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Transition to the CNS/ATM Systems in the CAR and SAM Regions

**Sixth Meeting/Workshop of ATM authorities and planners in the CAR/SAM Regions for
RVSM,
RNAV routes and RNP Implementation (AP/ATM/6 RVSM-RNAV-RNP)**

(San Jose, Costa Rica, 29 September to 3 October 2003)

**Agenda Item 3: Review of the issues related to RVSM Implementation in the CAR/SAM
Regions**
c) Safety and Airspace Monitoring Working Group (SAM/WG)

**Preliminary Assessment of the Readiness of
CARSAM Operators and Aircraft Types For Implementation
of the Reduced Vertical Separation Minimum (RVSM)**

(Prepared by CARSAMMA)

Summary

This working paper presents the results of assessing the readiness of operators and aircraft observed in CARSAM airspace identified for RVSM implementation by the RVSM Task Force. The assessment relies on a sample of traffic collected during the period 1-30 December 2002 in CARSAM airspace. State RVSM approvals reported to the CARSAMMA, Asia Pacific Approvals Registry and Monitoring Organization, as well as NAT CMA, were compared to the traffic sample used for this working paper. Based on these sources, the percentage of operations currently being conducted by State-RVSM-approved operators and aircraft in CARSAM airspace where the RVSM is planned for implementation is 33.58 percent.

Reference:

Report of the AP/ATM/5 Meeting, Panama, 18-20 June 2003.

1. Introduction

1.1. At its Fifth Meeting, the ICAO Reduced Vertical Separation Minimum (RVSM) Implementation Task Force (RVSM TF) reviewed the results of an analysis of a traffic sample collected for the CARSAM Region for the month of December 2002.

1.2. As part of its deliberations the RVSM Task Force reviewed the results of the first data collection. This assessment relied on the traffic sample collected in December 2002 for the CARSAM airspace. The Task Force, in view of its focus, agreed that the traffic movement sample for CARSAM airspace of December 2002 should be updated. The Task Force requested upon the States involved with the planned introduction of the RVSM in CARSAM airspace, to provide traffic movement samples to the CARSAM Monitoring Agency (CARSAMMA).

1.3. The Task Force agreed on a one-month period from 1 to 30 September 2003 for collection of the new traffic movement data.

1.4. The purpose of this working paper is to present the results of the readiness assessment using the traffic sample received by the CARSAMMA related to December 2002, using only the data for commercial flights, considering that this type of flight represents approximately 94 % of the total number of operations in CARSAM airspace.

2. Background

2.1. The RVSM is planned to be introduced into all CARSAM FIRs between flight levels 290 and 410 inclusive on 20 January 2005. As part of its support of this effort, the CARSAMMA collected and archived official State approvals for RVSM operation issued to operators planning to conduct flights in airspace where the RVSM is planned to be applied. This database contains all State approvals issued to operators and aircraft types. The database also contains all State RVSM approvals found in the North Atlantic (NAT) Central Monitoring Agency (CMA) and APARMO database. Some discrepancies were found in those databases considering the status of some types of aircraft's as well as operators.

2.2. One of the CARSAMMA's contributions to CARSAM RVSM implementations will be the development of a readiness assessment that will be reviewed by the Task Force at its meetings roughly four months prior to the RVSM implementation date. One criterion adopted by the Task Force as a prerequisite for RVSM implementation was that 90 percent of operations between flight levels 290 and 410 inclusive, based on the CARSAMMA's forecast in light of its database of approvals, be conducted by State-approved operators and aircraft after the implementation of RVSM.

2.3. State RVSM approvals reported to the CARSAMMA, NAT CMA and APARMO were compared to the traffic samples received from various FIRs to conduct a forecast of the readiness of operators and aircraft for RVSM implementation in the CARSAM airspace.

3. Discussion

3.1. As noted, the CARSAMMA database contains details on all State RVSM approvals issued in connection with RVSM implementation. The database approval information is organized by individual airframe and, in general, provides information concerning Full State approval, consisting of airworthiness approval of the airframe and operational approval for the operator.

3.2. In general, a commercial operator arranges for full approval of all airframes of each type used in RVSM operations.

3.3. This readiness assessment relies on the traffic sample collected for the CARSAM airspace in December 2002.(Reference 1)

3.4. Reference 1 notes that roughly 94 percent of the total operations observed in the CARSAM traffic sample were conducted by commercial operators. Since the traffic sample did not, in general contain registration marks for individual commercial flights, it was not possible to compare commercial flights in the sample to individual airframes in the database. However, as noted above, virtually all airframes of a type of a given operator are State-approved for RVSM operation if that operator has taken action to have any examples of the type approved. Thus, in most instances, an individual example of operator/aircraft-type combination observed in the traffic sample and also found in the CARSAMMA database can be considered to be State-approved.

3.5. In order to assess the current readiness of the CARSAM airspace, State RVSM approvals contained in the CARSAMMA Database were assembled. The Unified CARSAMMA Database contains all State RVSM approvals reported to either the CARSAMMA, APARMO or the North Atlantic CMA. The approvals in the Unified CARSAMMA Database were compared to the operator/aircraft-type combinations in the traffic sample in order to assess the readiness of the airspace for RVSM. The Appendix shows the results of the careful comparison of State approvals to the entries in that Appendix. Table 1 shows that 0.3358 is the proportion of operations currently being conducted by State approved operators and aircraft in the CARSAM airspace.

Approval Category	Number of Operations in Sample	Percent Of Total Sample
Full State RVSM Approval	26005	33.58
Unapproved	51440	66.42
Total	77445	100.00

Table 1. Summary of the Readiness of CARSAM Commercial Operators and Aircraft Types for RVSM Implementation

3.6. As can be seen from Table 1, roughly 33.58 percent of the commercial operations were conducted by operators and aircraft with State RVSM approval.

4. Summary and Conclusions

4.1. This working paper has summarized the assessment of the readiness of CARSAM operators and aircraft for RVSM implementation, based upon a sample of traffic taken in December 2002. This traffic sample was compared to a May 2003 version of the CARSAMMA, APARMO and CMA databases of State RVSM approvals.

4.2. Based on the traffic samples received by the CARSAMMA prior to 30 July 2003 and the Unified CARSAMMA Database, the percentage of commercial operations conducted by operators and aircraft with Full State RVSM approval was roughly 33.58 percent.

4.3. The Task Force has adopted 90 percent as the criterion for the percentage of current operations in the CARSAM RVSM airspace which must be conducted by State-approved operators and aircraft after RVSM implementation. Based on that criterion, the preliminary readiness assessment indicates that operators must take steps to obtain State RVSM approval for aircraft conducting a substantial percentage of operations in the CARSAM airspace.

