



Agenda Item 2: Review of Reduced Vertical Separation Minimum (RVSM) airspace safety assessment Project for the CAR and SAM Regions

**RVSM AIRSPACE SAFETY ASSESSMENT IMPROVEMENT PROJECT
FOR THE CAR AND SAM REGIONS**

(Presented by the GTE Rapporteur)

SUMMARY	
This working paper aims to present and approve the work carried out in the “RVSM Airspace safety assessment improvement” Project.	
REFERENCES:	
- GTE/14 final report - GTE/15 final report - GTE/16 final report	
ICAO Strategic Objectives:	A - Safety

1. Background

1.1 During year 2014, the Scrutiny Group developed and approved Draft Conclusion GTE/14-1 on “RVSM Airspace Safety Assessment improvements for the CAR/SAM Regions”.

1.2 Drafts of deliverables were presented during GTE/15, in order to review final editions at GTE/16.

1.3 Final editions of deliverables were presented and approved at GTE/16.

2. Analysis

2.1 After reviewing the Project, progress in terms of proposed metrics could be determined, evidencing an increase in data used for quantitative evaluation from 73% in 2012, to 83% in 2016, hoping to reach the established goal of 90%.

2.2 For these purposes, a training programme for CAR/SAM FIRs’ Points of Contact (POCs) was developed, in order to ensure the correct filling of CARSAMMA Form F0.

2.3 Likewise, it could be observed that the percentage of LHD forms submitted by POCs remained static at 90%. It is expected to schedule training for next year, in order to meet the goal of 95% of LHD forms received without error.

2.4 With regard to the reduction of LHD events in the CAR/SAM Regions, there is a clear tendency to decrease, although not meeting the goal of 20% annually. With regard to 2014, during year 2015 LHD events were reduced by 15.57% and during 2016, it decreased by 11% in relation to 2015.

2.5 The issue that has reduced above the target set, is that of non-RVSM aircraft that operated in RVSM airspace in the 2016 sample, reducing from 2967 in 2014 to 197 in 2015 and finally to 17 aircraft during 2016.

2.6 Likewise, it is understood that the possibility of modifying LHD events validation methodology should be analyzed, in order not to include lateral nor longitudinal deviations based on time, as the spirit of monitoring RVSM airspace is to verify vertical deviations, being another entity the one responsible for tracking those deviations.

2.7 Finally, the only part of the Project that to date has not yet been developed is referred to the “*Guide for the development of IT tools for the collection of air traffic movement using ATC systems*”. This task was assigned to CARSAMMA. Nevertheless, we understand that the difference in ATC Surveillance Systems used in both Regions makes it almost impossible for CARSAMMA to be able to perform this task. In such sense, we consider that this task should be removed from the Project or otherwise, be modified in such a way to make its development feasible.

3. **Suggested action:**

3.1 The Meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) approve all deliverables of the “*RVSM airspace safety assessment improvement for the CAR and SAM Regions*” Project;
- a) recommend other actions as deemed necessary.