International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)

INFORMATION PAPER

GTE/26 — IP/04
05/10/26

Twenty-Sixth Scrutiny Working Group Meeting (GTE/26)
of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)
Asynchronous (virtual): 9 to 25 September 2026
In person: Mexico City, Mexico, 12 to 16 October 2026

Agenda Item 3: **Review of the Results of the Analysis of Large Height Deviations (LHDs) and of the Collision Risk Model (CRM)**
3.3 Results of the safety assessment project in RVSM airspace for the CAR and SAM Regions

SAFETY EVALUATION OF THE RVSM AIRSPACE OF THE CAR/SAM FIR — 2025

(Presented by CARSAMMA)

EXECUTIVE SUMMARY

This information paper presents the operational safety assessment of the LHD occurrences validated by CARSAMMA for 2025, focusing on risk value, level of safety, occurrence categories and geographical distribution. Reporting quality and the difference between reports received and validated are addressed in a separate paper.

Strategic Objectives:	• Every Flight is Safe and Secure
References:	• DOC 9574 – Manual on a minimum vertical separation of 300 m (1000 ft) between FL290 and FL410 inclusive. Third Edition, 2012 • DOC 9937 – Operational procedures and methods for regional surveillance agencies regarding the use of a minimum vertical separation of 300m (1000 feet) between FL290 and FL410 inclusive. Second Edition, 2019. • 2025 Large Height Deviation (LHD) reports received and validated by CARSAMMA.

1. Introduction

1.1 This paper assesses the operational safety significance of the 2025 LHD occurrences validated by CARSAMMA. The analysis uses the validated dataset and the additional code L records generated through the RVSM approval-status verification process.

1.2 To keep the safety conclusions distinct from questions of notification quality, this paper does not evaluate the gap between reports received and validated. That subject is addressed in the companion paper on LHD reporting and validation.

2. Discussion

Scope of the safety assessment

2.1 The focused assessment considers the 84 records with individual risk values between 41 and 55 points. Appendix 1 shows their distribution among the CAR/SAM FIRs, while Appendix 2 summarizes validated occurrences and duration by LHD code.

2.2 Code L was assigned when an aircraft without a current RVSM approval in the CARSAMMA database received RVSM separation. One code L record was generated for each FIR traversed; therefore, these records must be interpreted as exposure by FIR and not necessarily as separate flight events.
Assessment of Risk Value (RV)

2.3 CARSAMMA assessed the validated LHD occurrences using the regional risk value methodology previously approved by the GTE. The resulting RV is a semi-quantitative screening and prioritization indicator and should be interpreted together with the circumstances of each occurrence, rather than as a complete assessment of operational safety risk.

2.4 Under the regional methodology, the level of safety (LoS) is represented by an RV of 20 or less. This focused assessment considers records with individual RVs from 41 to 55, selected for further review because they exceeded that reference level.

Operational safety analysis

2.5 Table 1 groups the FIRs according to the highest individual RV recorded in 2025.

HIGHEST INDIVIDUAL RV	FIR(S)	MONTH(S) OF PEAK VALUE	ASSESSMENT
55	LA PAZ	November	Highest individual RV recorded in 2025
51	ASUNCIÓN; GUAYAQUIL	Asunción: February – April; Guayaquil: July	Second-highest RV band
46	AMAZÓNICA; BOGOTÁ; BRASÍLIA; CENAMER; COMODORO RIVADAVIA; CÓRDOBA; CURITIBA; EZEIZA; GEORGETOWN; HAVANA; KINGSTON; MAIQUETÍA; MONTEVIDEO; PANAMÁ; PIARCO; RESISTENCIA; SAN JUAN	Various months	Recurring high-RV band across CAR/SAM FIRs
41	BARRANQUILLA; CURAÇAO; SANTO DOMINGO	Various months	Lowest band included in the focused RV 41–55 review

Table 1: FIRs grouped by highest individual RV recorded in 2025.

2.6 Table 2 identifies the six FIRs with the greatest number of months in which at least one individual RV from 41 to 55 was recorded. This indicator represents monthly presence, not the number of occurrences.

