



ICAO

International Civil Aviation Organization
South American Office

INFORMATION PAPER

GTE/20 — IP/02
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**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twentieth Scrutiny Working
Group Meeting
(GTE/20)**

Zoom Meeting, 9 – 11 November 2020

- Agenda Item 2: Review of the results of Large Height Deviation (LHD) analysis**
2.2 Actions taken for the enhancement of LHD event data capture and for the improvement of RVSM status capture by Registration States or Operator

**AUDIT OF THE STATUS OF RVSM APPROVAL OF
AIRCRAFT OPERATING IN RELEVANT RVSM AIRSPACE**

(Presented by CARSAMMA)

EXECUTIVE SUMMARY

This information paper presents information related to a routine task performed by CARSAMMA in order to verify and, if applicable, to confirm the RVSM operations approval status for aircraft that, through flight plans issued in our region, present themselves as approved or request an RVSM flight level.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety.
<i>References:</i>	<ul style="list-style-type: none">• Doc 9937.

1. Introduction

1.1. The Caribbean and South American Regions Monitoring Agency - CARSAMMA - periodically audits the approval status of aircraft operating in RVSM airspace, identifies explorers and unlisted aircraft using RVSM airspace, and, therefore, it notifies the State to which the registration belongs to confirm or not its RVSM approval.

1.2. The verification of the approval status of aircraft flying in RVSM airspace is the responsibility of the Regional Monitoring Agencies - RMAs, as described in item 8 of Appendix A of Document 9937 of the International Civil Aviation Organization - ICAO. CARSAMMA, as an RMA, performs this task on a monthly basis in its relevant airspace.

2. Discussion

2.1. There is no defined periodicity for checking the status of aircraft approved in RVSM airspace. CARSAMMA adopted the criterion of carrying out the task on a monthly basis. The other RMAs adopt other time intervals according to their workload, staff size, etc.

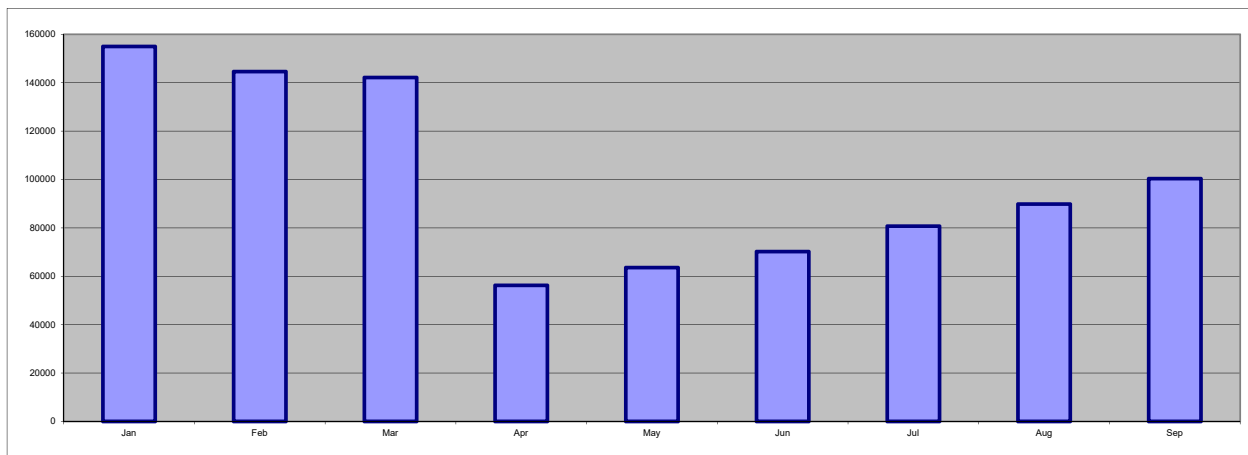
2.2. There are two ways to check: a) analyzing the data filled in flight plans, in particular the fields “equipment” and “route”; and b) consultation by air traffic radar data. CARSAMMA adopts the first way.

2.3. Thus, from the flight plan data provided by the States, the information is filtered to create a list of aircraft that present themselves as approved for RVSM operations. Of all the States relevant to CARSAMMA, provided for in document 9937, the only one that provides the necessary flight plans for data verification is Brazil. The Airspace Control Department - DECEA, through the Air Navigation Management Center - CGNA, provides flight plans on its Sigma platform.

2.4. The next step in the verification process is to compile the list of aircraft approved in all RMAs. These data are obtained through KSN, an online platform maintained by the Federal Aviation Administration - FAA. With all the necessary data, a global list of RVSM approved aircraft is formed.

2.5. Finally, the verification itself is made, with the list of aircraft that present themselves as approved RVSM being compared with the global list of approved RVSM aircraft. Aircraft identified as not listed are grouped by registration states and confirmation of approval status is requested by email. The latest audit processes carried out point to a monthly average of 141 aircraft that require confirmation of RVSM approval status.

2.6. In addition, CARSAMMA is currently carrying out experiments to test the feasibility of using data related to air movements collected in every December to perform the approval status check of aircraft operating in our region. However, this new methodology is not yet being applied in our routine.



Number of FPLs analyzed in 2020

3. **Conclusion**

3.1. The Meeting is invited to take note of the information contained in this information paper.

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