MONTHLY AFI RVSM SAFETY ASSESSMENT DATA COLLECTION

The collection of RVSM safety assessment data is an ongoing RVSM process which is a requirement for the maintenance of RVSM safety. AFI FIR’s/ACC’s are committed to capturing, compiling and submitting Safety Assessment data on a monthly basis to ARMA for this purpose. As should be recalled the continued accurate monitoring of RVSM in AFI, as in other Global regions, is a long term process with ARMA requiring the full participation of all AFI FIR’s/ACC’s. Reference is made to Recommendation 6/8 (c) of the 2008 Special AFIRAN 8 meeting which focuses on the long term collection of RVSM traffic data.

The ARMA dispatches an information letter every six months to each FIR/ACC that provides information on the submission status for the period under review. Various FIR’s have an exceptional record and others are lacking whilst there are those that do not submit at all. The question is periodically asked as to what the Safety Assessment data is used for and how should the forms be completed. In order to recap the under mentioned information is provided.

ARMA Form F1. This form is titled “Height Deviations”. The ARMA Form F1 refers to RVSM Large Height Deviations (LHD’s), any vertical deviation of 300FT or more, plus or minus from the assigned flight level. If there are no reports “nil reported” is inserted. Flight crew would normally report a LHD in a Procedural environment. In the event that an ACC has no surveillance capability it is extremely difficult to make a LHD observation thus an ACC would submit no observations. LHD are worked into the Collision Risk Assessment (CRA) as they directly affect the safety of RVSM. Further to this each LHD is fully investigated so as to establish the cause and compile remedial actions in mitigation to further events.

ARMA Form F2. This form is titled “Monthly Movements” The ARMA Form F2 should be completed by inserting the Total RVSM movements per month as calculated from the total obtained from Form F4. The Total IFR movements are optional. The average time per movement can be calculated once from an average time spent in RVSM airspace by aircraft movements and submitted monthly as this average should not vary. The time spent climbing and descending should be an average to reach the assigned level after entering RVSM airspace. The converse applies for the time spent leaving the level until exiting the RVSM airspace. These two figures should remain the same for each month. Most calculations should provide a figure of approximately ten minutes for both climbing and descending. The aforementioned are also worked into the CRA.

ARMA Form F3. This form is titled “Other Operational Considerations” The completion of ARMA form F3 is desirable however not mandatory. In many cases ACC’s insert a nil. Any inserted information assists with the safety assessment and enables areas of concern to be identified which might have contributed to the estimated risk. Trends can be discussed with the applicable ACC.

ARMA Form F4. This form is titled “Air Traffic Flow Data” The ARMA form F4 is a record of each RVSM movement within the RVSM band of levels captured electronically, recorded manually or a combination of the two methods. A minimum of two, “Position Time Flight Level”, recordings are required to be made which ideally should be waypoint into the FIR and waypoint out of the FIR. Any available additional recordings should be included. The content of this form is firstly used to identify RVSM non compliance and then finally worked into the annual safety assessment to inter alia assess the passing frequency of RVSM flights at adjacent flight levels. Additionally it is possible to calculate route occupation numbers.

All FIR’s/ACC’s are urged to submit RVSM Safety Assessment data as required at monthly intervals in order for the various safety assessment tasks to be under taken and completed as per ICAO provisions.

In the event that an ACC requires further information please dispatch an email to afirm@atns.co.za and an applicable response will follow. Further to this it is recommended that the ARMA webpage should be periodically visited by opening the following webpage www.atns.co.za/afi-rvsm

In order to enhance RVSM safety the accurate monitoring of the RVSM system is essential.

RVSM vigilance should be maintained at all times.

END