Agenda Item 3: SAT Collision Risk Assessments (CRA)

a) ARMA, CARSAMMA, SATMA Activities

REPORTS FROM FIR ATLANTICO AREA

(Presented by CARSAMMA)

SUMMARY

This paper presents the LHD reports received and analyzed by CARSAMMA for occurrences within the Atlantico FIR area in 2025.

Strategic goals	A - Every Flight is Safe and Secure C - Aviation Delivers Seamless, Accessible, and Reliable Mobility for All
References	• ICAO Doc 9574 - Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive. Third Edition, 2012. • ICAO Doc 10063 - Manual on Monitoring the Application of Performance-based Horizontal Separation Minima. First edition, 2017. • Orientation Manual for Points of Contact (PoC) Accredited to CARSAMMA

1. Introduction

1.1 From January to December 2025, nine reports were received involving the Atlantico FIR.

2. Discussion

Analysis

2.1 Table 1 represents the six LHD reports received involving the Atlantico FIR. Two LHDs referred to SBAO being at fault, and the remaining four LHDs were attributable to failures in adjacent FIRs.

2.2 Table 2 contains two reports that were received after the deadline set by the Orientation Manual for Points of Contact (PoC) Accredited to CARSAMMA (item 2.2.9). Consequently, they were not included in the overall count of validated LHDs. The aforementioned table also presents a report concerning an occurrence that did not take place in RVSM airspace but was submitted to CARSAMMA.

2.3 Risk value calculation: The risk value is calculated based on the SMS (Safety Management System) table, where values between 1-20 present a low risk and are represented by green; medium risk is in yellow, between the values 21–75; and high risk, 76–100, is represented by the color red.

2.4 Codes specification:

a) E1 - Poor coordination; and
b) E2 - Lack of coordination

LHD	Reporting FIR	FIR or who committed the failure	Position of risk	Duration (sec)	LHD code	Risk value
171	ATLANTICO	RECIFE	GARUP	60	E1	18
108	CURITIBA	ATLANTICO	EKALO	60	E1	18
178	ATLANTICO	MONTEVIDEO	3412S 03410W	60	E2	22
354	RECIFE	ATLANTICO	JOBER	60	E1	13
383	ATLANTICO	ABIDJAN	0621S 01525W	60	E2	17
384	ATLANTICO	ABIDJAN	1000S 01000W	60	E2	17

Table 1 - LHD reports involving the Atlantico area.

Report number	Reporting FIR	FIR or who committed the failure	Position of risk	Duration (sec)	LHD code	Risk of value
38	ATLANTICO	RADAR or ACFT	CAVER	-	-	-
214	ATLANTICO	DAKAR	0620S 01046W	-	-	-
333	ATLANTICO	ABIDJAN	0622S 01500W	-	-	-

Table 2 - Reports not validated

2.5 According to the risk classification adopted for this analysis, five occurrences were assessed as low risk, with risk values ranging from 13 to 18. In contrast, occurrence No. 178 was assessed as a medium-risk occurrence, with a risk value of 22. No occurrence was classified as high-risk. In accordance with ICAO Doc 9574, the results should be considered together with the identified causal factors, recurrence, and observed trends when assessing overall operational risk. The medium-risk occurrence should therefore be subject to appropriate follow-up with the FIR concerned, without prejudice to the continued monitoring of all reported occurrences.

3. Action by the Meeting

3.1 The meeting is invited to:

a) note the results of the LHD analysis involving the Atlantico FIR;

b) encourage the FIRs concerned to investigate the causal factors associated with the reported coordination failures and provide feedback to CARSAMMA;

c) request specific follow-up for occurrence No. 178, classified as a medium-risk occurrence; and

d) support the continued monitoring of recurrence and trends for consideration in the regional RVSM safety assessment.

— END —