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**COALITION PROVISIONAL AUTHORITY**

**BAGHDAD**

**INFO MEMO**

24 Oct 2003

**FOR:** Ambassador Darrell Trent

**FROM:** [REDACTED] Ass't Senior Advisor to Civil Aviation

**SUBJECT:** Trip Report on Reduced Vertical Separation Minima (RVSM) Conference

**SUMMARY:** Travelled 17-24 Oct 03 with [REDACTED] to Jordan enroute to Abu Dhabi in United Arab Emirates (UAE) to attend RVSM Conference. Met with UAE resistance to granting visas for [REDACTED]. Spent two days attempting to resolve the visa issue and ultimately both Iraqi gentlemen were denied visas to UAE. Both returned to Iraq and I continued to UAE on 19 Oct.

**PURPOSE:** The RVSM conference was the tenth meeting of the Reduced Vertical Separation Minimum Task Force meeting to appraise the status of conclusions and decisions for controller readiness, safety assessment of the MID Air Traffic System route network to reduce commercial aircraft separation from 2,000 ft to 1,000 ft. This change to aircraft separation will more effectively use airspace and create tremendous cost savings for the airlines.

**BACKGROUND:** All Arab nations within MID Eastern region is coordinating with approval to establish and input RVSM into operation beginning 27 Nov 03. Iraq is currently not prepared at this time to establish RVSM procedures. The airspace over Iraq is still under military control and currently used as combat airspace. The safety assessment identifies the risk probability of identifying where the aircraft is actually at versus the probability of where aircraft instrumentation thinks the aircraft is located. When CFACC transitions military combat airspace to civilian control, RVSM will be implemented after controller training is completed.

**ACTIONS TO TAKE:**

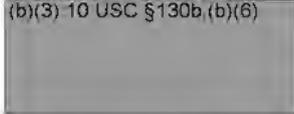
1. Until RVSM is established within Iraq, transition altitudes are identified and will be used for safety application and RVSM will be seamless. The transition altitudes will prevent aircraft from having to change altitudes while flying overhead and then returning to RVSM altitudes when leaving Iraq. Additionally, there is not enough airspace above Kuwait to accomplish the altitude transition in Kuwaiti airspace.
2. Re design and build a revised Iraqi airway system to accommodate and facilitate the flow of aircraft traffic going north to south and east to west. Most importantly is to build a parallel airway structure to assist European traffic to overfly Iraq enroute to Kuwait. A sense of urgency is needed to complete these projects by next RVSM conference in Paris, 4-5 Nov 03. The intention is to coordinate the projects with the MID Eastern Region and International Civil Aviation Organization representatives that will attend the conference. Results of this revised Iraqi airway system will definitely stimulate Iraqi over flight fees as airlines will elect to shorten their routing by flying over Iraq versus circumnavigating the country as previously required.

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**RECOMMENDATION:** Complete action items above with highest recommendation to attend RVSM conference in Paris 4-5 Nov 03.

**PARTICIPANTS:**

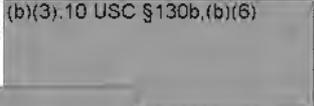
(b)(3) 10 USC §130b,(b)(6)



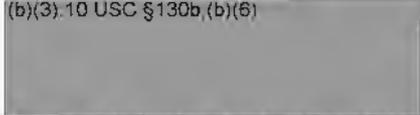
**ATTACHMENTS:** Proposed Draft transition to RVSM implementation

**COORDINATION:**

(b)(3).10 USC §130b,(b)(6)

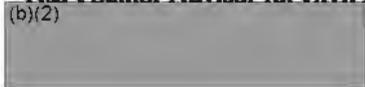


(b)(3).10 USC §130b,(b)(6)



**Ass't Senior Advisor for Civil Aviation**

(b)(2)



Draft

**Decision made at Task Force 10 RVSM Meeting, Abu Dhabi, UAE 20 - 23 Oct 03**

Iraq will continue with Conventional Vertical Separation Minima (CVSM) as they are not prepared to meet the RVSM requirements/training for Mid East implementation on 27 Nov 03. Although Iraq will continue with CVSM 2000 ft separation for enroute ATC operations, they will begin using RVSM altitudes on 27 Nov 03. This change will ensure that the adjacent FIRs (Ankara and Kuwait) for the north-southbound routes do have to ensure a transition from RVSM altitudes to CVSM altitudes and then back again to RVSM once the aircraft departs the Baghdad FIR. The altitudes that will be used for north-south bound operations are as follows:

**Northbound Altitudes**

FL 160 FL 180 FL 220 FL 240 FL 260 FL 280 FL 360 FL 380 FL 400

**Southbound Altitudes**

FL 150 FL 170 FL 190 FL 230 FL 270 FL 250 FL 310 FL 330

This requires LOA changes with Turkey and Kuwait ACCs. Kuwait ACC concurs with the proposed altitude changes and has a draft copy of the LOA change in hand. [REDACTED] will follow up with signatures between Kuwait ACC and Tallil/Basrah ATC next week. The changes to the Turkey-Kirkuk LOA will be drafted by [REDACTED] this week and sent to all affected parties so that signatures can be obtained prior to 27 Nov 03. Turkey will be in representation at the Paris RVSM meeting on 4-5 Nov 03, and the possibility of the ATC Cell also being in representation will ensure appropriate signatures can be obtained.

There remains a conflict with Syria in reference to RVSM. The north-south routes in Damascus ACC airspace that run between Damascus FIR and Amman FIR will remain CVSM. This is written in an agreement between the two countries. Because Iraq will now use RVSM altitudes for flight within the Baghdad FIR, this will be in conflict with aircraft in the Damascus FIR routes that are nearest to the Damascus-Baghdad FIR boundary. The immediate solution to ensure aircraft are deconflicted along the east-west route between Damascus FIR and Baghdad FIR is to limit all flights to conventional altitudes, below FL 290. This still in discussion with Syria.

All altitudes in the Baghdad-Amman ACC LOA are below FL 290. Therefore, there is no need to make any changes to the LOA in reference to RVSM. However, minor editorial changes to the existing LOA were drafted and signed by the Air Traffic Manager of Jordan CAA. [REDACTED] will ensure a copy is faxed to Baghdad ACC for the other signature.