CIRCULAR 6 – 2013

AFI RVSM COLLISION RISK ASSESSMENT 6

This circular presents a brief overview of the most salient points associated with Collision Risk Assessment 6.

This brief is the third post-implementation collision risk assessment for a Reduced Vertical Separation Minimum (RVSM) in the Africa - Indian Ocean (AFI) Region. It addresses two of the AFI RVSM Safety Policy objectives, namely an assessment of the technical vertical collision risk against a Target Level of Safety (TLS) of $2.5 \times 10^{-9}$ fatal accidents per flight hour, and an assessment of the total vertical collision risk against a TLS of $5 \times 10^{-9}$ fatal accidents per flight hour.

The estimate of the Technical Vertical Collision risk was once again calculated to be below the Technical Vertical TLS of $2.5 \times 10^{-9}$ fatal accidents per flight hour however the estimate of the Total Vertical collision risk does not meet the total vertical TLS of $5 \times 10^{-9}$ fatal accidents per flight hour.

The estimate of the Technical Vertical Collision risk was found to be met by a factor of approximately 21 below the TLS.

The most critical component continues to be the vertical collision risk due to aircraft levelling off at a wrong opposite- or same-direction flight level however this has decreased slightly resulting in a downward movement of the overall risk. The current Total Vertical collision risk is exceeded by a factor of 4.7 which is down on the previous year.

Improper flight level crossings at waypoints or navigational facilities where aircraft are at the correct same semi-circular rule with standard separation being broken has also decreased.

Large Height Deviations have also decreased from 54 to 34 which is encouraging.

Overall the assessment is showing good signs of recovery after the implementation of RVSM that recorded a steady increase in risk until 2010.

A comprehensive presentation will be compiled and presented at APIRG SG 13.

END