5. Recommendations

5.1 The Task Force is invited to consider the results of the readiness assessment presented in this working paper.

5.2 The Task Force is further invited to offer opinions regarding the accuracy of this readiness assessment after considering the operations represented in the traffic samples summarized in reference 1. Additional traffic samples are expected to be received, this assessment should be updated as additional traffic samples are collect.

5.3 States are invited to send to the CARSAMMA the list of aircraft/operators already RVSM approved so that the CARSAMMA can cross check this information with the unified database and maintain the CARSAMMA database as much as up to date as possible, to provide a better readiness assessment in the next RVSM meeting.

Reference

1. Report of the AP/ATM5, Panama, 18 - 20 June 2003.

Appendix

Detailed Information Concerning State RVSM Approval Status of Operations Observed in December Sample of Traffic Operating in CARSAM Airspace

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
GLO	B737	5334	6,89	6,89	NO
TAM	A320	5148	6,65	13,53	YES
VRG	B733	5118	6,61	20,14	NO
TAM	F100	3459	4,47	24,61	NO
VSP	B732	3050	3,94	28,55	NO
RSL	B735	2388	3,08	31,63	NO
ARG	B737	2031	2,62	34,25	NO
LXP	B732	1494	1,93	36,18	NO
AAL	B738	1469	1,90	38,08	YES
CMP	B737	1175	1,52	39,60	NO
TAM	A319	1156	1,49	41,09	YES
VRG	B737	1112	1,44	42,53	NO
AAL	B752	1068	1,38	43,90	YES
VRG	MD11	971	1,25	45,16	YES
TAI	A320	962	1,24	46,40	NO
VRG	B732	905	1,17	47,57	NO
NES	E145	871	1,12	48,69	NO
LAN	B763	805	1,04	49,73	YES
LAN	A320	791	1,02	50,75	NO
AUT	B737	700	0,90	51,66	NO
LXP	A320	678	0,88	52,53	NO
CMP	B732	673	0,87	53,40	NO
AJM	A320	672	0,87	54,27	YES
TAM	A330	662	0,85	55,13	YES
VRG	E145	655	0,85	55,97	NO
LRC	A320	640	0,83	56,80	NO
AAL	B763	596	0,77	57,57	YES
COA	B738	555	0,72	58,28	YES
LPR	B737	533	0,69	58,97	NO
VRG	B762	516	0,67	59,64	YES
RSL	B733	502	0,65	60,29	NO
VSP	B733	482	0,62	60,91	NO
UPS	B752	463	0,60	61,51	YES

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
AAL	A306	458	0,59	62,10	YES
VRG	B735	442	0,57	62,67	NO
ARG	MD80	399	0,52	63,18	NO
VRG	B763	393	0,51	63,69	YES
RSL	B737	387	0,50	64,19	NO
IBE	A319	375	0,48	64,68	YES
COA	B752	357	0,46	65,14	YES
LAP	F100	351	0,45	65,59	NO
UAL	B763	315	0,41	66,00	YES
VRG	B738	311	0,40	66,40	NO
AES	A320	307	0,40	66,79	NO
TPU	A320	296	0,38	67,18	NO
ACQ	B732	295	0,38	67,56	NO
VLO	B722	294	0,38	67,94	NO
GTI	B742	289	0,37	68,31	YES
RPB	DC9	284	0,37	68,68	NO
ACQ	B721	282	0,36	69,04	NO
SKU	B732	278	0,36	69,40	NO
ARG	MD88	272	0,35	69,75	NO
PUA	B732	256	0,33	70,08	NO
BRB	B73S	255	0,33	70,41	YES
AJM	A321	247	0,32	70,73	NO
COA	B737	243	0,31	71,04	YES
DAL	B738	239	0,31	71,35	YES
AAL	B772	237	0,31	71,66	YES
AAL	B757	234	0,30	71,96	YES
CIU	DC10	234	0,30	72,26	NO
VSP	A30B	232	0,30	72,56	NO
VSP	B722	229	0,30	72,86	NO
UAL	B772	229	0,30	73,15	YES
MXA	A320	225	0,29	73,44	YES
LAN	B767	219	0,28	73,73	YES
ELV	B732	218	0,28	74,01	NO
TPU	A319	204	0,26	74,27	NO
DAL	B752	200	0,26	74,53	YES
LAN	B737	193	0,25	74,78	NO
AFB	B737	191	0,25	75,03	NO
AAL	B737	190	0,25	75,27	NO
MXA	A319	190	0,25	75,52	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
LLB	B722	190	0,25	75,76	NO
IBE	A343	188	0,24	76,00	YES
AVA	B752	185	0,24	76,24	NO
LAN	A340	181	0,23	76,48	NO
SWD	B737	180	0,23	76,71	NO
AMX	MD80	177	0,23	76,94	NO
LPE	A320	175	0,23	77,16	NO
AUT	MD80	171	0,22	77,39	NO
MXA	F100	170	0,22	77,60	NO
ICT	DC9	163	0,21	77,82	NO
USA	A321	162	0,21	78,02	YES
TPA	DC87	160	0,21	78,23	NO
ALV	B727	159	0,21	78,44	NO
AAL	B767	158	0,20	78,64	YES
AJM	A310	158	0,20	78,84	YES
USA	A319	157	0,20	79,05	NO
ACQ	B762	156	0,20	79,25	NO
FWL	B763	155	0,20	79,45	NO
APW	DC86	154	0,20	79,65	NO
DAE	B722	151	0,19	79,84	NO
FBF	DC86	148	0,19	80,03	NO
LAN	A343	148	0,19	80,22	NO
LXP	B763	146	0,19	80,41	NO
DAL	B763	145	0,19	80,60	YES
BRB	B734	144	0,19	80,79	YES
ARG	B732	144	0,19	80,97	NO
ARG	B742	140	0,18	81,15	NO
ALV	B722	139	0,18	81,33	NO
LPE	A322	139	0,18	81,51	NO
VRG	DC10	138	0,18	81,69	YES
LRC	A319	136	0,18	81,87	NO
UAL	A320	134	0,17	82,04	YES
GCO	DC10	133	0,17	82,21	YES
BRB	B733	133	0,17	82,38	YES
AFR	B772	132	0,17	82,55	YES
LAN	B732	129	0,17	82,72	NO
NWA	A320	129	0,17	82,89	YES
AZA	MD11	123	0,16	83,04	YES
AVA	MD80	123	0,16	83,20	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
LLB	B733	122	0,16	83,36	NO
SKC	B707	122	0,16	83,52	NO
SSV	A320	120	0,15	83,67	YES
BAW	B772	120	0,15	83,83	YES
MPH	MD11	119	0,15	83,98	YES
IBE	A340	119	0,15	84,14	YES
AVA	B762	119	0,15	84,29	YES
TAP	A310	118	0,15	84,44	YES
CAY	B737	117	0,15	84,59	NO
USA	B752	115	0,15	84,74	YES
RPB	MD80	113	0,15	84,89	NO
DLH	B747	113	0,15	85,03	NO
ARG	A340	111	0,14	85,18	YES
VRG	B772	111	0,14	85,32	YES
LLB	B727	109	0,14	85,46	NO
SWR	MD11	109	0,14	85,60	YES
ARG	B747	107	0,14	85,74	NO
SAM	MD80	107	0,14	85,88	NO
AFR	B777	106	0,14	86,01	YES
AVA	B767	105	0,14	86,15	YES
AVA	B763	103	0,13	86,28	YES
VLO	B721	102	0,13	86,41	NO
ARG	A342	101	0,13	86,55	YES
VRG	B767	100	0,13	86,67	YES
FLB	B722	100	0,13	86,80	NO
CUB	IL62	99	0,13	86,93	YES
ALV	DC9	97	0,13	87,06	NO
MPH	B763	96	0,12	87,18	YES
BET	B707	95	0,12	87,30	NO
TUS	B763	93	0,12	87,42	YES
UPS	B763	93	0,12	87,54	YES
BRB	B735	93	0,12	87,66	NO
LAU	DC10	91	0,12	87,78	NO
AFR	B742	91	0,12	87,90	YES
FDX	B722	90	0,12	88,01	NO
CAY	B732	88	0,11	88,13	NO
ACA	B763	86	0,11	88,24	YES
TAP	A343	85	0,11	88,35	YES
AJM	A340	85	0,11	88,46	YES

