



International Civil Aviation Organization
Western and Central African Office

**Twelfth Meeting of the Air Traffic Management/Aeronautical Information
Management/Search and Rescue Sub-Group (ATM/AIM/SAR SG/12)
(Dakar, Senegal, 25 - 29 July 2011)**

Agenda Item 5: RVSM Operations and monitoring activities

MANAGEMENT OF STATE NON RVSM APPROVED AIRCRAFT

(Presented by ARMA)

Summary

This paper addresses the management of State Non RVSM Approved Aircraft. Action required is contained in paragraph 3.

1. INTRODUCTION

1.1 The management of Non approved RVSM State aircraft since the implementation of RVSM remains problematic and needs to be addressed in the interests of RVSM safety.

1.2 State aircraft which are Non RVSM approved operating at RVSM levels with a “W” in the equipment field of the standard ICAO flight plan are currently receiving 1000FT separation as opposed to 2000FT which equates to a reduction in separation. A number of these occurrences have been processed through the TAG and should be addressed by States.

1.3 The solution to the management of these flights is simple and was well covered during the planning for RVSM implementation.

2. DISCUSSION

2.1 States should recall that consequent with the AFIRVSM Safety Policy and ICAO provisions Reduced Vertical Separation Minimum, 1000FT, shall be applied between RVSM approved aircraft within designated RVSM airspace by Area Control Centers. Therefore, all operators proposing to operate within the limits of RVSM airspace shall be required to indicate in Filed Flight Plans their RVSM status i.e. “W”. Non-RVSM approved aircraft, other than State Aircraft, shall not be

permitted to operate within RVSM airspace.

Subsequently ICAO Document 7030 Regional Supplementary Procedures 5th edition 2008 paragraph 2.1.7 titled Non-RVSM-approved State aircraft requires that Operators of non-RVSM-approved State aircraft with a requested flight level of 290 or above shall insert STS/NON RVSM in Item 18 of the flight plan. ACC's will then, traffic permitting, apply a 2000FT vertical separation between these aircraft and RVSM approved aircraft in line with paragraph 6.2 which states that non RVSM approved State aircraft may be cleared to operate in airspace where RVSM is applied provided that 600 m (2 000 ft) vertical separation is applied.

Non RVSM Approved State Aircraft therefore have the following options:

- Remain clear of RVSM airspace FL280 or below
- Submit a flight plan for a flight level above the RVSM band, FL410, on condition that an uninterrupted climb can be maintained through the RVSM band with an uninterrupted descent to destination. Note: This is applicable in AFI however might not be applicable in other regions.
- Obtain State RVSM Operational Approval, file "W" in the equipment field, and operate in accordance with RVSM procedures and requirements as is the case with any other RVSM approved aircraft. This is the recommended option.
- Indicate on the Flight Plan "STS/NON RVSM" in Field 18 without a "W" in the equipment field. Operations in RVSM airspace may be permitted with 2000FT vertical separation traffic permitting with this scenario.

2.5 Currently RVSM safety is being periodically negatively affected by Non-RVSM-approved State aircraft flying at RVSM levels without the required separation minimum being applied. By applying the correct process as described above safety will be enhanced to the benefit of all role players.

2.6 It is proposed that a State Letter similar to the one attached as **Appendix A** be circulated to administrations.

3. ACTION REQUIRED

3.1 The meeting is requested to:

- a) Take note of the contents of the working paper
- b) Support the proposal to circulate the attached draft State Letter

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-END-

APPENDIX A

Ref: ES AN 000 – 0000

00 August 2011

Subject: Operation of Non RVSM Approved State Aircraft in AFI RVSM Airspace

Action Required: a) To note; and b) To adhere to the established processes relating to the operation of Non RVSM Approved State Aircraft in AFI RVSM Airspace

Sir/Madam,

I have the honour to draw your attention to the Operation of Non RVSM Approved State Aircraft in AFI RVSM Airspace.

States should recall that consequent with the AFI RVSM Safety Policy and ICAO provisions Reduced Vertical Separation Minimum, 1000FT shall be applied between RVSM approved aircraft within designated RVSM airspace by Area Control Centers. Therefore, all operators proposing to operate within the limits of RVSM airspace shall be required to indicate on Filed Flight Plans their RVSM status i.e. W. Non-RVSM approved aircraft, other than State Aircraft, shall not be permitted to operate within RVSM airspace.

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- Indicate on the Flight Plan “STS/NON RVSM” in Field 18 without a “W” in the equipment line. Operations in RVSM airspace may be permitted with 2000FT vertical separation traffic permitting with this scenario.

The application of the above mentioned procedure should enhance RVSM safety in AFI.

Accept, Sir/Madam, the assurances of my highest consideration.

Regional Director
ESAF