

AGENDA ITEM 3

RVSM RISK ASSESSMENT: 1 JANUARY 2020 TO 31 DECEMBER 2020

Australian Airspace Monitoring Agency (AAMA),
RASMAG/26, 20—23 September 2020



BRISBANE, HONIARA, MELBOURNE, NAURU, AND PORT MORESBY FIRs

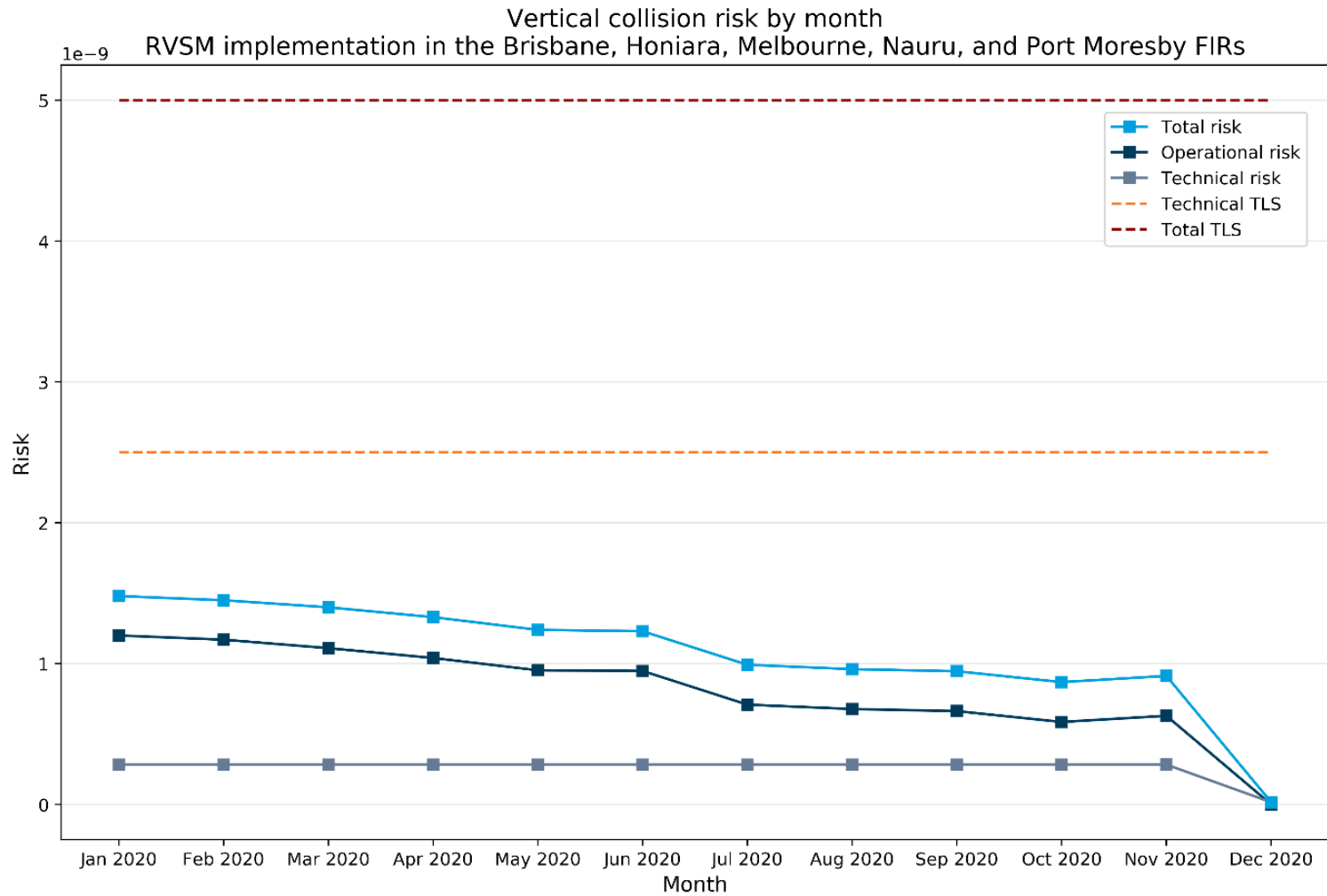
COLLISION RISK ESTIMATE

- Collision risk estimate for the Brisbane, Honiara, Melbourne, Nauru, and Port Moresby FIRs for 1 January 2020 to 31 December 2020

Source of risk	Risk estimate	TLS	Comparison with TLS
Technical risk	0.016×10^{-9}	2.5×10^{-9}	Below technical TLS
Operational risk	0.001×10^{-9}	-	-
Total risk	0.017×10^{-9}	5.0×10^{-9}	Below total TLS