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
TAM	A332	85	0,11	88,57	YES
UAL	B767	85	0,11	88,68	YES
TAI	A319	82	0,11	88,78	NO
CUB	DC10	82	0,11	88,89	YES
CFG	B763	81	0,10	88,99	YES
ELV	B737	81	0,10	89,10	NO
AJT	B722	78	0,10	89,20	NO
FBF	DC8	78	0,10	89,30	NO
AFR	E145	76	0,10	89,40	NO
LDI	B763	75	0,10	89,50	YES
LPE	B763	74	0,10	89,59	NO
ACA	B762	74	0,10	89,69	YES
AUT	DC9	74	0,10	89,78	NO
UAL	B752	72	0,09	89,88	YES
ACQ	B737	71	0,09	89,97	NO
APW	DC8	70	0,09	90,06	NO
DCE	MD82	69	0,09	90,15	NO
SWD	B763	69	0,09	90,24	NO
AFR	A320	69	0,09	90,32	YES
DLH	B744	68	0,09	90,41	YES
AAL	B777	68	0,09	90,50	YES
DAL	MD11	68	0,09	90,59	YES
AMT	B738	67	0,09	90,67	NO
TPA	DC86	64	0,08	90,76	NO
AMX	B762	64	0,08	90,84	YES
AMX	B763	63	0,08	90,92	YES
AFR	A332	63	0,08	91,00	YES
VBR	B722	63	0,08	91,08	NO
COA	B764	62	0,08	91,16	YES
DLH	MD11	61	0,08	91,24	NO
RDN	DC9	61	0,08	91,32	NO
LLB	B721	61	0,08	91,40	NO
UAL	B777	61	0,08	91,48	YES
DLH	A343	61	0,08	91,56	YES
LXP	B767	61	0,08	91,64	NO
CBE	DC9	61	0,08	91,72	NO
COA	B762	60	0,08	91,79	YES
KLM	MD11	59	0,08	91,87	YES
DAL	B762	59	0,08	91,95	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
IBE	B742	59	0,08	92,02	YES
AFR	A343	59	0,08	92,10	YES
FDX	B727	59	0,08	92,17	NO
HON	B722	59	0,08	92,25	NO
CLX	B744	58	0,07	92,32	YES
MAA	B763	58	0,07	92,40	NO
LLB	B737	58	0,07	92,47	NO
JOS	B722	56	0,07	92,55	NO
AEA	B763	55	0,07	92,62	YES
AAL	A300	55	0,07	92,69	YES
ACQ	B727	54	0,07	92,76	NO
TTL	B722	54	0,07	92,83	NO
BRB	B737	54	0,07	92,90	YES
FDX	DC10	53	0,07	92,97	YES
PUA	B763	53	0,07	93,04	NO
IBE	B743	52	0,07	93,10	YES
SWD	B767	50	0,06	93,17	NO
LLB	A310	50	0,06	93,23	NO
VND	B732	49	0,06	93,29	NO
TSC	B752	49	0,06	93,36	YES
PUA	B737	48	0,06	93,42	NO
UPS	B757	48	0,06	93,48	YES
PVI	B721	48	0,06	93,54	NO
AVA	B757	48	0,06	93,61	NO
SKC	DC86	48	0,06	93,67	NO
ACQ	FK28	48	0,06	93,73	NO
IBE	B747	47	0,06	93,79	YES
AJM	A343	47	0,06	93,85	YES
TPA	DC10	46	0,06	93,91	NO
CUB	A320	46	0,06	93,97	NO
AAL	B762	46	0,06	94,03	YES
GTI	B747	46	0,06	94,09	YES
VEC	B721	46	0,06	94,15	NO
KLM	B744	45	0,06	94,21	YES
BWA	MD83	45	0,06	94,26	NO
AUT	MD83	44	0,06	94,32	NO
PCE	B733	43	0,06	94,38	NO
TSC	A310	43	0,06	94,43	NO
CWC	DC10	43	0,06	94,49	YES

