



HQ Fifth Air Force

Integrity - Service - Excellence

JAPAN DRVSM

**JAPAN Domestic Reduced Vertical
Separation Minimum**

Presented by:
MSgt Art Griffenkranz
5 AF/A3A
DSN 225-4516



Overview

- **Background**
- **Definition**
- **Application**
- **Procedures**
 - **FlightPlanning**
 - **Flightplanning and Filing Decision Chart**
- **Responsibilities**
- **Exceptions**



Background

- **RVSM is the application of Reduced Vertical Separation Minimum between aircraft flying at altitudes between FL290 and FL410. Currently, vertical separation between aircraft in this airspace is 2,000 ft.**
- **RVSM controller procedures along with required “RVSM compliant” aircraft equipment allows the 2,000 ft vertical separation to be reduced to 1,000 ft.**
- **Not all US Forces aircraft are RVSM compliant. Almost all fighter type aircraft, C21, and other aircraft fall into this category. Access procedures for “Non-RVSM compliant” aircraft and priority access to support contingencies are required for safe operations.**



Background

- **ICAO is facilitating the international implementation of RVSM and has endorsed the Japanese domestic implementation on 29 Sep 05. Korea will simultaneously implement DRVSM operations as well enabling DRVSM operations to mesh with already existing RVSM operations over the Pacific Ocean and Sea of Japan.**
- **The International Air Transport Association (IATA) and ICAO endorse implementation as it will increase aircraft flow and fuel efficiency (economic gains) internationally--Large industry pressures.**