FIR	MONTHS WITH RV 41–55	HIGHEST INDIVIDUAL RV	MONTH OF HIGHEST RV
EZEIZA	7	46	February, March, April and May
LA PAZ	6	55	November
COMODORO RIVADAVIA	6	46	February, March and April
SAN JUAN	6	46	December
BOGOTÁ	5	46	March, August, September and October
AMAZÓNICA	4	46	March, April and December

Table 2: FIRs with the most recurrent monthly presence in the RV 41–55 band.

2.7 The detailed operational dataset is provided in a separate supporting attachment. Cumulative RV values for grouped records are distinguished from individual RVs and should not be interpreted as the RV of a single occurrence.

3. Suggested action

3.1 The Meeting is invited to:

a) Take note of the 2025 operational safety assessment and the occurrences exceeding the LoS;

b) review the FIRs, occurrence categories and locations associated with the highest individual risk values; and

c) encourage the States concerned to examine recurring contributing factors and report the corresponding mitigations.

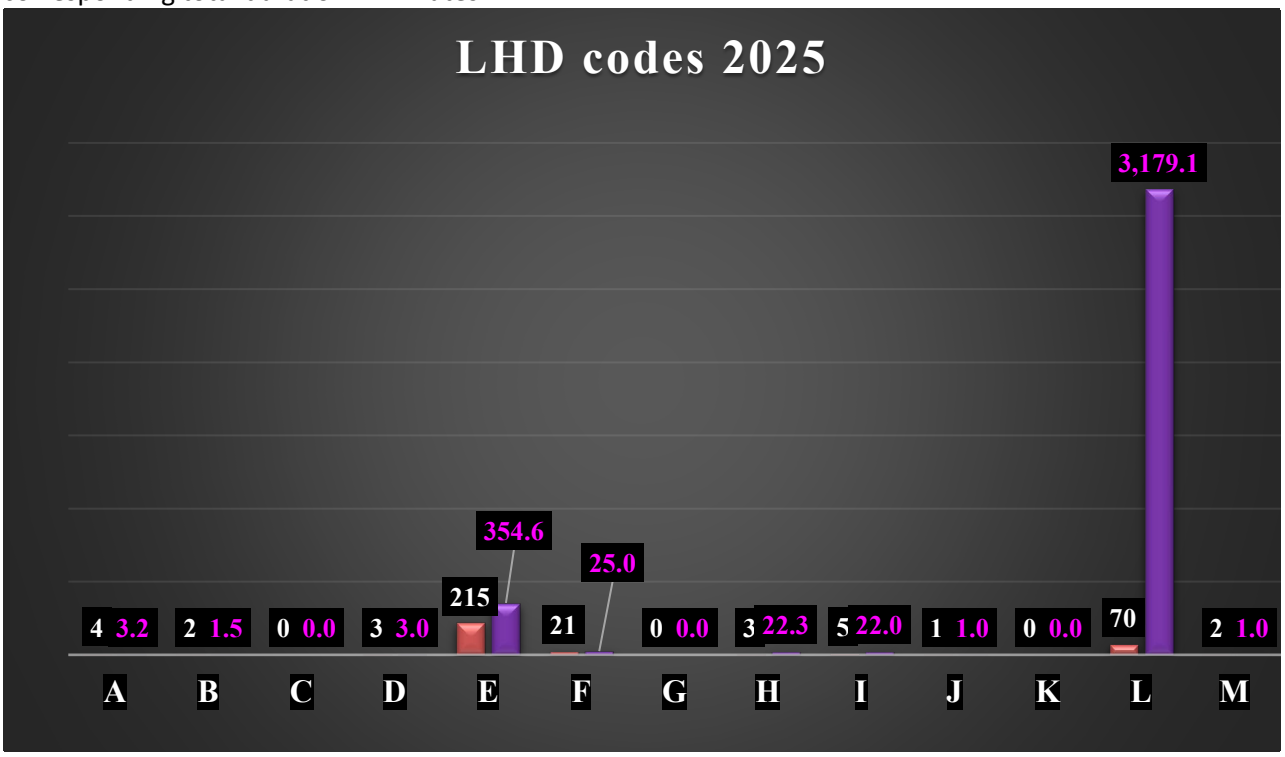
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APPENDIX 1



Figure 1: Number of LHD records with individual RVs from 41 to 55 by FIR, 2025.

White labels indicate the number of validated LHD occurrences by code; pink labels indicate the corresponding total duration in minutes.



Graph 1: Validated LHD occurrences and total duration by LHD code, 2025.