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
USA	A320	42	0,05	94,54	YES
LLB	B763	42	0,05	94,60	NO
PUA	B733	42	0,05	94,65	NO
ELV	FK28	42	0,05	94,70	NO
TAE	B722	40	0,05	94,76	NO
LTU	A330	38	0,05	94,81	YES
CRX	MD11	38	0,05	94,85	YES
SYA	B737	37	0,05	94,90	NO
AEL	A330	37	0,05	94,95	NO
AMX	B752	37	0,05	95,00	NO
JAL	B744	36	0,05	95,04	YES
APW	L101	35	0,05	95,09	NO
LAN	B762	35	0,05	95,13	YES
DAE	B727	35	0,05	95,18	NO
DCE	DC9	34	0,04	95,22	NO
GUG	A320	34	0,04	95,27	NO
BAW	B777	34	0,04	95,31	NO
RSL	E145	34	0,04	95,36	NO
ARG	MD83	34	0,04	95,40	NO
ABX	DC86	34	0,04	95,44	NO
BAW	B763	34	0,04	95,49	YES
AJM	DC86	33	0,04	95,53	NO
LLB	B767	33	0,04	95,57	NO
DAL	B757	33	0,04	95,61	NO
HON	B737	33	0,04	95,66	NO
ROM	B763	33	0,04	95,70	NO
BCA	DC10	33	0,04	95,74	YES
NSE	E145	32	0,04	95,78	NO
FAO	B722	31	0,04	95,82	NO
ACA	A320	31	0,04	95,86	YES
RCH	C17	31	0,04	95,90	NO
TSC	L101	31	0,04	95,94	YES
TAP	A340	31	0,04	95,98	YES
AMT	B737	30	0,04	96,02	NO
TPA	DC8	30	0,04	96,06	NO
RSU	B727	30	0,04	96,10	NO
LPE	B767	30	0,04	96,14	NO
MPD	A310	29	0,04	96,18	YES
SLM	DC9	29	0,04	96,21	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
SLR	B763	29	0,04	96,25	YES
LCO	B763	29	0,04	96,29	NO
MYT	A330	28	0,04	96,33	YES
CAY	B733	28	0,04	96,36	NO
MXA	B722	27	0,03	96,40	NO
LAU	B721	27	0,03	96,43	NO
ACA	B767	26	0,03	96,46	NO
AJT	B727	26	0,03	96,50	NO
JMC	A330	26	0,03	96,53	YES
DCE	MD80	26	0,03	96,57	NO
BET	B703	25	0,03	96,60	NO
KRE	B722	24	0,03	96,63	NO
CUB	YK42	24	0,03	96,66	NO
FBF	L101	23	0,03	96,69	NO
AJM	B722	23	0,03	96,72	NO
BSK	B738	23	0,03	96,75	YES
YSS	L101	23	0,03	96,78	YES
CUB	B763	23	0,03	96,81	YES
UPS	B767	23	0,03	96,84	YES
COA	B73C	23	0,03	96,87	YES
FBF	DC87	22	0,03	96,90	NO
DAL	B737	22	0,03	96,92	NO
CCP	B722	22	0,03	96,95	NO
VLO	DC10	22	0,03	96,98	NO
PAC	B744	22	0,03	97,01	YES
AEL	B763	22	0,03	97,04	YES
SAA	B742	22	0,03	97,07	YES
AUT	MD81	21	0,03	97,09	NO
CMP	B73C	20	0,03	97,12	NO
BAL	B763	20	0,03	97,15	YES
AFR	B747	20	0,03	97,17	NO
JUD	MD80	19	0,02	97,20	NO
ACA	A319	19	0,02	97,22	YES
AMM	B763	19	0,02	97,24	YES
DAL	B767	18	0,02	97,27	NO
CLX	B747	18	0,02	97,29	YES
HON	B73B	18	0,02	97,31	NO
ESF	B737	18	0,02	97,34	NO
GWY	A320	17	0,02	97,36	YES

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
ACQ	B767	17	0,02	97,38	NO
IWD	A330	17	0,02	97,40	NO
AMT	B752	17	0,02	97,43	YES
HON	B733	17	0,02	97,45	NO
PAT	C560	17	0,02	97,47	NO
LIB	DC10	17	0,02	97,49	YES
COA	B733	16	0,02	97,51	YES
APW	DC10	16	0,02	97,53	NO
MXA	B757	16	0,02	97,55	NO
VND	B721	16	0,02	97,57	NO
ARG	DC9	16	0,02	97,59	NO
ROM	B767	16	0,02	97,62	NO
MXA	B752	15	0,02	97,63	NO
CBE	DC93	15	0,02	97,65	NO
SSV	A330	15	0,02	97,67	YES
RSU	B721	15	0,02	97,69	NO
FAG	B757	15	0,02	97,71	NO
TSC	A330	15	0,02	97,73	YES
CMP	B731	14	0,02	97,75	NO
CAY	B722	14	0,02	97,77	NO
AAL	EA30	14	0,02	97,79	YES
FAG	B707	14	0,02	97,80	NO
ESF	B732	14	0,02	97,82	NO
LXP	B737	14	0,02	97,84	NO
AFB	FK28	14	0,02	97,86	NO
FAP	B737	13	0,02	97,87	NO
TUS	B767	13	0,02	97,89	YES
VRG	B73B	13	0,02	97,91	NO
KRE	B732	13	0,02	97,92	NO
VEC	B727	13	0,02	97,94	NO
HON	B738	13	0,02	97,96	NO
IBE	A330	12	0,02	97,97	YES
RPB	MD81	12	0,02	97,99	NO
TRZ	B722	12	0,02	98,01	NO
LAU	B722	12	0,02	98,02	NO
SKU	B737	12	0,02	98,04	NO
XSS	B722	12	0,02	98,05	NO
MAS	B747	12	0,02	98,07	YES
PAC	B747	11	0,01	98,08	YES

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
ABX	DC8	11	0,01	98,10	NO
ATN	DC86	11	0,01	98,11	NO
RSU	B722	11	0,01	98,12	NO
APW	L1011	11	0,01	98,14	NO
HPJ	LJ55	11	0,01	98,15	NO
DAE	B72Q	11	0,01	98,17	NO
AJT	B72Q	11	0,01	98,18	NO
BHP	B763	11	0,01	98,19	YES
AEL	B772	11	0,01	98,21	YES
MYT	A332	11	0,01	98,22	YES
PVI	B727	10	0,01	98,24	NO
KRE	B727	10	0,01	98,25	NO
VSP	B737	10	0,01	98,26	NO
USA	EA32	10	0,01	98,27	YES
SAA	B747	10	0,01	98,29	YES
IBE	A320	10	0,01	98,30	YES
AJM	B72Q	10	0,01	98,31	NO
CRL	B743	10	0,01	98,33	YES
DTA	B743	10	0,01	98,34	NO
RRR	L101	10	0,01	98,35	NO
FWL	B767	10	0,01	98,37	NO
MON	A330	10	0,01	98,38	YES
KAI	GLF2	10	0,01	98,39	NO
HPJ	CL60	9	0,01	98,40	NO
TCV	B762	9	0,01	98,41	NO
MKA	B742	9	0,01	98,43	YES
ACA	B736	8	0,01	98,44	NO
CPI	F900	8	0,01	98,45	YES
CMR	B743	8	0,01	98,46	NO
AUA	B763	8	0,01	98,47	NO
RDN	B737	8	0,01	98,48	NO
SEU	A330	8	0,01	98,49	YES
AMX	B767	8	0,01	98,50	NO
SWD	B732	8	0,01	98,51	NO
FIN	B752	8	0,01	98,52	YES
AJM	A330	8	0,01	98,53	NO
EDW	A330	8	0,01	98,54	YES
FAG	LJ35	8	0,01	98,55	NO
COA	B763	8	0,01	98,56	YES

