EUROCONTROL Navigation Domain

Home

LATEST WEB UPDATES

OVERVIEW
- Introduction
- EUR Programme
- Area of Implementation

SAFETY
- Overview
- Collision Risk
- Pre Safety Case
- Post Safety Case

AIR TRAFFIC CONTROL
- Flight Planning
- RVSM Entry/Exit Points
- ATC Procedures
- RVSM Phraseology

AIRCRAFT OPERATORS
- Benefits for Airlines
- Height Monitoring
- Approval Requirements
- Monitoring Procedures
- Monitoring Results
- Wake Vortices

MILITARY
- RVSM Aspects
- Pre-requisite

EUR RVSM

The Official Website for the European Reduced Vertical Separation Minimum Programme

RVSM Home | FAQs | Your Questions | Library | Contact Us | Links

Overview

Introduction

Over past years, European air traffic movements increased by between 4% and 6% per annum, and despite the down turn in traffic as a result of the events of the last two years, it is still anticipated that European air traffic movements will double by 2015 when compared with 1998 figures. Of the various measures identified to manage this continued traffic growth, the implementation of RVSM was considered to be the most cost effective means in the short term of meeting this need.

RVSM provides continuous 1000ft vertical separation and an additional six flight levels between FL 290 and FL 410 inclusive in the upper airspace of the 41 States involved in the Programme.

Minimum Aircraft Systems Performance Specification (MASPS)

The main provision for any reduction in vertical separation is that aircraft flying in the area(s) are to be equipped with height keeping equipment complying with Minimum Aircraft Systems Performance Specification (altimetry) (MASPS).

MASPS would ensure height-keeping accuracy to a standard compatible with the agreed safety requirements for RVSM. This would include at least 2 independent altimeters on board the aircraft that would always have to be within a certain tolerance of each other.

TGL 6 Revision 1

RVSM Study Shows that it is Safe, Feasible and Cost Beneficial

The results of the exhaustive ICAO studies demonstrated that the global reduction of vertical separation was safe, feasible – without the imposition of unduly demanding technical requirements – and cost-beneficial.

EUR – RVSM Pre-Implementation Safety Case

The European RVSM Programme

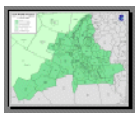
A stable airspace environment for the implementation of RVSM was essential. The European ATS Route Network was improved (ARN V4) to be compatible with the implementation of RVSM and to maximise the capacity enhancement potential of RVSM.

A significant action in the time leading up to RVSM Implementation on 24 January 2002 was the Go Decision for RVSM Implementation made by the Provisional Council of EUROCONTROL and by the European Air Navigation Planning Group of ICAO, the International Civil Aviation Organisation.

This decision was based on compliance with all pre-requisites established to ensure a safe and effective operation.

Area of Implementation

Albania; Austria; Belarus; Belgium; Bosnia & Herzegovina; Bulgaria; Croatia; Cyprus; Czech Republic; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Ireland; Italy; Latvia; Lithuania; Luxembourg; Malta; Moldova; Monaco; Morocco; The Netherlands; Norway; Poland; Portugal; Republic of Serbia and Montenegro: Romania; Slovak Republic; Slovenia; Spain; Sweden; Switzerland; The Former Yugoslav Republic of Macedonia; Tunisia; Turkey; Ukraine; United Kingdom.



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