Agenda Item 3: SAT Collision Risk Assessments (CRA)

b) Other risk management activities

CONSOLIDATED DATA RELATED TO LARGE HEIGHT DEVIATION (LHD) INVOLVING THE SBAO FIR

(Presented by Brazil)

SUMMARY

This paper presents data on LHDs that occurred in the SBAO FIR area in 2025 and 2026, highlighting the most recurrent codes.

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 The purpose of this Information Paper is to present an analytical overview of Large Height Deviation (LHD) reports associated with the Atlantic Flight Information Region (SBAO). The analysis covers both occurrences identified and reported by SBAO itself and those recorded by adjacent FIRs and forwarded to SBAO.

1.2 For the purposes of statistical mapping and trend analysis, the analysis period covers the full year of 2025 and the cumulative period from January through August 2026, enabling continuous monitoring of SBAO's operational interfaces.

2. Discussion

Analysis

2.1 Figure 1 shows the distribution of LHD reports submitted by SBAO to adjacent FIRs in 2025 and 2026 (through August). It can be observed that the Abidjan FIR (DIII) was the primary recipient of notifications sent by SBAO, with a total of 3 reports in 2025 and 3 reports in 2026. Regarding the

Montevideo FIR (SUEO), SBAO continued to send 1 notification each year. Finally, the Dakar FIR (GOOO), which had received 2 reports from SBAO in 2025, did not receive any new notifications in 2026, while the Amazonica FIR (SBAZ) began receiving notifications from SBAO in the same year, with 1 report.

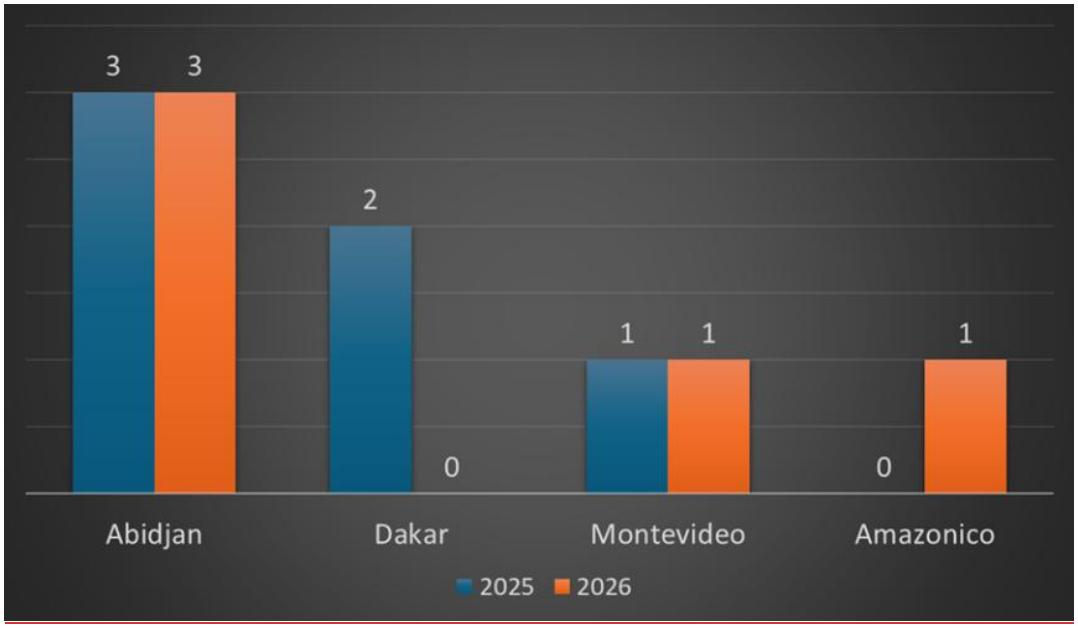


Figure 1 – Reports submitted by SBAO

2.2 Figure 2 shows the number of LHDs recorded by FIRs adjacent to SBAO. It can be seen that the Curitiba FIR (SBCW) and the Recife FIR (SBRE) each reported 1 event involving SBAO in 2025. In 2026, however, SBRE recorded only 1 LHD event.

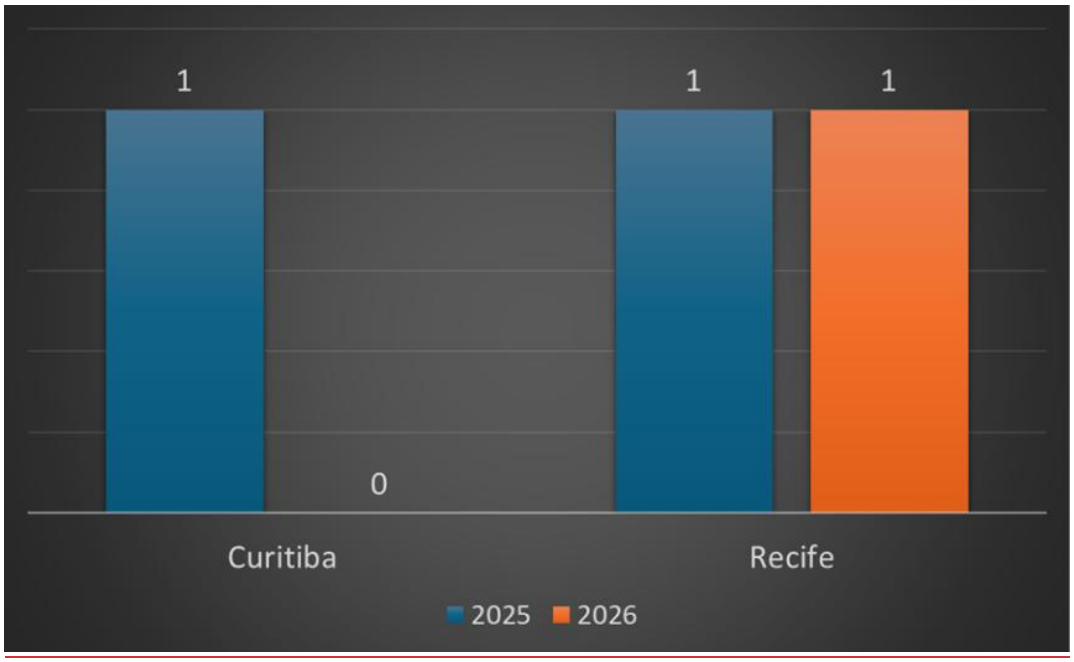


Figure 2 – Reports by FIRs adjacent to SBAO

2.3 Figure 3 shows the categorization of the cause codes for LHDs involving SBAO in 2025 and 2026. The pattern of occurrences remains consistent, with 4 events categorized as E2 (lack of coordination) and 2 events classified as E1 (poor coordination), recorded in each year.



Figure 3 – LHD codes

3. Conclusion

3.1 Analysis of LHD data for the SBAO FIR in 2025 and 2026 (through August) shows that the pattern of causal factors related to ATC coordination failures persists. Codes E2 (lack of coordination) and E1 (poor coordination) remain the most recurrent, accounting for 4 and 2 events per year, respectively.

3.2 The data also show a higher incidence of reports filed by SBAO at the interface with the Abidjan FIR, with 3 events per year, while a reduction in notifications involving SBAO was observed among neighbouring FIRs. Given this scenario, it is important to strengthen bilateral mechanisms for coordination and mitigation of operational risks with adjacent FIRs.

4. Action by the Meeting

4.1 The meeting is invited to:

a) note the information presented; and

b) provide direction as deemed necessary.

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