

AFI RVSM Monitoring Agency – Reporting Format

NAVIGATION DEVIATION INVESTIGATION FORM					
Type of Report: PILOT B Flight CONTROLLER B ATC Unit					
Date/Time (UTC):	Type of Deviation: VERTICAL Type (A to O) (*) LATERAL Type (A to G)				
Causes: WEATHER (See 2-G) OTHERS (Specify)					
Conflict Alert Systems:					
DETAILS OF AIRCRAFT		First Aircraft		Second Aircraft (for vertical)	
Aircraft Identification:					
Name of Owner/Operator:					
Aircraft Type:					
Departure Point:					
Destination:					
Route Segment:					
Flight Level:		Cleared	Actual	Cleared	Actual
Cleared Track:					
Extent of deviation - magnitude and direction: (NM for lateral; feet for vertical)					
Amount of time at incorrect Flight Level/Track:					
Position where deviation was observed: (BRG/DIST from fixed point or LAT/LONG)					
WAS ATC Clearance obtained: YES NO		<u>If ATC clearance NOT obtained</u>			
		WERE Contingency procedures followed: YES NO			
Action Taken by ATC/Pilot:					
Other comments:					

(*) See deviation classification

NAVIGATION DEVIATION INVESTIGATION FORM

- The ATCO/Pilot should fill as many items as possible.
- Complementary data can be attached.

- The notification of any deviation (vertical or lateral) has to be classified, when possible, according to the following types:

1.- For Large Height Deviations (vertical deviation)

- A B Contingency action due to engine fault
- B - Contingency action due to pressurisation failure
- C - Contingency action due to OTHER CAUSE
- D B Failure to climb/descend as cleared
- E B Climb/descend without ATC clearance
- F B Entry airspace at an incorrect level
- G B ATC FL re-clearance resulting in loss of lateral or longitudinal separation.
- H B Deviation due to TCAS
- I B Aircraft unable to maintain level
- O - Other

2.- For lateral deviations

- A B Committed by aircraft not certified for operation in the RNP airspace
- B B ATC system loop error
- C1 - Equipment control error including inadvertent waypoint error
- C2 B Waypoint insertion error due to the correct entry of incorrect position
- D B Other with failure notified to ATC in time for action
- E - Other with failure notified to ATC too late for action
- F - Other with failure notified/received by ATC
- G B Lateral deviations due to weather when unable to obtain prior ATC clearance

Note that there are data that have to be notified by the pilot.

Remarks:

1. As contingency procedures have to be followed, if a NO is included in AWERE the contingency Procedures followed@, an explanation (WHY) have to be included in AOther comments@

2. The EUR/SAM corridor includes the FIR/UIRs: Recife (Atlantico), Dakar Oceanic, Sal Oceanic and Canarias (South and West).

SATMA DEVIATIONS MONITORING REPORT**AREA CONCERNED :****ALTITUDE :** From FL 290 up TO FL 410 both included**ACC/AO :****MONTH :****YEAR :** (Number) Deviation Report Form attached (including TCAS RA and Airproxes) NO Deviations reported (mark with an X)

The ACC/AO Responsible**Name :****Phone/E-mail :**

Send to**SATMA – E-mail :** satma@aena.es**Fax :** +34 928 57 7052**ACC=s:** *To report monthly until further notice***AO=s:** *To report monthly from _____ to _____*

The activities undertaken by the SATMA are performed through the two components of the permanent structure:

- The SATMA coordinator who will be responsible for performing the functions assigned by the Agency and maintaining permanent communication with the representatives of the ACC's of the SAT Region.
- A Secretariat to facilitate the technical, operative and administrative tasks required by the Agency in order to follow the SATMA Coordinators' guidelines.

4. SUBMISSION OF STATISTICAL AND EQUIPMENT DATA

4.1 States and Organizations concerned are requested to submit to the South Atlantic Monitoring Agency (SATMA) the necessary statistical data to assist in the timely completion of the safety analysis.

4.2 The Operators flying through the EUR/SAM corridor are requested to notify SATMA, in an independent stage of the state regulator authorities, the aircraft equipment certification on RVSM and RNP-10.

4.3 In order to arrange sufficient data for safety assessment and testing for the implementation of CNS/ATM systems, aircraft operators are requested to include all the navigation and communications system availability, including ADS and CPDLC capability, in the flight plans (box no.10).

4.4 The ACC's of the AFI Region and the aircraft operators are also requested to send to SATMA the "Navigational Deviation Investigation Form" at page 2 above.

5. SATMA COOPERATIVE REQUEST

Any other cooperation in whatever way which may be required by the SATMA will ensure that all those tasks commissioned to SATMA by the corresponding ICAO forum may be duly performed.

6. ADDITIONAL INFORMATION

The SATMA is located in the ACC-Canarias and can be reached at the following E-mail address:

satma@aena.es

The coordinator Tel:34-928 577 057 Fax:34-928 577 003

The Secretariat Tel:34-928 557 054 Fax:34-928 577 052

A SATMA WEB page is also in progress and will be ready