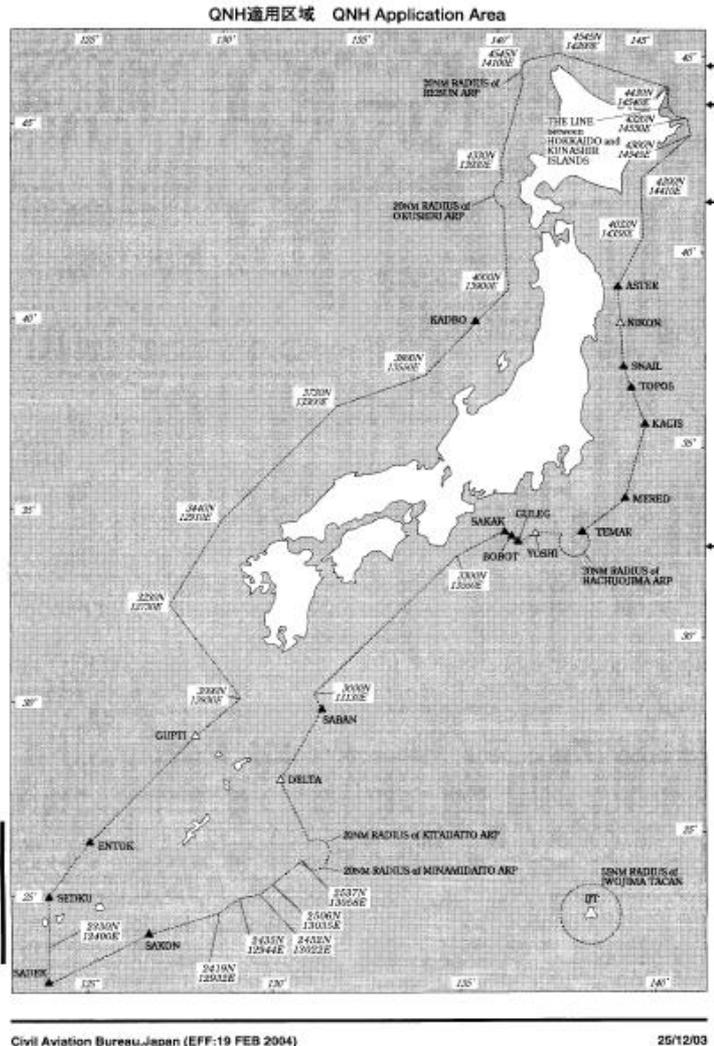


Definition

- **Domestic RVSM (DRVSM) is the application of RVSM within the domestic boundaries of Japan.**
- **Aircraft entering RVSM airspace require proper equipment and certification.**
- **JCAB (Japanese Civil Aviation Bureau) will accommodate flights by US Forces aircraft that are not RVSM certified in the DRVSM airspace, taking into account the mission requirements of US Forces, while maintaining safe and efficient air traffic in the DRVSM airspace.**
- **DRVSM is not applicable in Special Use Airspace (SUA). Procedures in this document are not applicable or required for operational reasons such as contingency or emergency situations.**



Definition



- RVSM is applicable within Japan Flight information Regions (FIR). For the purpose of this operating arrangement DRVSM applies to Japan airspace bound by QNH lines. This provides a seamless transition from US enroute air traffic centers to/through Japan airspace to South Korea.
- China, North Korea and Russia are not participating in RVSM.



Procedures

PRIORITY	ADDRESSEE(S)		
PLANNED TIME	ORIGINATOR		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
3. MESSAGE TYPE	7. AIRCRAFT IDENTIFICATION	8. FLIGHT RULES	TYPE OF FLIGHT
9. NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	10. EQUIPMENT
13. DEPARTURE AERODROME		TIME	
15. CRUISING SPEED		LEVEL	ROUTE
16. DESTINATION AERODROME			
TOTAL SET HEIGHT		ALTN AERODROME	2ND ALTN AERODROME
18. OTHER INFORMATION			
NOT FOR TRANSMISSION			
PUBLI → PDB → PDC → 121.5 → 343 → 522 → 9204			
TYPE OF EQUIPMENT		LINE JACKETS	RADIO FREQUENCY
POLAR → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCEN			
DESIGNED → COVER → PINK		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
REMARKS			
CREW LIST	ATTACHED	LOCATED AT:	
PASSENGER	ATTACHED	LOCATED AT:	
NAME OF PILOT IN COMMAND	SIGNATURE OF APPROVING AUTHORITY		AIRCRAFT HOME STATION OR ORGANIZATION

- DRVSM requires action by both aircrew and operators (“Flight Service” personnel).
- Japan requires additional notification for noncompliant aircraft. In order to simplify notification USFJ/5 AF negotiated using flightplans as our notification process.

DD Form 1601, MAY 87 (EG)

Previous edition is obsolete.

Read

DOD INTERNATIONAL FLIGHT PLAN

Original using Perform No. 198201, Aug 84



Flight Planning Procedures

3. MESSAGE TYPE ◀ ≡ (FPL	7. AIRCRAFT IDENTIFICATION — [] [] [] [] [] [] [] []	8. FLIGHT RULES — []	TYPE OF FLIGHT []
9. NUMBER — [] []	TYPE OF AIRCRAFT [] [] [] []	WAKE TURBULENCE CAT. / []	10. EQUIPMENT — [] W / []

- DD Form 1801, block 10 Aircraft equipment suffix
“W” = RVSM compliant



Flight Planning Procedures

18. OTHER INFORMATION

EET/XXXX REG/00000 OPR/USMIL STS/APVD NONRVSM DOF/050914

- DD Form 1801, block 18, Other Information
- noncompliant aircraft requesting access to RVSM airspace require additional remark:

“STS/APVD NONRVSM”



Flight Planning Procedures

NOT FOR TRANSMISSION		
19. SUPPLEMENTARY INFORMATION		
ENDURANCE	PERSONS ON BOARD	EMERGENCY AND SURVIVAL EQUIPMENT
— FUEL/	→ POB/ → RDO/	121.5 → 243 → 500 → 8364
TYPE OF EQUIPMENT		LIFE JACKETS RADIO FREQUENCY
POLAR → DESERT → MARITIME → JUNGLE → GLOBAL →	JACKETS → LIGHT → FLUORESCIN →	
DINGHIES	COLOR NUMBER TOTAL CAPACITY	OTHER EQUIPMENT
DINGHIES → COVER	→ RMK/)
REMARKS	AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
WX briefed by _____		
NOTAMS Checked		
Flight plan faxed by Yokota AB RJTY 225-4516 DISPATCHER INITIALS _____		

- DD Form 1801, block 19, Supplemental Information
- noncompliant aircraft require additional information: “Facility Name and DSN phone number”

Suggested format above provides space for dispatcher initials. This is intended as a memory jogger for both pilots and flight service personnel.



