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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)**

**Changes in the form for data collection**

(Prepared by CARSAMMA)

(Presented by Brazil)

**Summary**

This working paper proposes new items to be included in the form used to collect data to provide a better knowing of the airspace and traffic movement in the CAR/SAM Regions, as well as to provide better information on how to fill the respective fields to avoid misinterpretation in the analysis.

**1. Introduction**

1.1 Since the decision to start the studies for the RVSM implementation in the CAR/SAM Regions, the RVSM implementation task force (RVSM/TF) has been collecting data that will help in these studies.

1.2 Before the final decision of the RVSM implementation it must have been proved that the implementation is safe and cost beneficial.

1.3 To achieve this conclusion a safety assessment must be done in order to evaluate the collision risk in the airspace where it is intended to implement the RVSM.

1.4 The purpose of this working paper is to present the changes in the form for collecting the one month sample.

## 2. **Discussion**

2.1 To provide the results for the risk analysis, a lot of parameters must be monitored so that the calculations needed are as close as possible to the real environment.

2.2 Many parameters have already been monitored, but some of them, necessary for the safety assessment have not been collected and their estimates are quite difficult. In this sense, a new form to collect data has been developed including the new parameter speed (GS) at entry and exit fix.

2.3 The intention of these new fields are just to provide a better estimate of the average enroute speed of the whole population of aircrafts operating at or above FL290 in the CAR/SAM airspace.

2.4 In the same way, the first data collection shown that a standardization of the way of filling the form is necessary in order to provide the Monitoring Agency with a complete understanding of the data collected. So, it will be found in the annex to this paper an explanation on how to fill the form before to send the data to the Monitoring Agency.

## 3. **Conclusion**

3.1 Considering the results of the first data collection done by the CAR/SAM States in the last December that shown that there were a lack of standardization in the way of filling the form, resulting in problems to the analysis, the group is invited to analyze the new form proposed and the explanation in the annex to this paper and adopt them for the new data collection to be done in the future.