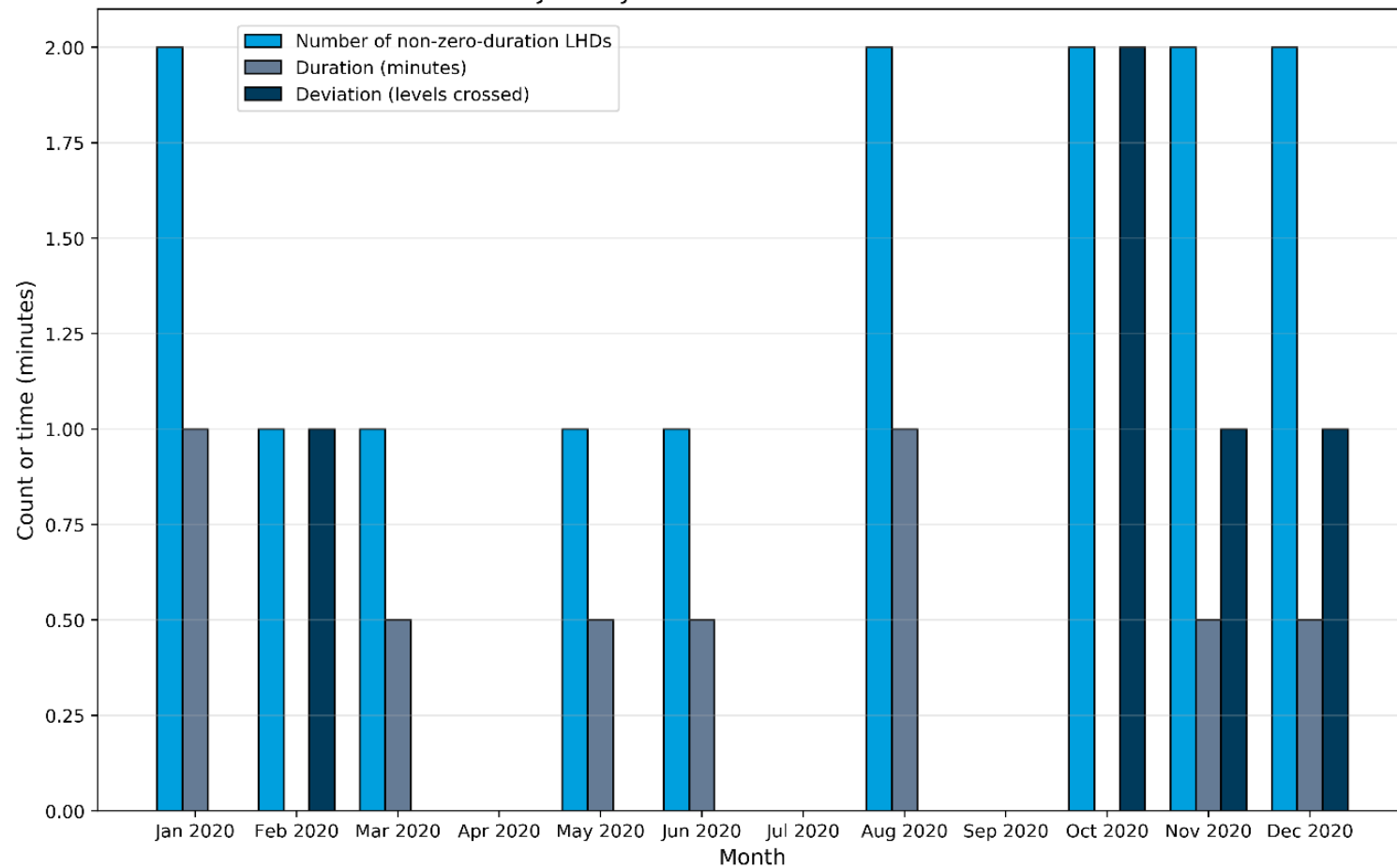
- Estimated annual flying hours are 398,424 based on the December 2020 TSD
- Flying hours and occupancy parameters have decreased significantly using the current TSD
- A 95-minute occurrence in December 2019, involving a military formation being provided with RVSM separation while RVSM separation was not approved, is no longer included in the rolling 12 month data set
- Nil reports in April and September 2020
- All reports in July 2020 were assessed as zero-duration

