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**International Civil Aviation Organization  
UNDP/ICAO Regional Project RLA/98/003  
Transition to the CNS/ATM Systems in the CAR and SAM Regions**

**Fifth Meeting/workshop of Air Traffic Management (ATM) Authorities and  
Planners for RVSM, RNAV routes and RNP implementation in the CAR and SAM Regions  
(AP/ATM/5 RVSM-RNAV-RNP)**

(Panama, Panama, 18 to 20 June 2003)

**Agenda Item 4: Review of the matters related to RVSM Implementation in the  
CAR/SAM Regions**

**b) Safety and Airspace Monitoring Working Group (SAM/WG)**

**Approval Status**

(Prepared by CARSAMMA)

(Presented by Brazil)

**Summary**

This working paper intends to show States the need to provide the Regional Monitoring Agency with information of the aircrafts already RVSM approved as part of the readiness assessment of the fleet operating in the CAR/SAM Regions.

**1. Introduction**

1.1. The RVSM implementation is a task that demands a high number of approved aircraft before the implementation so that it can be done in a safe way.

1.2. Before the final decision of the RVSM implementation it must have been proved that the number of approved aircrafts operating in the CAR/SAM airspace has reached a specific limit.

1.3. The implementation with a high number of unapproved aircrafts can, instead of increasing, reduce the airspace capacity due to the increase in the ATC workload.

1.4. To avoid that problem during the implementation phase a minimum number of operations must be done by aircrafts RVSM approved.

1.5. The purpose of this working paper is to reinforce the need of States to inform the Regional Monitoring Agency the aircrafts already RVSM approved.

## 2. **Discussion**

2.1 Since GREPECAS 10 States are requested to provide the RMA with the information of approved aircrafts and once again in AP/ATM4 this question was raised. Until that moment no one State has provided this information.

2.2 Considering the RVSM TF task list, the SAM WG has to provide the TF with the readiness assessment study that will be one of the parameters taken into account in the go-no-go decision.

2.3 To do the readiness assessment it is essential to have the information of the aircrafts already approved of all the CAR/SAM States to analyze the traffic sample and to determine the number of operations done by approved aircrafts.

## 3. **Conclusion and recommendation**

3.1 The group is invited to analyze the content of this paper and strongly recommend that States provide the Regional Monitoring Agency with information about the aircrafts already RVSM approved and maintain this information as update as possible in order to permit the readiness assessment to be done according to the SAM WG task list.