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REDUCED VERTICAL SEPARATION MINIMUM

This AIC serves to provide additional information concerning the implementation of Reduced Vertical Separation Minimum (RVSM) in the Curacao FIR on January 2005.

1. Introduction

1.1 Reduced Vertical Separation Minimum (RVSM) is a vertical separation of 1,000 ft between FL 290 and FL 410 inclusive. Operator and aircraft approval by January 2005, is a critical part of both national and regional RVSM implementation plans.

1.2. The implementation of RVSM in the CAR/SAM region will permit the use of six additional cruising levels above FL 290. The additional cruising levels will increase airspace capacity, provide more fuel efficient flight profiles, and afford greater operational flexibility to the air traffic control units that are responsible for the provision of ATC services in the CAR/SAM regions. The implementation of RVSM will also permit the establishment of a homogeneous RVSM area between the NAM, CAR, and SAM regions.

The following information is provided to airspace users to allow them to more effectively plan their transition to RVSM operations.

2. Area of Application

2.1. RVSM will be applied in the Curacao FIR between FL 290 and FL 410 inclusive.

3. Operations within the Curacao FIR.

3.1. Beginning January 2005, only aircraft approved for RVSM operations will be permitted to flight plan and operate in the Curacao FIR between FL290 and FL410, inclusive, with the following exceptions:

- **STATE AIRCRAFT:** Non-RVSM approved State aircraft flights, will be allowed to operate in RVSM airspace. The filing of a flightplan serves as advance notice to ATC that the aircraft is requesting to operate in RVSM airspace. Non-RVSM approved State aircraft flight planning into RVSM airspace must include the following in field 18 (Other Information) of their flight plan:

“ STS/NON-RVSM ” and nature of the flight.

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- CIVIL INTERNATIONAL AIRCRAFT: Non-RVSM approved civil aircraft conducting international flights will only be allowed to flight plan and operate in RVSM airspace if they meet the following criteria: humanitarian, ferry or maintenance. These flights must obtain authorization to flight plan into RVSM airspace from the first Area Control Center (ACC) along the route of flight. Non-RVSM approved civil international aircraft flight planning into RVSM airspace must include the following in field 18 (Other Information) of their flight plan:

“ STS/NON-RVSM ” and nature of the flight.

- 3.2** Preference for altitudes in RVSM airspace will be given to RVSM approved aircraft. Non-RVSM approved flights may be required to descent below/climb above the RVSM stratum for operational reasons.

A 2000 ft vertical separation will be applied between non-RVSM approved aircraft as stated above and other aircraft operating in this airspace.

- 3.3.** RVSM will be implemented in the Curacao FIR in accordance with ICAO regional agreements. ICAO recommends that State authorities and operators adopt either FAA Interim Guidance 91-RVSM (as amended), or Joint Airworthiness Authorities Temporary Guidance Leaflet 6 as the basis for approving aircraft and operator programs for RVSM. Current information and RVSM approval documents, including revisions, can be found on the web sites maintained by various organizations on behalf of the ICAO regional offices, GREPECAS, and its subsidiary bodies.

The following is a list of some of these sites:

www.lima.icao.int
www.cgna.gov.br/carsam/espanol/index.htm
www.cgna.gov.br/carsam/english/index.htm
www.faa.gov/ats/ato/rvsm1.htm
www.cssiinc.com
www.arinc.com

- 3.4.** For questions on the aircraft and operator approval process, or for ATC related questions or additional information, the following contacts may be used:

- R. Emers Chief Curacao ACC - ATS
Telephone: (599-9) 8393316, email: rolemers@curinfo.an
- S. Mercelina Airworthiness Inspector - AIR/OPS
Telephone: (599-9) 8393311. email: smercelina@dcana.gobiernu.com
- FAA Leslie Cary : leslie.cary@faa.gov
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