AFI RVSM SAFETY POLICY

JULY 2011

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AFI REDUCED VERTICAL SEPARATION MINIMUM (RVSM) SAFETY POLICY

1.   INTRODUCTION

This document, the AFI RVSM Safety Policy Document, sets out the Safety Policy and the   Safety Objectives in order to guide the safe maintenance of the AFI RVSM system in the AFI Region.

The AFI RVSM Safety Policy Document is intended to provide a framework to facilitate the safety regulation process for the maintenance of AFI RVSM.

The AFI RVSM Safety Policy Document provides guidance to States to ensure that safety is continuously met, the aircraft approval process is effective, the target levels of safety are being met, operational errors do not increase and ATC procedures and equipment introduced to manage RVSM remain effective.

2.   RVSM OPERATIONAL APPLICATION

The application of AFI RVSM is maintaining the safe vertical separation minimum of, 1000 FT, between adjacent State CAA RVSM Approved aircraft between the Flight Levels FL290 and FL410 inclusive. This provides six additional cruising levels to air traffic, increases the capacity of the Air Traffic Management system and facilitates the task of Air Traffic Services in maintaining a safe, orderly and expeditious flow of traffic. The additional capacity and system benefits of AFI RVSM shall, by facilitating the Air Traffic Control function, also continue to enhance safety benefits.

AFI RVSM shall be applied between State CAA RVSM approved aircraft within the confines of the designated AFI RVSM airspace. Therefore, all operators proposing to operate across the lateral limits of the AFI RVSM airspace shall be required to indicate on Filed Flight Plans their RVSM status i.e. W. Non-RVSM approved aircraft, other than bone fide State aircraft, shall not be permitted to operate within RVSM airspace. Non-RVSM approved State aircraft shall indicate on their Flight Plans, STS: Non RVSM.

Uninterrupted climb through AFI RVSM airspace to FL430 or above by non RVSM approved aircraft will be permitted.

 Uninterrupted descent through AFI RVSM airspace from FL430 or above by non RVSM approved aircraft will be permitted

There will be no RVSM Transition Airspace within the AFI Region.

AFI RVSM requires that specific training of aircrew and ATC staff shall be performed to ensure safe RVSM operations. ATC equipment and procedures shall be maintained in such a way that they ensure the maintenance of safe AFI RVSM.

3.   AFI RVSM SAFETY MAINTENANCE

This Safety Policy has been established to meet the requirements of ICAO Standards, Recommended Practices, Global best practices and guidance material on managing collision risk consequent to safe AFI RVSM operations.

The following statements define the AFI RVSM Safety Policy:

(i)   AFI RVSM applies an explicit, pro-active approach to safety management in maintaining continued safe RVSM operations.

(ii)   The responsibility of management for the safe performance of AFI RVSM is recognised. Each States RVSM Program Manager is responsible for the overall management of RVSM within the State. The RVSM National Program Manager is responsible for liaison with the Regulatory Authority and ARMA.

(iii)   AFI RVSM shall be conducted in accordance with ICAO provisions, Global best practices and guidelines as applicable.

(iv)   100% of aircraft operating within the designated AFI RVSM airspace shall be RVSM approved excluding bone fide non approved State aircraft;

(v)   AFI RVSM shall minimise the contribution to RVSM related incidents by maintaining a safe RVSM system as far as is reasonably practicable.

4.   RVSM MAINTENANCE SAFETY OBJECTIVES

AFI RVSM shall not contribute to an increase in incidents or accidents by ensuring that:

(i)   In accordance with ICAO SARP's the management of vertical collision risk within RVSM airspace shall meet the Target Level of Safety of 5×10^{-9} fatal accidents per flight hour;

(ii)   In accordance with ICAO SARP's, the risk of mid-air collision in the vertical dimension within RVSM airspace, due to technical height keeping performance, shall meet a Target Level of Safety of 2.5×10^{-9} fatal accidents per flight hour.

5.   RVSM SAFETY DELIVERABLES

5.1   Collision Risk Assessment

A Collision Risk Assessment (CRA) shall be carried out annually in order to provide the evidence that the collision risk in RVSM airspace meets the Target Level of Safety required by ICAO.

5.2 Safety Management System Plans

Each State shall ensure that their SMS plan appropriately addresses all RVSM System elements. These elements shall be made available during routine safety audits for review.

6 STATE RVSM NATIONAL MANAGER

The State RVSM National Manager shall facilitate the overall application and maintenance of RVSM in accordance with the AFI RVSM safety policy within the States area of responsibility.

Each State shall ensure that the ARMA has the most current contact details for the nominated State RVSM Manager.

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