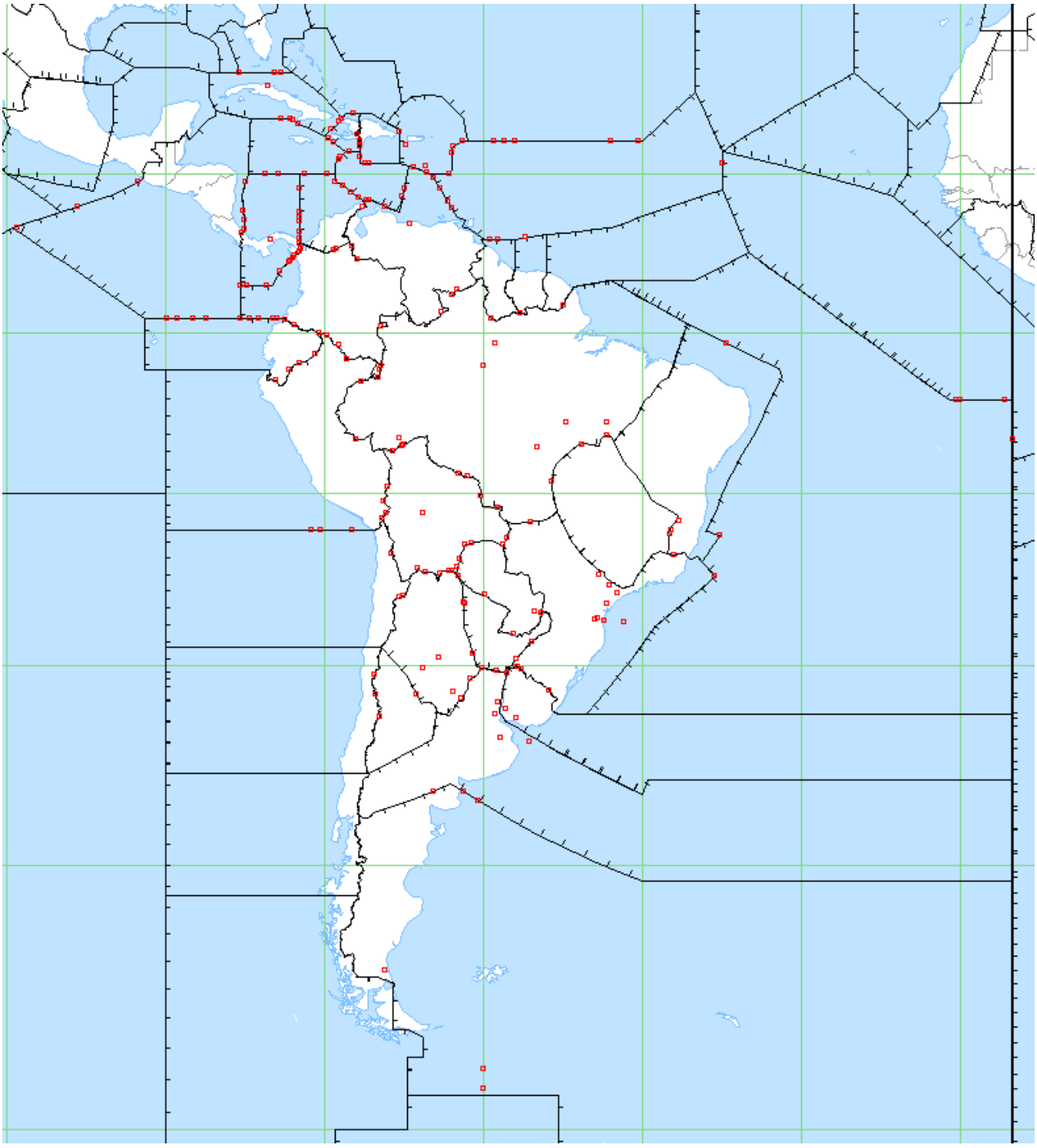


Figure 2: Geographical distribution of reported LHD positions in 2025.

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APPENDIX 2

SAFETY EVALUATION OF THE RVSM AIRSPACE OF THE CAR/SAM FIR — 2025 - SUPPORTING ATTACHMENT TO GTE/26

Purpose and interpretation

This attachment preserves the detailed records supporting the 2025 RVSM safety evaluation while keeping the information paper concise. It is intended for technical review and follow-up analysis, not for direct comparison of cumulative values with the individual-occurrence level of safety.

1. A row may consolidate more than one occurrence. Where applicable, the number of occurrences precedes the LHD code (for example, “3 E1”).
2. “Cumulative RV for grouped records” is the sum associated with the occurrences consolidated in the row. It may exceed 100 and is not the RV of a single occurrence.
3. “Average individual RV for FIR” is the average reported for the FIR in the source dataset.
4. “Associated FIR or source category” uses neutral, non-attributive terminology and does not by itself establish responsibility.
5. Code L records result from the RVSM approval-status verification. A record may be generated for each FIR crossed by the aircraft.

Detailed records

FIR WHERE THE LHD WAS REPORTED	ASSOCIATED FIR OR SOURCE CATEGORY	REPORTING POSITION (TCP)	LHD CODE(S)	CUMULATIVE RV FOR GROUPED RECORDS	AVERAGE INDIVIDUAL RV FOR FIR
LA PAZ	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	2200S 06318W	L	46	34,4
LA PAZ	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	MOMDI	L	51	34,4
LA PAZ	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	OROMU	L	51	34,4
LA PAZ	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	PUBUM	L	55	34,4
LA PAZ	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	UBKAB	L	51	34,4
LA PAZ	AMAZONICA	AKVOR	E1	31	34,4
LA PAZ	AMAZONICA	ARMUK	2 E1	72	34,4
LA PAZ	AMAZONICA	EROGI	E1	31	34,4
LA PAZ	AMAZONICA	RCO	3 F1 / 1 I	135	34,4
LA PAZ	AMAZONICA	UBKAB	E1	23	34,4
LA PAZ	ANTOFAGASTA	EMPEX	E1	31	34,4
LA PAZ	ASUNCION	MOMDI	3 E1	88	34,4
LA PAZ	ASUNCION	OROMU	3 E1	93	34,4
LA PAZ	ASUNCION	SIDAK	E1	31	34,4
LA PAZ	CORDOBA	GESPA	2 E1	62	34,4
LA PAZ	CORDOBA	PUBUM	6 E1 / 1 E2	250	34,4
LA PAZ	CORDOBA	UBSAS	E1	57	34,4
LA PAZ	CURITIBA	SIDAK	4 E1 / 2 E2	202	34,4

LA PAZ	LIMA	ORALO	E1	31	34,4
LA PAZ	LIMA	RAXUN	E2	39	34,4
LA PAZ	LIMA	VURUS	E2	34	34,4
LA PAZ	PILOTO	MOMDI	I	49	34,4
LA PAZ	RESISTENCIA	PILCO	(5) E1	140	34,4
GUAYAQUIL	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	ENSOL	L	46	25,0
GUAYAQUIL	BOGOTA	AKTAB	F1	18	25,0
GUAYAQUIL	BOGOTA	ANRAX	E1	18	25,0
GUAYAQUIL	BOGOTA	BOKAN	1 E1 / 1 E2 / 2 F1	81	25,0
GUAYAQUIL	BOGOTA	ENSOL	F1	18	25,0
GUAYAQUIL	BOGOTA	OPNOX	E1	18	25,0
GUAYAQUIL	BOGOTA	PULTU	11 E1 / 1 E2 / 2 F1	395	25,0
GUAYAQUIL	BOGOTA	UGUPI	2 E1 / 1 F1	76	25,0
GUAYAQUIL	CENTRAL AMERICA	LIXAS	1 E1 / 2 E2 / 1 F1	114	25,0
GUAYAQUIL	CENTRAL AMERICA	LOGAL	E1	18	25,0
GUAYAQUIL	CENTRAL AMERICA	OSELO	2 E2	56	25,0
GUAYAQUIL	CENTRAL AMERICA	UGADI	E2	34	25,0
GUAYAQUIL	LIMA	TOSES	E2	22	25,0
GUAYAQUIL	LIMA	VAKUD	2 F1	36	25,0
CURACAO	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	1317N 07231W	L	41	20,5
CURACAO	BARRANQUILLA	AMBAS	3 E1	54	20,5
CURACAO	BARRANQUILLA	OROSA	7 E1 / 2 E2	170	20,5
CURACAO	BARRANQUILLA	SELAN	4 E1	72	20,5
CURACAO	KINGSTON	TARBA	E1	18	20,5
CURACAO	MAIQUETIA	ACORA	E2	22	20,5
CURACAO	MAIQUETIA	ALCOT	1 E1 / 1 E2	50	20,5
CURACAO	MAIQUETIA	CHAVE	E2	22	20,5
CURACAO	MAIQUETIA	ESIPO	1 E1 / 1 E2	35	20,5
CURACAO	MAIQUETIA	ILKIT	E2	29	20,5
AMAZONICA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	BUVIP	L	46	25,8
AMAZONICA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	ISARA	2 L	82	25,8
AMAZONICA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	PADUP	L	46	25,8
AMAZONICA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	TOGAK	L	46	25,8
AMAZONICA	AERONAVE	ESKEB	H	9	25,8
AMAZONICA	BOGOTA	ANLUK	E2	22	25,8
AMAZONICA	BOGOTA	ASAPA	E2	22	25,8
AMAZONICA	BOGOTA	LET	2 E2	44	25,8
AMAZONICA	BRASILIA	MASVA	E1	18	25,8

AMAZONICA	BRASILIA	PUDKA	F1	18	25,8
AMAZONICA	LA PAZ	RCO	E1	18	25,8
AMAZONICA	LIMA	PULEM	E2	22	25,8
AMAZONICA	MAIQUETIA	LAIKA	E2	22	25,8
AMAZONICA	PARAMARIBO	TONOM	E1	18	25,8
AMAZONICA	PILOTO	TOSAR	A	13	25,8
AMAZONICA	PILOTO	VUGAR	B	19	25,8
BOGOTA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	ARUXA	3 L	128	30,4
BOGOTA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	MUBMI	L	46	30,4
BOGOTA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	TOKUT	L	46	30,4
BOGOTA	LIMA	ROLUS	E2	22	30,4
BOGOTA	PANAMA	ILTUR	E2	46	30,4
BOGOTA	PANAMA	KAKOL	E2	22	30,4
BOGOTA	PANAMA	KUBEK	E2	22	30,4
BOGOTA	PANAMA	MUBMI	3 E2	66	30,4
BOGOTA	PANAMA	OGLUT	1 E1 / 1 E2	53	30,4
BOGOTA	PILOTO	BOKAN	E2	22	30,4
BOGOTA	PILOTO	OGLUT	M	13	30,4
EZEIZA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	3606S 05542W	L	41	36,3
EZEIZA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	BIVAM	L	41	36,3
EZEIZA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	GBE	2 L	82	36,3
EZEIZA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	GUA	2 L	92	36,3
EZEIZA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	MJZ	2 L	82	36,3
EZEIZA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	VAKAP	L	46	36,3
EZEIZA	COMODORO RIVADAVIA	VAKAP	E1	18	36,3
EZEIZA	CORDOBA	MJZ	E2	17	36,3
EZEIZA	CORDOBA	UMSAR	E2	17	36,3
ASUNCION	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	COSTA	L	46	37,0
ASUNCION	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	KUBIR	2 L	102	37,0
ASUNCION	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	SIDAK	L	51	37,0
ASUNCION	LA PAZ	BUXOR	2 E1	57	37,0
ASUNCION	LA PAZ	MOMDI	1 E1 / 1 E2	65	37,0

ASUNCION	LA PAZ	OROMU	E2	34	37,0
ASUNCION	LA PAZ	SIDAK	E2	34	37,0
ASUNCION	PILOTO	MOMDI	M	18	37,0
CORDOBA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	3211S 06255W	L	41	32,1
CORDOBA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	PUNGU	L	41	32,1
CORDOBA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	UBSOX	L	41	32,1
CORDOBA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	VINOS	L	41	32,1
CORDOBA	LA PAZ	PUBUM	3 E2	75	32,1
CORDOBA	LA PAZ	PUPON	E2	39	32,1
CORDOBA	MENDOZA	ESKOP	E1	13	32,1
CORDOBA	PILOTO	3213S 06255W	A	11	32,1
CORDOBA	PILOTO	PILCO	I	51	32,1
MAIQUETIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	KIKER	L	46	24,7
MAIQUETIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	REBIM	L	41	24,7
MAIQUETIA	AMAZONICA	LAIKA	E1	29	24,7
MAIQUETIA	BARRANQUILLA	REBIM	E1	13	24,7
MAIQUETIA	BOGOTA	ENPUT	1 E1 / 1 E2	51	24,7
MAIQUETIA	BOGOTA	KIKAS	2 E1 / 2 E2	75	24,7
MAIQUETIA	SAN JUAN	KIKER	E2	17	24,7
SAN JUAN	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	1737N 06722W	L	46	35,1
SAN JUAN	MAIQUETIA	ARMUR	1 E1 / 1 E2	75	35,1
SAN JUAN	MAIQUETIA	KIKER	E1	34	35,1
SAN JUAN	MAIQUETIA	RAYAS	E1	29	35,1
SAN JUAN	PIARCO	GEECE	1 E1 / 1 E2	70	35,1
SAN JUAN	PIARCO	LAMKN	(2) E2	82	35,1
SAN JUAN	PIARCO	MODUXLAMKN	(2) E1	40	35,1
CURITIBA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	CUARA	L	46	33,1
CURITIBA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	KIMIK	L	46	33,1
CURITIBA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	OGRUN	L	46	33,1
CURITIBA	AERONAVE	ASETA	H	18	33,1
CURITIBA	AERONAVE	DOKRO	H	34	33,1
CURITIBA	ASUNCION	FOZ	L	29	33,1
CURITIBA	ATLANTICO	EKALO	E1	18	33,1
CURITIBA	BRASILIA	BRU	E1	13	33,1

CURITIBA	LA PAZ	EVLOL	E2	22	33,1
CURITIBA	MONTEVIDEO	CUARA	(2) E2	92	33,1
SANTO DOMINGO	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	VESKA	L	41	22,6
SANTO DOMINGO	CURACAO	KISAS	E1	18	22,6
SANTO DOMINGO	CURACAO	PALAS	E2	22	22,6
SANTO DOMINGO	CURACAO	VESKA	E1	18	22,6
SANTO DOMINGO	PORT AU PRINCE	DCR	E1	18	22,6
SANTO DOMINGO	PORT AU PRINCE	ETBOD	(3) E1 / 2 E2	110	22,6
SANTO DOMINGO	PORT AU PRINCE	PIGBI	E2	22	22,6
LIMA	AMAZONICA	DAMDU	E2	22	23,6
LIMA	AMAZONICA	LET	E2	39	23,6
LIMA	ANTOFAGASTA	ALDAX	E2	22	23,6
LIMA	ANTOFAGASTA	IREMI	E1	18	23,6
LIMA	ANTOFAGASTA	SORTA	E1	18	23,6
LIMA	BOGOTA	ILMUX	(1) E1 / 1 E2	40	23,6
LIMA	BOGOTA	ROLUS	E2	22	23,6
LIMA	LA PAZ	DOBNI	E1	31	23,6
PIARCO	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	1434N 06443W	L	46	20,9
PIARCO	DAKAR	GANAK	E1	18	20,9
PIARCO	GEORGETOWN	EGEMA	E1	18	20,9
PIARCO	MAIQUETIA	ITEGO	E2	22	20,9
PIARCO	MAIQUETIA	ITEGO	E1	18	20,9
PIARCO	MAIQUETIA	RENUP	E1	18	20,9
PIARCO	MAIQUETIA	VUDAL	E2	17	20,9
PIARCO	NEW YORK	ELJEZ	E1	18	20,9
PIARCO	NEW YORK	OXODE	F1	13	20,9
PORT AU PRINCE	CURACAO	LENOM	E1	31	31,9
PORT AU PRINCE	HAVANA	DEPSI	E1	31	31,9
PORT AU PRINCE	HAVANA	URLAM	E1	31	31,9
PORT AU PRINCE	KINGSTON	KEBET	2 E1	62	31,9
PORT AU PRINCE	KINGSTON	NOSIS	2 E1	62	31,9
PORT AU PRINCE	SANTO DOMINGO	ETBOD	2 E1	70	31,9
COMODORO RIVADAVIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	GAL	L	41	43,1
COMODORO RIVADAVIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	IREMO	L	41	43,1
COMODORO RIVADAVIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	PUGLI	2 L	82	43,1
COMODORO RIVADAVIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	TOGAL	L	46	43,1
COMODORO RIVADAVIA	MOUNT PLEASANT	5700S 06000W	E2	46	43,1

COMODORO RIVADAVIA	MOUNT PLEASANT	5800S 06000W	E2	46	43,1
HAVANA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	2255N 08224W	L	41	30,3
HAVANA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	2400N 07946W	L	46	30,3
HAVANA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	EPSIM	L	41	30,3
HAVANA	HAVANA	URSUS	D	19	30,3
HAVANA	KINGSTON	EMABU	2 D	46	30,3
HAVANA	PILOTO	CANOA	B	19	30,3
RESISTENCIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	ELAMO	L	46	35,9
RESISTENCIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	OPNIN	L	41	35,9
RESISTENCIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	SIMOR	L	46	35,9
RESISTENCIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	TODES	2 L	92	35,9
RESISTENCIA	EZEIZA	KORTA	E1	13	35,9
RESISTENCIA	EZEIZA	TODES	F1	13	35,9
ANTOFAGASTA	ANTOFAGASTA	ARMOS	E2	22	24,3
ANTOFAGASTA	CORDOBA	KONRI	E1	26	24,3
ANTOFAGASTA	LIMA	IREMI	2 F1 / 1 E1	67	24,3
ANTOFAGASTA	LIMA	SORTA	E1	31	24,3
MENDOZA	SANTIAGO	ALBAL	A	11	16,5
MENDOZA	SANTIAGO	GUVOL	E1	13	16,5
MENDOZA	SANTIAGO	MIBAS	4 E1	75	16,5
PANAMA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	DAGUD	L	46	31,6
PANAMA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	ISEBA	L	46	31,6
PANAMA	BOGOTA	ARORO	E2	22	31,6
PANAMA	BOGOTA	TINPA	E2	22	31,6
PANAMA	CENTRAL AMERICA	ANSON	F2	22	31,6
RECIFE	ATLANTICO	JOBER	E1	13	28,2
RECIFE	BRASILIA	ALETA	E1	26	28,2
RECIFE	BRASILIA	OGPUN	E1	34	28,2
RECIFE	BRASILIA	POSMU	E1	34	28,2
RECIFE	CURITIBA	SIRAP	E1	34	28,2
ATLANTICO	ABIDJAN	SBAODIII1	E2	17	18,5
ATLANTICO	ABIDJAN	SBAODIII2	E2	17	18,5
ATLANTICO	MONTEVIDEO	SBAOSUEO5	E2	22	18,5
ATLANTICO	RECIFE	GARUP	E1	18	18,5

KINGSTON	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	GAXER	L	46	36,5
KINGSTON	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	KILER	L	41	36,5
KINGSTON	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	PUTUL	L	41	36,5
KINGSTON	PANAMA	ARNAL	E1	18	36,5
NEW YORK	PIARCO	BUTUX	E1	23	18,0
NEW YORK	PIARCO	CITRS	F1	18	18,0
NEW YORK	PIARCO	DRDGE	F1	13	18,0
NEW YORK	PIARCO	ELJEZ	E1	18	18,0
BARRANQUILLA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	EDROD	L	41	41,0
BARRANQUILLA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	LOKOV	L	41	41,0
BARRANQUILLA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	OPNIR	L	41	41,0
BRASILIA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	MASVA	L	46	28,3
BRASILIA	PILOTO	MASVA	1 I / 1 J	39	28,3
CENTRAL AMERICA	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	ALSAL	L	46	30,0
CENTRAL AMERICA	GUAYAQUIL	ARTOM	E2	22	30,0
CENTRAL AMERICA	MAZATLAN	1000N 10400W	E2	22	30,0
MONTEVIDEO	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	PABOT	L	46	46,0
MONTEVIDEO	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	SEKLO	L	46	46,0
MONTEVIDEO	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	TOGAL	L	46	46,0
SANTIAGO	MENDOZA	MIBAS	E2	17	16,7
SANTIAGO	MENDOZA	MIBAS	E2	22	16,7
SANTIAGO	PILOTO	ALBAL	A	11	16,7
GEORGETOWN	AIRCRAFT WITHOUT CURRENT RVSM APPROVAL RECORD	KORTO	L	46	32,0
GEORGETOWN	AMAZONICA	TONOM	I	18	32,0
PARAMARIBO	PIARCO	TRAPP	2 E1	57	28,5
MERIDA	CENTRAL AMERICA	KATIS	E2	22	22,0
MIAMI	PORT AU PRINCE	ALBBE	E2	39	39,0

Source: LHD records evaluated by CARSAMMA for the 2025 RVSM safety assessment.