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
VLO	B727	8	0,01	98,57	NO
LAU	B727	8	0,01	98,58	NO
BSK	B722	8	0,01	98,59	NO
PCE	B737	8	0,01	98,60	NO
KLM	B747	7	0,01	98,61	YES
RYN	B734	7	0,01	98,62	NO
CAY	B734	7	0,01	98,63	NO
DBR	B752	7	0,01	98,64	YES
MAA	B767	7	0,01	98,65	NO
VEC	B722	7	0,01	98,66	NO
ARG	B733	7	0,01	98,66	NO
TAP	L101	7	0,01	98,67	NO
HON	B727	7	0,01	98,68	NO
JOS	B727	7	0,01	98,69	NO
AFL	IL96	7	0,01	98,70	YES
APW	DC87	7	0,01	98,71	NO
MYT	DC10	7	0,01	98,72	YES
COA	B757	6	0,01	98,73	YES
GTI	B744	6	0,01	98,73	YES
BWA	MD80	6	0,01	98,74	NO
COA	B767	6	0,01	98,75	YES
ACQ	B763	6	0,01	98,76	NO
AMT	B757	6	0,01	98,77	NO
TAG	GLF5	6	0,01	98,77	NO
TAM	B737	6	0,01	98,78	NO
MMZ	B752	6	0,01	98,79	NO
SAM	B737	6	0,01	98,80	NO
FAG	FK28	6	0,01	98,80	NO
CJE	A319	6	0,01	98,81	YES
LAN	EA34	6	0,01	98,82	NO
RYN	A321	6	0,01	98,83	NO
FAP	DA20	6	0,01	98,84	NO
CMP	B738	6	0,01	98,84	NO
AJM	B720	6	0,01	98,85	NO
HPJ	LJ35	6	0,01	98,86	NO
BAL	B767	6	0,01	98,87	NO
LCO	B732	6	0,01	98,87	NO
LTU	A320	5	0,01	98,88	YES
ACQ	B722	5	0,01	98,89	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
AEL	A332	5	0,01	98,89	NO
AMM	B752	5	0,01	98,90	YES
TSC	A332	5	0,01	98,91	YES
VND	B727	5	0,01	98,91	NO
AFR	EA32	5	0,01	98,92	NO
TAI	EA32	5	0,01	98,93	NO
TPU	A310	5	0,01	98,93	NO
TPA	DC85	5	0,01	98,94	NO
UAL	EA32	5	0,01	98,95	YES
LTU	B752	5	0,01	98,95	YES
RCH	C141	5	0,01	98,96	NO
RCH	C17A	5	0,01	98,96	NO
KFA	B722	5	0,01	98,97	YES
PUA	B767	5	0,01	98,98	NO
KLM	B743	5	0,01	98,98	YES
IBE	A310	5	0,01	98,99	YES
AUT	MD88	5	0,01	99,00	NO
SSV	EA32	5	0,01	99,00	YES
MKA	DC86	5	0,01	99,01	YES
LPE	B762	5	0,01	99,02	NO
SSV	A333	5	0,01	99,02	YES
ARG	A320	5	0,01	99,03	NO
ARG	A343	5	0,01	99,04	NO
AAL	B747	4	0,01	99,04	NO
CMP	B722	4	0,01	99,05	NO
CFG	B767	4	0,01	99,05	NO
BSK	B72Q	4	0,01	99,06	NO
CFC	CL60	4	0,01	99,06	YES
AMM	B767	4	0,01	99,07	NO
AUA	F70	4	0,01	99,07	YES
ALV	B737	4	0,01	99,08	NO
BSK	B737	4	0,01	99,08	NO
DCE	DC93	4	0,01	99,09	NO
BWA	MD82	4	0,01	99,09	NO
ARG	B73A	4	0,01	99,10	NO
CMP	B733	4	0,01	99,10	NO
AJM	EA32	4	0,01	99,11	NO
GLO	B738	4	0,01	99,11	NO
MYT	A320	4	0,01	99,12	YES