TREND



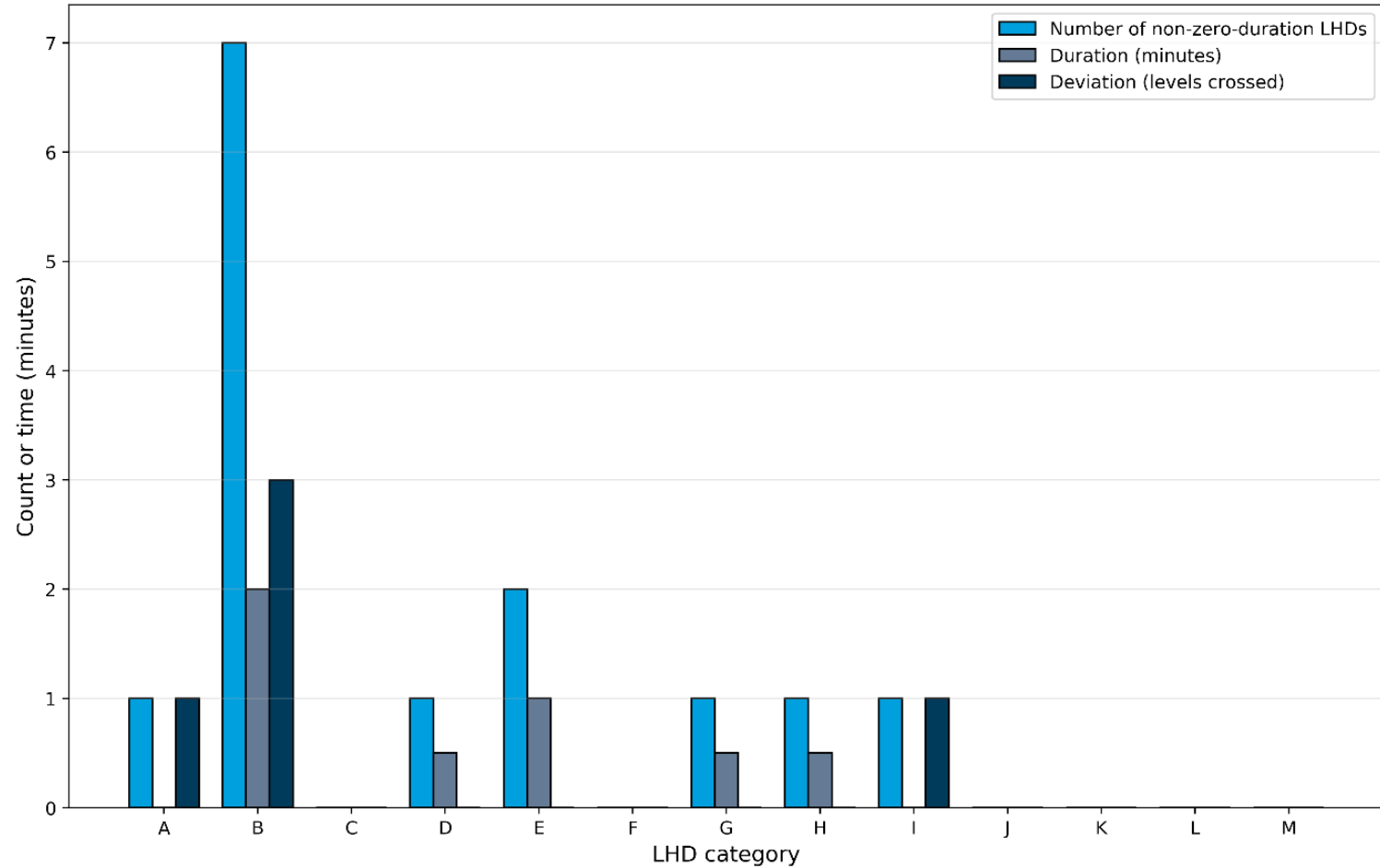
LHDs BY MONTH

Summary of LHDs in Australian, Nauru, Papua New Guinea, and Solomon Islands RVSM airspace
1 January 2020 to 31 December 2020



