAS Modification NOTAM.

2.4. Taking into consideration that the implementation of RVSM in the CAR/SAM Regions will occur on January 20, 2005, at 09:01 UTC and that at this time the traffic demand is very low in the EUR/SAM, 09:01 UTC is a suitable time for changing the FLAS in the EUR/SAM Corridor. So, the modification of the FLAS shall start on January 20, 2005, at 09:01 UTC.

3. Suggested Action

3.1. The Meeting is invited to adopt the following **Project of Conclusion**:

CONCLUSION 12/XX FLIGHT LEVEL ALLOCATION NOTAM

THAT BRAZIL, CAPE VERDE, SENEGAL AND SPAIN PUBLISH A COMMON NOTAM ANNOUNCING THE NEW FLIGHT LEVEL ALLOCATION SCHEME, NO LATER THAN DECEMBER 30, 2004, AS SHOWN IN APPENDIX "X".

APPENDIX A**NOTAM related to the modification of FLIGHT LEVEL ALLOCATION in the EUR/SAM Corridor**

In relation with the implementation of the RVSM in the CAR/SAM Regions on January 20, 2005, at 09:01 UTC (see AIP Supplement (only Brazil)) and in order to avoid flights in opposite direction at the same flight level, a new Flight Level Allocation will be established in the EUR/SAM Corridor on January 20, 2005, at 09:01 UTC, in accordance with ICAO Annex 2, as follows:

ATS routes: UN 741, UN 866, UN 873 and UN 857

Southbound traffic: EVEN LEVELS – 400, 380, 360, 340, 320, 300

Northbound traffic: ODD LEVELS – 410, 390, 370, 350, 330, 310, 290

Operators are requested to plan their flights under this flight levels allocation