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
MPH	DC10	4	0,01	99,12	NO
MKA	DC8	4	0,01	99,13	YES
LXR	A332	4	0,01	99,13	YES
LXJ	LJ60	4	0,01	99,14	NO
LXJ	LJ45	4	0,01	99,14	NO
TSC	A320	4	0,01	99,15	NO
MYT	B763	4	0,01	99,15	YES
LTU	A332	4	0,01	99,16	YES
UAL	B762	4	0,01	99,16	YES
GWY	B722	4	0,01	99,17	NO
VRG	B747	4	0,01	99,17	NO
IBE	A342	4	0,01	99,18	YES
VEC	B72Q	4	0,01	99,19	NO
WGP	F900	4	0,01	99,19	NO
FAG	B752	4	0,01	99,20	NO
FAM	LJ35	4	0,01	99,20	NO
SWI	B722	4	0,01	99,21	NO
TAE	B727	4	0,01	99,21	NO
LAN	A342	3	0,00	99,21	NO
ARG	B743	3	0,00	99,22	NO
RYN	EA32	3	0,00	99,22	NO
UAL	B757	3	0,00	99,23	YES
UJT	LJ60	3	0,00	99,23	NO
LAN	B757	3	0,00	99,23	NO
AEL	A320	3	0,00	99,24	NO
LAN	DC8	3	0,00	99,24	NO
UAL	B722	3	0,00	99,25	NO
BHS	B732	3	0,00	99,25	NO
LCO	B767	3	0,00	99,25	NO
ADB	A124	3	0,00	99,26	YES
KRE	B721	3	0,00	99,26	NO
LLB	B732	3	0,00	99,27	NO
UPS	B762	3	0,00	99,27	NO
CCP	B72Q	3	0,00	99,27	NO
JGO	MD80	3	0,00	99,28	NO
CMP	B727	3	0,00	99,28	NO
AUT	FK28	3	0,00	99,28	NO
AUT	B732	3	0,00	99,29	NO
CMR	B747	3	0,00	99,29	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
ARG	MD81	3	0,00	99,30	NO
SAZ	CL60	3	0,00	99,30	YES
KRE	B731	3	0,00	99,30	NO
PVI	B722	3	0,00	99,31	NO
NOY	CL60	3	0,00	99,31	YES
TAG	F900	3	0,00	99,32	NO
NCH	B727	3	0,00	99,32	NO
NAO	B757	3	0,00	99,32	YES
MXA	B737	3	0,00	99,33	NO
MPH	B762	3	0,00	99,33	YES
MON	A320	3	0,00	99,34	YES
MKA	DC85	3	0,00	99,34	YES
LDI	B767	3	0,00	99,34	YES
AES	B752	3	0,00	99,35	NO
RSL	B732	3	0,00	99,35	NO
SLM	B737	3	0,00	99,35	NO
RYN	B752	3	0,00	99,36	NO
AFR	B737	3	0,00	99,36	NO
LPE	B732	3	0,00	99,37	NO
LLB	B762	3	0,00	99,37	NO
LLB	B73B	3	0,00	99,37	NO
LLB	A320	3	0,00	99,38	NO
LRC	EA32	3	0,00	99,38	NO
TIA	A320	3	0,00	99,39	NO
EDW	A332	3	0,00	99,39	YES
FBF	DC85	3	0,00	99,39	NO
FAV	FA50	3	0,00	99,40	NO
EEZ	A332	3	0,00	99,40	YES
FAP	B735	3	0,00	99,40	NO
FIV	C56X	3	0,00	99,41	NO
WOA	MD11	3	0,00	99,41	YES
DHL	DC8	3	0,00	99,42	NO
VRG	B734	3	0,00	99,42	NO
DLH	B774	3	0,00	99,42	NO
AAL	MD11	3	0,00	99,43	YES
FAG	LR35	3	0,00	99,43	NO
NAJ	G2GL	2	0,00	99,43	NO
DLH	A340	2	0,00	99,44	YES
AJM	B732	2	0,00	99,44	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
FAP	B733	2	0,00	99,44	NO
MON	A332	2	0,00	99,44	YES
AJM	EA34	2	0,00	99,45	NO
TAM	B733	2	0,00	99,45	NO
TAM	AE32	2	0,00	99,45	NO
MXA	B747	2	0,00	99,46	NO
MTX	LJ60	2	0,00	99,46	NO
LXJ	CL60	2	0,00	99,46	NO
TRZ	B752	2	0,00	99,46	NO
AFR	B744	2	0,00	99,47	YES
TRZ	B72Q	2	0,00	99,47	NO
TRZ	B727	2	0,00	99,47	NO
LPR	FK28	2	0,00	99,47	NO
DHL	DC87	2	0,00	99,48	NO
DCS	GLEX	2	0,00	99,48	NO
LXJ	LJ31	2	0,00	99,48	NO
FDX	B747	2	0,00	99,48	NO
LXJ	LR31	2	0,00	99,49	NO
LXR	A320	2	0,00	99,49	YES
TNO	A30B	2	0,00	99,49	NO
NJC	LJ25	2	0,00	99,49	NO
AAL	B722	2	0,00	99,50	NO
ALV	B752	2	0,00	99,50	NO
SNK	MD80	2	0,00	99,50	NO
ARG	A330	2	0,00	99,50	NO
ARG	B727	2	0,00	99,51	NO
RSU	B737	2	0,00	99,51	NO
SSV	A319	2	0,00	99,51	NO
RYN	A320	2	0,00	99,51	NO
APW	B722	2	0,00	99,52	NO
AVA	B737	2	0,00	99,52	NO
AAL	A320	2	0,00	99,52	NO
SKU	B733	2	0,00	99,52	NO
FAC	B707	2	0,00	99,53	NO
FAC	C550	2	0,00	99,53	NO
SAA	B744	2	0,00	99,53	YES
SKC	B703	2	0,00	99,54	NO
AAL	B727	2	0,00	99,54	NO
NES	B737	2	0,00	99,54	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
TIB	B722	2	0,00	99,54	NO
DSO	F900	2	0,00	99,55	YES
FAO	B737	2	0,00	99,55	NO
ONE	E120	2	0,00	99,55	NO
PAT	GLF5	2	0,00	99,55	NO
PCE	B722	2	0,00	99,56	NO
PUA	B762	2	0,00	99,56	NO
NAO	B767	2	0,00	99,56	NO
AMT	B753	2	0,00	99,56	YES
SWD	B73A	2	0,00	99,57	NO
RCH	C135	2	0,00	99,57	NO
SSV	B752	2	0,00	99,57	NO
AMX	MD83	2	0,00	99,57	NO
RCH	K35R	2	0,00	99,58	NO
RCH	LJ35	2	0,00	99,58	NO
AMX	MD88	2	0,00	99,58	NO
PCE	B732	2	0,00	99,58	NO
ACA	EA31	2	0,00	99,59	NO
JUD	B732	2	0,00	99,59	NO
KAT	GLF2	2	0,00	99,59	NO
TSC	A333	2	0,00	99,59	YES
ACQ	B752	2	0,00	99,60	NO
ACQ	B757	2	0,00	99,60	NO
ACA	A321	2	0,00	99,60	YES
GTS	IL76	2	0,00	99,60	NO
AEB	B727	2	0,00	99,61	NO
BSK	B727	2	0,00	99,61	NO
BSK	B720	2	0,00	99,61	NO
BRS	LJ55	2	0,00	99,62	NO
UAL	B737	2	0,00	99,62	NO
VRG	L101	2	0,00	99,62	NO
UJT	LJ55	2	0,00	99,62	NO
VRG	B722	2	0,00	99,63	NO
VRG	A340	2	0,00	99,63	NO
JMC	B752	2	0,00	99,63	YES
HPJ	LR55	2	0,00	99,63	NO
CRL	A332	2	0,00	99,64	YES
UYC	B743	2	0,00	99,64	NO
CLS	CL60	2	0,00	99,64	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
USA	EA31	2	0,00	99,64	NO
CTT	B727	2	0,00	99,65	NO
VRG	B721	2	0,00	99,65	NO
FLC	CL60	2	0,00	99,65	NO
AZA	E145	2	0,00	99,65	NO
BAW	B722	2	0,00	99,66	NO
BAW	B732	2	0,00	99,66	NO
ABX	DC85	2	0,00	99,66	NO
DAL	B727	2	0,00	99,66	NO
ABX	DC87	2	0,00	99,67	NO
BAL	B762	2	0,00	99,67	YES
VSP	B727	2	0,00	99,67	NO
FNY	FA50	2	0,00	99,67	NO
APW	DC85	1	0,00	99,68	NO
VDA	IL76	1	0,00	99,68	NO
SSV	A306	1	0,00	99,68	YES
UYC	B747	1	0,00	99,68	NO
VEC	A306	1	0,00	99,68	NO
SPD	B772	1	0,00	99,68	NO
AAL	B732	1	0,00	99,68	NO
APW	DC9	1	0,00	99,68	NO
AFB	B73A	1	0,00	99,69	NO
SUM	IL62	1	0,00	99,69	NO
SWD	B757	1	0,00	99,69	NO
USA	B757	1	0,00	99,69	NO
AMT	L101	1	0,00	99,69	YES
VDA	A124	1	0,00	99,69	YES
SVA	GLF4	1	0,00	99,69	YES
AFR	B774	1	0,00	99,70	NO
AMX	B764	1	0,00	99,70	NO
TUS	B757	1	0,00	99,70	NO
SSV	FA33	1	0,00	99,70	NO
AMX	MD11	1	0,00	99,70	NO
AMX	MD86	1	0,00	99,70	NO
SNA	LR35	1	0,00	99,70	YES
AFR	B727	1	0,00	99,70	NO
SHO	B703	1	0,00	99,71	NO
ARG	B757	1	0,00	99,71	NO