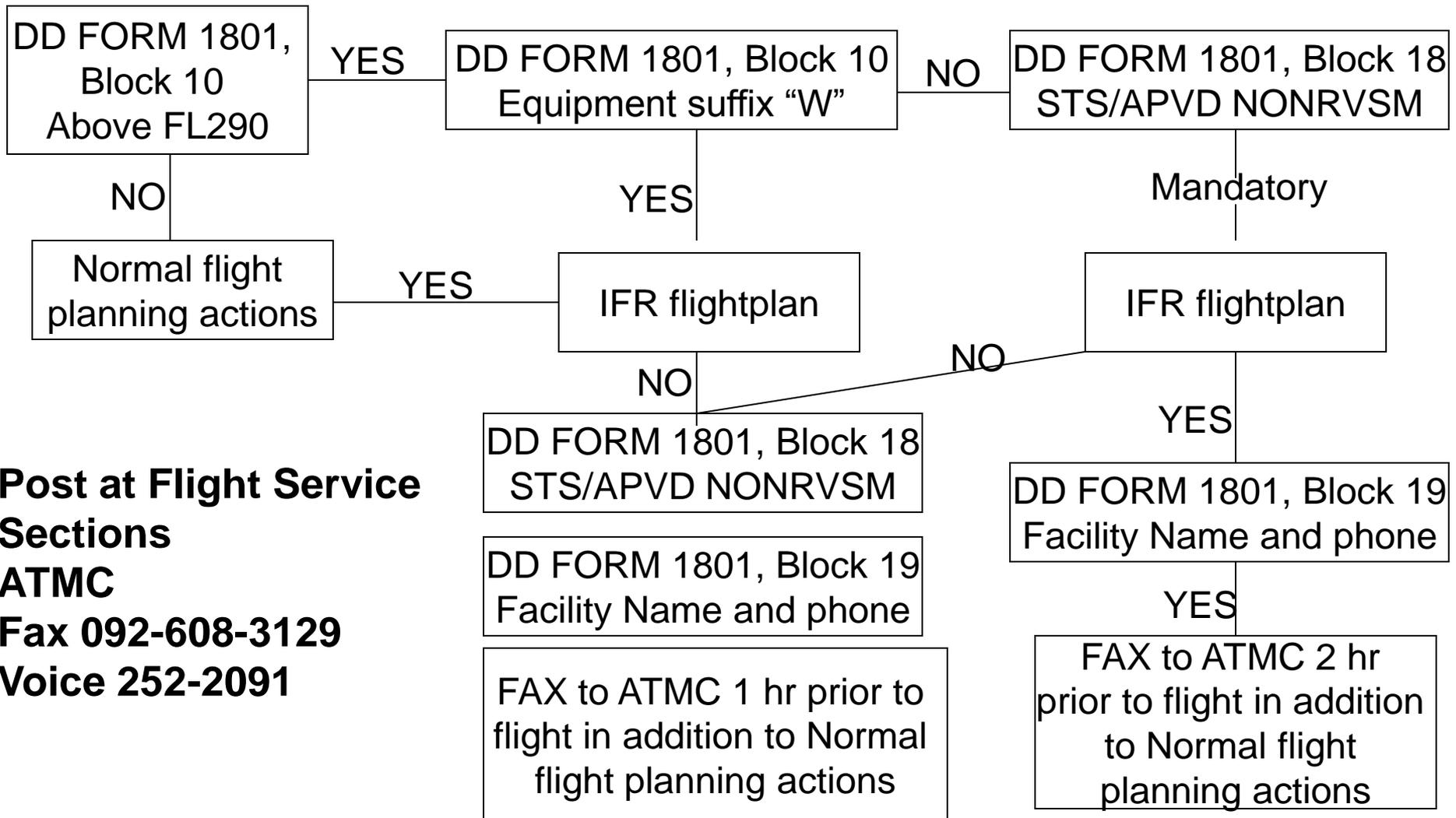
Additional Planning Procedures

- **Retain documentation of RVSM notification fax (comeback copy) with original flight plan. Disposition of the notification IAW each services established procedures for flightplan.**
- **Flight Service sections should take action to ensure DRVSM notification is faxed when using Alternate Flight planning procedures or alternate facilities.**

Note: When faxing flightplans fold/cover the pilot name to prevent inadvertent release of information IAW AFI's 13-213 2.3.2.12, 13-204 chpt 4, 91-204



Flightplanning and Filing Decision Chart



Post at Flight Service Sections
ATMC
Fax 092-608-3129
Voice 252-2091



Responsibilities

■ Aviators

- Must file properly documented flightplans meeting time requirements.
- Limit VFR flight in RVSM airspace when possible.
 - Requires 2-way radio communications
- Limit IFR non-compliant flight in RVSM airspace when possible.

■ Flight Service

- Must ensure accuracy of flightplans and must submit flight notification (flightplan) meeting established timelines
- Fax flightplan to the Air Traffic Management Center, ATMC Fax 092-608-3129, ATMC Voice 252-2091

Note: When faxing flightplans fold/cover the pilot name to prevent inadvertent release of information IAW AFI's 13-213 2.3.2.12, 13-204 chpt 4, 91-204



Pilot Responsibilities

- Will ensure US Forces flight crews are familiar with RVSM operating procedures, outlined in the *Aeronautical Information* operating procedures, and in the *Aeronautical Information Publication Japan* (AIP) and other pertinent ICAO documents, and actions required by pilots in relation to a TCAS resolution advisory (RA).
- Avoid TCAS alerts while operating non-compliant (IFR/VFR) aircraft in DRVSM airspace



GOJ Responsibilities

- **JCAB will accommodate flights by US Forces aircraft that are not RVSM certified in the DRVSM airspace, taking into account the mission requirements of US Forces, while maintaining safe and efficient air traffic in the DRVSM airspace.**
- **Proper flight notification will not be regarded as a guarantee for approval of the planned flight in the DRVSM airspace.**
- **ACC will accommodate US Forces IFR flights by non-RVSM certified aircraft in the DRVSM airspace as far as possible, taking into account safe and efficient air traffic in the DRVSM airspace.**



Exceptions

- USFJ will follow these procedures except when required for **operational reasons** (emergencies, weather deviations etc.).
- If US Forces aircraft intend to conduct large scale operations under other procedures, US Forces will coordinate with JCAB. In all cases, flight plans or Air Tasking Orders (ATOs) will be filed prior to entry into the DRVSM airspace. In all cases where US Forces aircraft operate in the DRVSM airspace, they will maintain situational awareness and will have due regard to ensure the safety of others, as stipulated in the Article 3 d), of the *Convention on International Civil Aviation*



Denial Reports

- **Submit reports to any Japan POCs**
 - **Instructions are included with form**
 - **Additional information required**
 - **Departure station**
 - **Time flightplan filed**
 - **Time flightplan faxed**
 - **VFR, time access requested**

Denial of service notification is paramount



POCs

- Questions and non compliance should be reported to the following POCs
- USFJ-Maj Jeffrey Kawada, 225-2013
 - Jeffrey.Kawada@USFJ.MIL
- 5 AF Mr Mike Bishop,225-4567
 - Michael.Bishop@yokota.af.mil
- 5 AF MSgt Art Griffenkrantz, 225-4516
 - Arthur.Griffenrkanz@yokota.af.mil