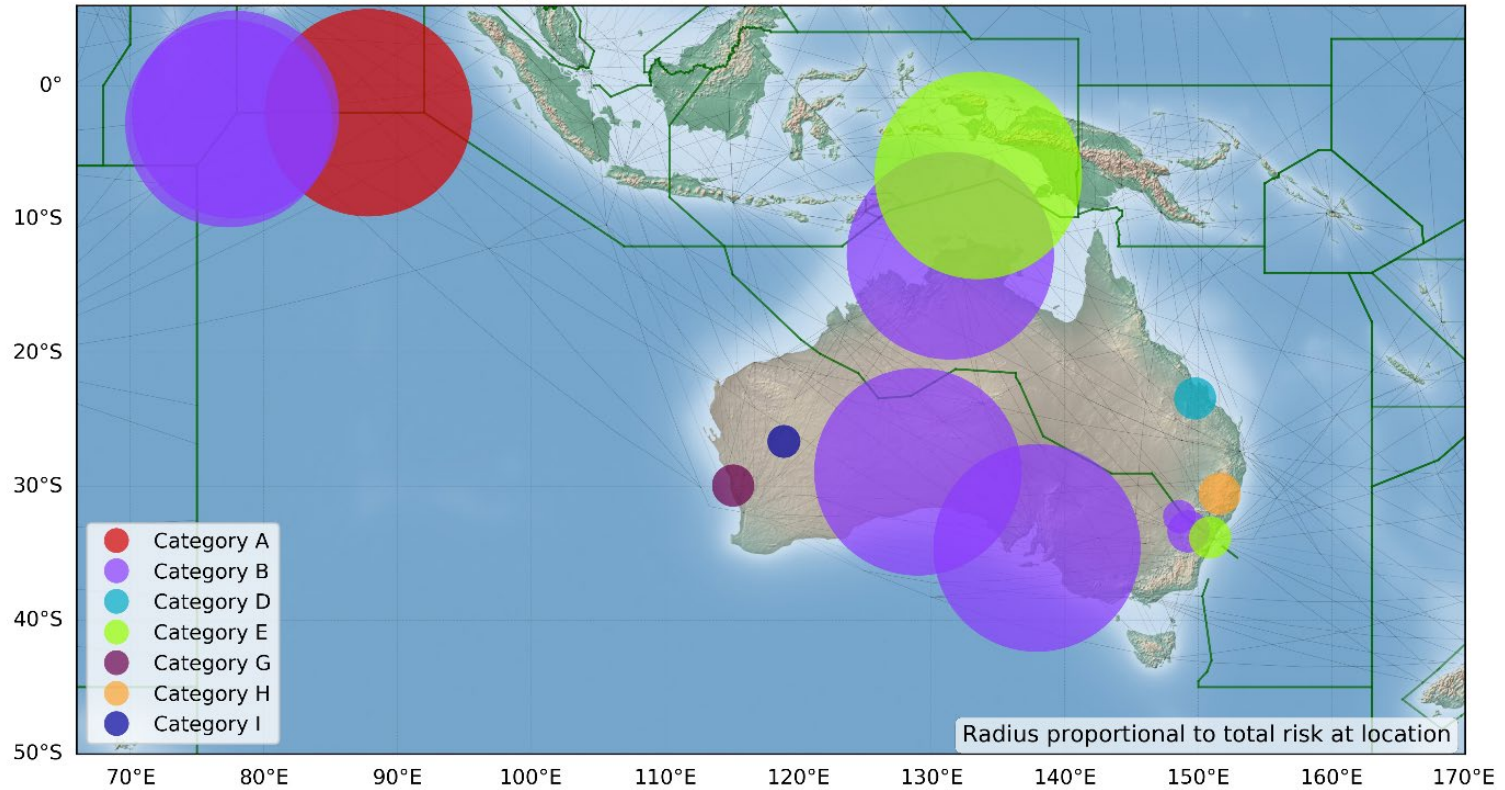
LHDs BY CATEGORY CODE

Summary of LHD causes in Australian, Nauru, Papua New Guinea, and Solomon Islands RVSM airspace
1 January 2020 to 31 December 2020



GEOLOCATION OF LHDs

LHDs by Category Code
1 January 2020 to 31 December 2020



SAFETY REPORTING CULTURE

- Safety culture metric for Australia, Nauru, Papua New Guinea, and Solomon Islands by LHD attribution for the period 1 January 2020 to 31 December 2020

Attribution	Number of reports	Flight hours	Number of reports per flight hour (x 10 ⁻⁵)
Pilot/Aircrew (A, B, C)	16	398,424	4.02
ATC (D, E, F)	21	398,424	5.27
Other	9	398,424	2.26
Total	46	398,424	11.5

- Reports were consistently made by both pilots and ATC
- Of the 21 ATC-attributed reports received, 11 reports corresponded to errors made by neighbouring ATCs, and 10 reports were made concerning internal coordination or system loop errors
- This means ATC are only marginally more likely to submit a report when a neighbouring ATC made the error

JAKARTA AND UJUNG PANDANG FIRs

COLLISION RISK ESTIMATE

- Collision risk estimate for the Jakarta and Ujung Pandang FIRs for 1 January 2020 to 31 December 2020

Source of risk	Risk estimate	TLS	Comparison with TLS
Technical risk	0.125×10^{-9}	2.5×10^{-9}	Below technical TLS
Operational risk	0.057×10^{-9}	-	-
Total risk	0.181×10^{-9}	5.0×10^{-9}	Below total TLS

- Estimated annual flying hours are 311,208 based on the December 2020 TSD
- Flying hours and occupancy parameters have decreased significantly using the current TSD
- There were no non-zero-duration reports in March, April, June, August, October, and November 2020
- There was one event in which a non-RVSM aircraft entered the RVSM level bands, which was assessed as 5 minutes to manage
- There was one event assessed as 4 levels crossed, involving a flight crew climbing without clearance and controller intervention being required