ARG	B763	1	0,00	99,71	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
SKC	DC8	1	0,00	99,71	NO
AAL	B707	1	0,00	99,71	NO
ARG	MB88	1	0,00	99,71	NO
TUS	B747	1	0,00	99,71	NO
VSP	B763	1	0,00	99,71	NO
XZT	B767	1	0,00	99,72	NO
ARG	MD82	1	0,00	99,72	NO
ARG	B773	1	0,00	99,72	NO
VRG	A320	1	0,00	99,72	NO
SNA	LJ35	1	0,00	99,72	YES
AMT	B732	1	0,00	99,72	NO
SMX	LJ60	1	0,00	99,72	NO
SMX	C560	1	0,00	99,72	NO
ARG	B722	1	0,00	99,73	NO
VLO	B737	1	0,00	99,73	NO
SLM	DC87	1	0,00	99,73	NO
SWD	B762	1	0,00	99,73	NO
TUS	B752	1	0,00	99,73	NO
VRG	A343	1	0,00	99,73	NO
SLM	B732	1	0,00	99,73	NO
SKW	B737	1	0,00	99,74	NO
SLM	DC93	1	0,00	99,74	NO
VRG	B777	1	0,00	99,74	YES
AES	MD80	1	0,00	99,74	NO
TAP	EA31	1	0,00	99,74	YES
AJM	DC87	1	0,00	99,74	NO
TAM	MD80	1	0,00	99,74	NO
VRG	BFMJ	1	0,00	99,74	NO
WMX	SW4	1	0,00	99,75	NO
AES	B722	1	0,00	99,75	NO
AJM	LJ24	1	0,00	99,75	NO
TAM	EA32	1	0,00	99,75	NO
TPI	LJ35	1	0,00	99,75	NO
UAL	B773	1	0,00	99,75	NO
UJT	LJ45	1	0,00	99,75	NO
AJM	A319	1	0,00	99,75	NO
AEL	B762	1	0,00	99,76	NO
AAL	B765	1	0,00	99,76	NO
TNO	A300	1	0,00	99,76	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
UAL	B701	1	0,00	99,76	NO
UAL	B733	1	0,00	99,76	NO
VRG	EA34	1	0,00	99,76	NO
AJM	B752	1	0,00	99,76	NO
TCV	L101	1	0,00	99,76	NO
VSP	B762	1	0,00	99,77	NO
TPI	A319	1	0,00	99,77	NO
UAL	B742	1	0,00	99,77	YES
AJM	B727	1	0,00	99,77	NO
TAP	EA34	1	0,00	99,77	YES
WJA	B757	1	0,00	99,77	NO
AJM	B738	1	0,00	99,77	NO
TRZ	B757	1	0,00	99,78	NO
AMM	B737	1	0,00	99,78	NO
VRG	B742	1	0,00	99,78	NO
WPP	MD11	1	0,00	99,78	NO
USA	A330	1	0,00	99,78	YES
SYA	A343	1	0,00	99,78	NO
AJT	B752	1	0,00	99,78	NO
AIS	B763	1	0,00	99,78	YES
AJM	A342	1	0,00	99,79	NO
TPU	A340	1	0,00	99,79	NO
TPU	EA31	1	0,00	99,79	NO
AMT	B728	1	0,00	99,79	NO
TRS	B721	1	0,00	99,79	NO
VRG	MD80	1	0,00	99,79	NO
AAL	B733	1	0,00	99,79	NO
SWI	B763	1	0,00	99,79	NO
ACQ	B751	1	0,00	99,80	NO
UPS	B727	1	0,00	99,80	NO
WPP	B777	1	0,00	99,80	NO
AAL	B76Q	1	0,00	99,80	NO
AJM	A306	1	0,00	99,80	NO
ALV	B707	1	0,00	99,80	NO
UPS	B737	1	0,00	99,80	NO
AAL	B73Q	1	0,00	99,81	NO
TAI	F100	1	0,00	99,81	NO
AAL	B742	1	0,00	99,81	NO
TAG	H25B	1	0,00	99,81	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
ALV	B738	1	0,00	99,81	NO
AJI	LJ24	1	0,00	99,81	NO
WJA	B737	1	0,00	99,81	NO
AJT	B757	1	0,00	99,81	NO
TAM	A310	1	0,00	99,82	NO
IBE	B744	1	0,00	99,82	YES
CIU	B732	1	0,00	99,82	NO
JAL	B747	1	0,00	99,82	YES
CIU	IL62	1	0,00	99,82	NO
CIU	PC10	1	0,00	99,82	NO
IWD	A332	1	0,00	99,82	YES
CKS	H25A	1	0,00	99,82	NO
CLU	DC10	1	0,00	99,83	NO
IBE	MD11	1	0,00	99,83	NO
IBE	EA34	1	0,00	99,83	YES
CEP	LJ35	1	0,00	99,83	NO
IBE	B763	1	0,00	99,83	YES
CCP	B727	1	0,00	99,83	NO
HPJ	LR36	1	0,00	99,83	NO
HPJ	LR35	1	0,00	99,83	NO
HPJ	LJ56	1	0,00	99,84	NO
CMP	B744	1	0,00	99,84	NO
CMP	B763	1	0,00	99,84	NO
CMP	DC10	1	0,00	99,84	NO
CMP	IL62	1	0,00	99,84	NO
HPJ	LJ25	1	0,00	99,84	NO
COA	B732	1	0,00	99,84	NO
PLZ	B727	1	0,00	99,85	NO
CLX	B767	1	0,00	99,85	NO
LAN	B742	1	0,00	99,85	NO
LLB	B723	1	0,00	99,85	NO
LDI	B762	1	0,00	99,85	YES
LDA	B763	1	0,00	99,85	YES
LCO	B762	1	0,00	99,85	NO
BOL	DC10	1	0,00	99,85	NO
LAN	DC10	1	0,00	99,86	NO
LAN	B761	1	0,00	99,86	NO
BRB	B743	1	0,00	99,86	NO
BSI	B703	1	0,00	99,86	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
CIA	B732	1	0,00	99,86	NO
LAN	B743	1	0,00	99,86	NO
HON	B73C	1	0,00	99,86	NO
BSK	DC86	1	0,00	99,86	NO
BWA	B777	1	0,00	99,87	NO
LAN	A332	1	0,00	99,87	NO
LAN	A323	1	0,00	99,87	NO
CAY	A320	1	0,00	99,87	NO
LAN	A310	1	0,00	99,87	NO
KLM	B763	1	0,00	99,87	YES
KFS	LJ36	1	0,00	99,87	NO
KAI	GII	1	0,00	99,87	NO
CCP	B720	1	0,00	99,88	NO
JUD	B737	1	0,00	99,88	NO
LAN	B747	1	0,00	99,88	NO
DNK	C550	1	0,00	99,88	NO
COA	B736	1	0,00	99,88	YES
DAU	CL60	1	0,00	99,88	NO
FIV	C550	1	0,00	99,88	NO
DCE	B72Q	1	0,00	99,89	NO
FDX	B772	1	0,00	99,89	NO
FBF	LJ25	1	0,00	99,89	NO
DCE	MD81	1	0,00	99,89	NO
DLH	B737	1	0,00	99,89	NO
DLH	B743	1	0,00	99,89	NO
FAP	LR36	1	0,00	99,89	NO
FLB	B727	1	0,00	99,89	NO
DLH	B777	1	0,00	99,90	NO
FWL	B764	1	0,00	99,90	NO
DTA	B747	1	0,00	99,90	NO
FAM	LR35	1	0,00	99,90	NO
EEZ	A330	1	0,00	99,90	YES
EEZ	EA30	1	0,00	99,90	NO
FAG	LR25	1	0,00	99,90	NO
ESF	B722	1	0,00	99,90	NO
DLH	B767	1	0,00	99,91	NO
GWY	B763	1	0,00	99,91	NO
HON	B732	1	0,00	99,91	NO
HON	A320	1	0,00	99,91	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
COA	B777	1	0,00	99,91	YES
CPZ	B722	1	0,00	99,91	NO
CRN	YK40	1	0,00	99,91	NO
CTM	FA50	1	0,00	99,91	NO
FIV	C560	1	0,00	99,92	NO
GWY	B72Q	1	0,00	99,92	NO
CUT	IL62	1	0,00	99,92	NO
GRO	MD80	1	0,00	99,92	NO
GNY	A320	1	0,00	99,92	NO
GLO	DC10	1	0,00	99,92	NO
DAE	B777	1	0,00	99,92	NO
DAL	B722	1	0,00	99,93	NO
DAL	B732	1	0,00	99,93	NO
GCO	B757	1	0,00	99,93	NO
DAL	B73B	1	0,00	99,93	NO
CTT	B722	1	0,00	99,93	NO
RCF	C141	1	0,00	99,93	NO
BAW	B747	1	0,00	99,93	NO
ROM	B757	1	0,00	99,93	NO
ROM	B727	1	0,00	99,94	NO
ROM	B722	1	0,00	99,94	NO
RDN	MD88	1	0,00	99,94	NO
RCH	C51	1	0,00	99,94	NO
RCH	C5	1	0,00	99,94	NO
RPB	B727	1	0,00	99,94	NO
FAG	B767	1	0,00	99,94	NO
PLZ	B722	1	0,00	99,94	NO
RCH	C171	1	0,00	99,95	NO
RSU	B777	1	0,00	99,95	NO
ARG	N742	1	0,00	99,95	NO
SAM	A320	1	0,00	99,95	NO
SAA	B767	1	0,00	99,95	NO
AUT	B727	1	0,00	99,95	NO
AUT	B738	1	0,00	99,95	NO
AUT	B762	1	0,00	99,95	NO
AUT	B763	1	0,00	99,96	NO
SAA	B737	1	0,00	99,96	NO
AUT	MD82	1	0,00	99,96	NO
AVA	B727	1	0,00	99,96	NO

