



ICAO

International Civil Aviation Organization  
South American Office

INFORMATION PAPER

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**CAR/SAM Regional Planning and Implementation Group (GREPECAS)  
Twenty-First Scrutiny Working Group Meeting  
(GTE/21)**

Zoom Meeting, 23 - 26 August 2021

**Agenda Item 4: Other business**

**ESTIMATING RVSM CERTIFICATION LONG-TERM MONITORING BURDEN**

(Presented by CARSAMMA)

**EXECUTIVE SUMMARY**

This document presents the estimated monitoring burden currently expected with respect to aircraft operating in the Caribbean and South American Regions, in order to meet the minimum monitoring requirements (MMR).

<i>Strategic objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air navigation capacity and efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Doc 9574</li><li>• MMR 7.AUG.2020</li><li>• RMACG16/VM-SD</li></ul>

**1. Introduction**

1.1. In accordance with Annex 6, CARSAMMA conducted a data survey to determine the burden involved in long-term monitoring of RVSM certification beyond two years for RVSM-approved aircraft operating in the Caribbean and South America Regions.

**2. Discussion**

2.1. The data was compiled on 23 July 2021 from a review of RVSM approval records in the flight information regions relevant to CARSAMMA. In the CARSAMMA database, there are 2,710 aircraft approved for RVSM operations. Of this total, almost half, 1,295 aircraft operating in the Caribbean and South America Regions have an approval period lasting more than two years; 189 are general aviation aircraft and 1,106 are airline aircraft.

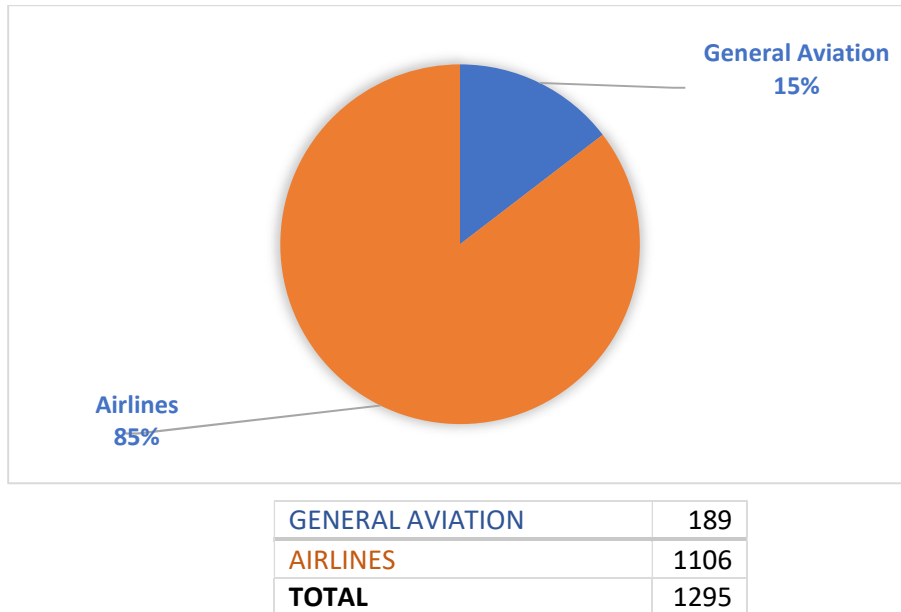
**Table 1.** Estimated aircraft monitoring burden per State in the **CARIBBEAN** Region

<b>STATE</b>	<b># AIRCRAFT</b>
Barbados	2
Colombia	162
Costa Rica	21
Curacao	13
El Salvador	21
Cayman Islands	1
Jamaica	3
Mexico	9
Panama	79
Dominican Republic	2
Suriname	5
Trinidad and Tobago	25
Venezuela	64
<b>TOTAL</b>	<b>407</b>

**Table 2.** Estimated aircraft monitoring burden per State in the **SOUTH AMERICAN** Region.

<b>STATE</b>	<b># AIRCRAFT</b>
Argentina	104
Bolivia	37
Brazil	473
Chile	192
Ecuador	42
Paraguay	3
Uruguay	1
Peru	36
<b>TOTAL</b>	<b>888</b>

**Graph 1.** Summary of the estimated monitoring burden per aircraft operator



2.2. Data concerning the 1000-hour follow-up inspection, which is complicated because it involves the civil aviation certification authorities, is not controlled by CARSAMMA. The most recent international RMA meetings adopted conclusions requesting the initiation of studies to eliminate the 1000h criterion contained in ICAO Doc 9574. For this reason, CARSAMMA conducted the initial survey, generating this document, whose data represents the first step towards working in a more precise manner with minimum monitoring requirement categories.

**3. Suggested action**

3.1. The Meeting is invited to:

- a) take note of the information contained in this information paper; and
- b) comment on the information presented in the document.