



Agenda Item 5: Collision risk assessment and LHD

b) States responsibilities on height monitoring.

Prospects for a PBCS database

(Prepared by CARSAMMA)

SUMMARY

This information paper aims to demonstrate one of the activities carried out by CARSAMMA's Registration and Auditing Sector, envisioning the perspectives for a new RMA in the South Atlantic Region.

References:

- Doc 9574
- MMR 7.AUG.2020
- RMACG16/VM-SD
- GTE/21 – IP/01

1. Background

1.1 In July 2021, CARSAMMA reviewed its RVSM approvals database to identify the number of approvals dated before 2018 and initiate a specific verification process with the CAR/SAM Civil Aviation Authorities, determining the time required and the response effectiveness of our Points of Contact to update the list of RVSM approvals, taking into account the groups determined in the then current version of the Required Monitoring Minimums.

1.2 In the 09-month work period, among 541 aircraft with approvals issued between 2000 and 2018, we updated our RVSM database by removing 105 records, representing a 19.4% reduction from the initial total. This update, in turn, represented an average analysis of 11 records per month amidst CARSAMMA's other activities. Of the 15 Civil Aviation Authorities that we contacted, only 08 CAAs sent us a reply. It took 09 months because this is how long the communication with the AACs lasted, from the first e-mail sent by RMA to the last response received by the Agency.

2. Analysis

2.1 CARSAMMA, aiming at maximum efficiency in its database maintenance work this March 2023, has made a new survey of aircraft with RVSM approvals. We used a ten-year sample from the oldest records, from 2000 to 2010. Below is the result of the work in detail:

APPROVAL YEAR	STATE	OPERATOR	NUMBER OF RECORDS
2000	JM	AJM	01
2001	TT	BWA	06
2002	MK	AJM AZP	02 01
2003	SC	LAN	01
2004	SB SC	YYY LXP	01 03
2005	MS SB SC SE SL	TAI	16
		YYY	07
		TAM	06
		ONE	01
		CGK	01
		LCO	01
		LAN	04
		TAE	02
2006	MD MR SB SC SE SK	LLB	04
		CEY	01
		LRC	01
		YYY	11
		LTG	02
		EMB	01
		TAM	04
		LAN	01
		LCO	01
		GLG	02
		TAE	03
ICD	02		
RPB	02		
2007	MR SB SC SV TB	LRC	04
		YYY	02
		GLO	13
		TAM	11
		SKU	02
		LAN	03
		VOI	01
YYY	01		
2008	MS SB SC SE SK SV	TAI	03
		AZU	02
		GLO	04
		TAM	01
		YYY	06
		LXP	01
		TAE	02
		AVA	03
		VCV	04
		YYY	01
ROI	01		

APPROVAL YEAR	STATE	OPERATOR	NUMBER OF RECORDS
2009		CEY	01
		LRC	01
		EDR	01
		LCO	02
	MD	SKU	03
	MR	LAN	01
	SA	LXP	05
	SC	PCP	01
	SE	LNE	01
	SK	TAE	01
	SL	AVA	12
	SV	LAE	01
	TT	LAU	03
		SRC	01
		BOV	02
		YYY	05
		VCV	01
	BWA	01	
2010		MST	01
		ONE	03
		AZU	08
		GLO	01
		YYY	04
		TAM	06
	SB	TTL	01
	SC	SKU	03
	SE	PCP	01
	SK	LXP	05
	SV	LAN	01
		IGA	01
		LNE	03
		GLG	01
		AVA	06
	YYY	03	
	LER	01	
	BBR	01	

Table 1

2.2 CARSAMMA's objective with this survey is to demonstrate the following:

- a) Point out that despite our efforts, the Agency faces certain difficulties concerning processes that depend on the contact of the Civil Aviation Authorities of the States in the Caribbean and South American region. In the specific case of the table above, there are records, whose RVSM approvals should have already been renewed or cancelled; there are records that have changed operators, the RMA has not been notified, or an operator that no longer exists. However, these aircraft remain in our database as the communication to the RMA has not been made. This is the kind of issue that a PBCS database, when implemented, will face.

b) To demonstrate that, in the same way, CARSAMMA maintains an RVSM database, currently with about 8,000 files of F2/F3 forms and a list of approved RVSM aircraft, which, as of the date of this document, has 2,715 aircraft certified, it is perfectly possible to efficiently manage a PBCS database in the South Atlantic region, as long as the Civil Aviation Authorities collaborate to maintain direct and efficient communication.

c) Emphasize the importance of meeting the deadlines set by the relevant authorities, the need for transparent communication between the States and the RMA's, and completing the tasks necessary for the smooth progress of the work for the safety of the airspace.

3. **Suggested actions**

3.1 The meeting is invited to:

a) Take note of the information presented in this paper.

— END —