



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

Special Coordination Procedures

(Presented by the Brazil)

Summary

This working paper presents a proposal for the publication of a AIP Supplement or AIP Amendment, in order to implement the Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM RVSM/RNP10 Airspace, discussed and approved during SAT/11/TF Meeting (Conclusion SAT/11/TF/08).

1. Introduction

1.1. During the SAT 11/TF meeting, the need of Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM RVSM/RNP10 Airspace was recognized and approved (Conclusion SAT/11/TF/08) .

Conclusion SAT/11 TF/08: RVSM and RNP/10 exemptions

- **That, pursuant to SAT Conclusion 11/8, Brazil, Cape Verde, Senegal and Spain publish on November 25, 2004 (AIRAC date) a common AIP Supplement establishing Special Coordination Procedures for Cruise Operation of Non-**

RVSM/RNP10 Compliant Aircraft in RVSM/RNP10 Airspace of EUR/SAM Corridor as shown at Appendix D to the report, to come into force on January 20, 2005.

Note: The Secretariat should contact Cape Verde as soon as possible for timely approval.

1.2. There was no coordination between the States involved in the provision of ATS in the EUR/SAM Corridor (Brazil, Cape Verde, Senegal and Spain) and the Secretariat, in order to implement the Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM RVSM/RNP10 Airspace.

2. Publication of AIP Supplement or AIP amendment to implement the Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM RVSM/RNP10 Airspace

2.1. The procedures for implementation of the Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM RVSM/RNP10 Airspace were developed during the SAT 11/TF meeting. However, some changes should be done in these procedures, in order to allow a better coordination between the ACC's involved.

2.2. The CAR/SAM States will admit some exemptions of Non RVSM Approved aircraft in the RVSM airspace, similar with the procedures developed to the EUR/SAM Corridor. In the CAR/SAM Regions procedures and in the proposed procedures for the EUR/SAM Corridor, the departing ACC will issue a clearance for the special non RVSM (RNP-10) flight. However, in the CAR/SAM Regions, the operator shall notify this clearance to all ACCs affected by the flight. This operator obligation shall be included into the EUR/SAM Corridor procedures.

2.3. Another addition to the EUR/SAM procedures for special non RVSM (RNP-10) approved shall be the inclusion of the minima data that the operator must inform to the ACC involved, in order to facilitate the coordination of the flight, e.g. ETD, ETA, ETO in each FIR, type of aircraft, etc.

2.4. Changes mentioned above were included into the Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM RVSM/RNP10 Airspace approved in the SAT11/TF. These procedures are shown in the appendix to this working paper.

2.5. To implement the Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM RVSM/RNP10 Airspace, Spain should indicate the portion of the Canaries FIR that these procedures will not be applicable.

3. Suggested Action

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

**CONCLUSION 12/XX – SPECIAL COORDINATION PROCEDURES FOR
CRUISE OPERATION OF NON RVSM/RNP10
COMPLIANT AIRCRAFT IN THE EUR/SAM
RVSM/RNP10 AIRSPACE**

**THAT BRAZIL, CAPE VERDE, SENEGAL AND SPAIN PUBLISH AN AIP
SUPPLEMENT OR AIP AMENDMENT IMPLEMENTING THE SPECIAL
COORDINATION PROCEDURES FOR CRUISE OPERATION OF NON
RVSM/RNP10 COMPLIANT AIRCRAFT IN THE EUR/SAM RVSM/RNP10
AIRSPACE ON JANUARY 20, 2005, AS SHOWN IN APPENDIX “X”. THESE
PROCEDURES WILL BE IN FORCE ON MARCH 17, 2005.**

Appendix A

AIP SUPP OR AIP AMENDMENT

SPECIAL COORDINATION PROCEDURES FOR CRUISE OPERATION OF NON RVSM/RNP10 COMPLIANT AIRCRAFT IN THE EUR/SAM RVSM/RNP10 AIRSPACE

1. Non RVSM/RNP 10 approved civil aircraft flights shall not flight plan at RVSM flight levels, except in the following cases:
 - a. The aircraft is being initially delivered to the State of Registry or Operator.
 - b. The aircraft was formerly RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repairs in order to meet RVSM requirements and/or obtain approval.
 - c. The aircraft is being used for mercy or humanitarian purposes.

Note: The Special Coordination Procedures for Cruise Operation of Non RVSM/RNP10 Compliant Aircraft in the EUR/SAM Corridor Airspace will not be applicable in the northern part of Canaries FIR, defined by the following coordinates: $xx^{\circ} xx'xx''$; $: xx^{\circ} xx'xx''$; $xx^{\circ} xx'xx''$;

2. The Non RVSM and/or RNP10 aircraft mentioned in a) and b) above will not be authorized to fly in the EUR/SAM corridor RVSM/RNP10 airspace between 21:00 UTC and 09:00 UTC.
3. Aircraft operators requesting clearance as above shall obtain clearance from Atlantico ACC or Canaries ACC normally no more than 12 hours and no less than 4 hours prior to the intended departure time.
4. If the aircraft is departing from South America to Europe, the aircraft operator shall obtain clearance from Atlantico ACC.
5. If the aircraft is departing from Europe to South America, the aircraft operator shall obtain clearance from Canaries ACC.
6. The operator shall notify the clearance to all ACCs affected by the flight, using the telephone numbers of the item 13 bellow.
7. The operator shall inform the following data to all ACCs involved in the flight:
 - a) Aircraft Identification

- b) Type of Aircraft
 - c) Departure Aerodrome
 - d) Estimated Time of Departure (ETD)
 - e) Route
 - f) Estimate Time of Overflight (ETO) of each FIR
 - g) Estimated Time of Arrival (ETA)
 - h) Destination Aerodrome
8. The operator shall insert "STS/NONRVSM" in item 18 of the flight plan form.
NOTE: that filing of the flight plan is not sufficient notification.
9. RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft.
10. The vertical separation minimum between non-RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.
11. The lateral separation minimum between non-RNP10 aircraft and all other aircraft is 100NM.
12. This clearance process is intended exclusively for the purpose indicated above and not as a means to circumvent the normal RVSM approval process.
13. Contact details for approval request are as follows:
- Atlantico ACC: Telephone: 55 81 3461-8330 or 55 81 3464-4107
 - Canaries ACC: Telephone:
 - Dakar ACC: Telephone:
 - Sal ACC: Telephone: