



RVSM/TF/3
WP/09
07/08/02

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ATM COMMITTEE OF THE GREPECAS ATM/CNS/ SUBGROUP**

**THIRD MEETING OF THE RVSM TASK FORCE
(Lima, Perú, 8 to 9 August 2002)**

(Presented by Brazil)

Agenda Item 3: Safety and airspace monitoring working group (SAM/WG)

Summary

This working paper presents the CARSAMMA needs in terms of preliminary data to be collected to perform the safety analysis for the implementation of RVSM in the CAR/SAM Regions and at the same time proposes the first period of data that must be collected.

1. Background

1.1 The RVSM TF2 meeting held in São José dos Campos, Brazil last July determined under decision 2/9 that data must be collected to describe the traffic movement within airspace where RVSM will be applied, based on those used in other regions. It was agreed that that data samples be collected over a three months period from State/Organization and that the sampling be repeated annually.

2. Discussion

2.1 The implementation of RVSM in the CAR/SAM Regions on DEC 2004, as it is envisaged, only will be possible if all the necessary data can be collected and processed in time to arrive a conclusion of the feasibility or not of the implementation, based on the risk analysis. Considering the goal of implementation, initially for DEC 2004, it is necessary that data collection must begin as early as possible, in way that CARSAMMA be able to do all the necessary studies and calculations to advise the RVSM TF on the implementation process. Based on the above and considering the short period of time from now to the implementation date, considering the big amount of work that must be done, and considering still that in the fourth quart of the year, normally, the traffic increases a little due the vacation period in the regions it should be good to begin the data collection this year for all traffic at or above FL 290 and at or below FL410. The choice of flight levels is based on the research performed by the IATA Regional Office that demonstrated that by the last quarter of 2004 the IATA and no-IATA, domestic and international, passenger and cargo flights, lasting longer than one hour (or 250NM), will be 87,76% RVSM or RVSM capable.

3. Suggested Action

- a) The meeting is invited to take note of the provided in this working paper and consider the period from 1 OCT 2002 and 30 DEC 2002 to be the first period of data collection.
- b) The data to be collected are the ones specified in Appendix D of the RVSM TF2 Report.
- c) The data collected be sent to CARSAMMA, in a digital format, to the following electronic address: **carsamma@cgna.gov.br**