

**Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)**

Papeete, Tahiti, 12-14 March 2008

Agenda Item 7: Other business

Incorrect filing of RVSM approval (“W”) in Field 10 of the ATS flight plan

Presented by Airservices Australia

SUMMARY

This working paper highlights an issue concerning the incorrect flight planning of RVSM approval

1. Introduction

- 1.1 During mid-late 2007 on a number of occasions, controllers in Brisbane Centre became aware that an aircraft was non-RVSM despite having filed RVSM approval in Field 10 of the ATS flight plan.
- 1.2 Several of these occurrences resulted in an aircraft being required to change level to either avoid or resolve a breakdown of separation.

2. Discussion

- 2.1 Previous investigations into a number of similar incidents in 2006 revealed that it was a particular flight planning software package that was at fault. This software was incorrectly including “W” in the flight plan, regardless of RVSM status.
- 2.2 It is believed that the 2007 incidents resulted from a similar software failure.
- 2.3 As a component of its RVSM monitoring programme, Airservices Australia is developing software to compare flight plans from the AFTN log directly with a database of Australian RVSM approvals. Initially this will permit flight planning errors to be detected “after the event” and allow the operator of the aircraft to be contacted. In the longer term it could potentially provide ‘real time alerting’ to a supervisor position on receipt of a flight plan incorrectly indicating RVSM approval.

3. Summary

- 3.1 The correct flight planning of RVSM approval is critical. The prime purpose of this working paper is to ensure that States are aware that flight planning errors affecting RVSM are occurring. In addition, States are encouraged to remind their operators of the requirements for RVSM approval as described in local AIP or other documentation.

If in doubt, ASK!!!