Operator ICAO code	Ac type	Number of operations in the sample	% of operations in the sample	Cumulative %	Full State RVSM approved?
AVA	F70	1	0,00	99,96	NO
RPB	MD83	1	0,00	99,96	NO
AVA	MD83	1	0,00	99,96	NO
RPB	DC95	1	0,00	99,97	NO
AVA	B722	1	0,00	99,97	NO
MAA	DC87	1	0,00	99,97	NO
MAA	DC8	1	0,00	99,97	NO
MAA	B753	1	0,00	99,97	NO
LXP	B757	1	0,00	99,97	NO
LXJ	LJ35	1	0,00	99,97	NO
LTU	A300	1	0,00	99,97	NO
LRC	A310	1	0,00	99,98	NO
LPR	B767	1	0,00	99,98	NO
LPR	B734	1	0,00	99,98	NO
LPR	B732	1	0,00	99,98	NO
LPE	B721	1	0,00	99,98	NO
LMG	F900	1	0,00	99,98	NO
LLB	F100	1	0,00	99,98	NO
LLB	B772	1	0,00	99,98	NO
SDW	B763	1	0,00	99,99	NO
MXA	B732	1	0,00	99,99	NO
LLB	B738	1	0,00	99,99	NO
MYT	EA33	1	0,00	99,99	YES
MAF	LJ36	1	0,00	99,99	NO
MXA	A330	1	0,00	99,99	NO
MXA	A321	1	0,00	99,99	NO
MPH	B738	1	0,00	99,99	NO
MPH	B736	1	0,00	100,00	NO
MKA	DC9	1	0,00	100,00	NO
MEI	SW3	1	0,00	100,00	NO
MXA	ES31	1	0,00	100,00	NO
TOTAL		77445	100,00		