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**CAR/SAM Planning and Implementation Regional Group (GREPECAS)
Nineteenth Scrutiny Working Group Meeting
Barranquilla, Colombia, 18 to 22 November 2019**

Agenda Item 3: Review of the results of the analysis of large height deviations (LHDs)

e) Lessons learned by CAR/SAM States to reduce the number of LHDs

FLIGHT PLANS' AUDIT

(Presented by CARSAMMA)

EXECUTIVE SUMMARY	
Coordination of the method and frequency of flight plan data submission for subsequent aircraft RVSM approval status audit.	
Action:	Periodic submission of flight plan data to CARSAMMA.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• Doc 9937, Appendix A, item 8.

1. Introduction

1.1 In accordance with the Doc 9937's provisions, all Regional Monitoring Agencies must initiate checks of the "approval status" of aircraft operating in the relevant RVSM airspace, identify non-approved operators and aircraft using RVSM airspace and notify the appropriate State of Registry/State of the Operator accordingly.

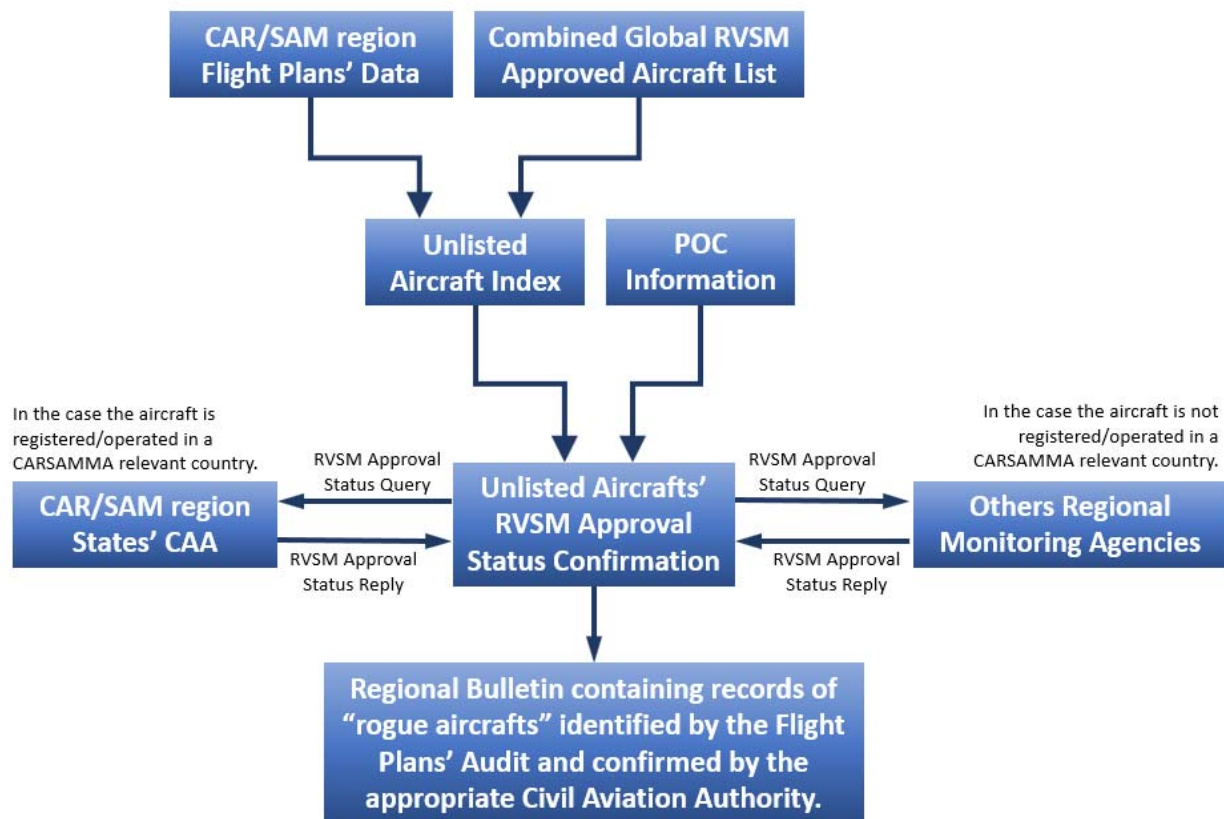
1.2 During the last years, CARSAMMA has successfully performed several audits in all flight plans received by the Brazilian ANSP (DECEA). The basic idea behind those audits is to confirm that all aircraft that present themselves as RVSM approved (by including the code "W" in the tenth field – equipment – of the flight plan form), or by mentioning any RVSM level in the fifteenth field – route – of the said form, are indeed RVSM approved.

1.3 Those flight plans' audits have occurred on a monthly basis and have involved, in each of these procedures, the analysis of approximately 140,000 flight plans.

2. Discussion

2.1 Despite the large territorial extension of Brazil and the remarkable number of flight plans sent to CARSAMMA, such a work would not be complete without the full parsing of all the data from all the other Caribbean and South American countries.

2.2 In this regard, this agency draws GTE/19 participants' attention to the importance of sharing all flight plan data with CARSAMMA. Moreover, due to the temporary and changing nature of the RVSM approval list, the data sent to CARSAMMA only has value if it is recent. In practice, this means that CARSAMMA should receive the flight plans for a given month, at the latest, by the end of the following month.



Picture 1 - Flight plans' audit normal flow scheme.

2.3 In the event of identification of an aircraft that is not listed as approved for RVSM operation presenting itself as an approved one, it is the agency's procedure to contact the appropriate authority of the country of registration of the aircraft with the intention of confirming (or not) its RVSM approval status.

2.4 If the aircraft is approved, the due RVSM (F2) approval form will be requested to be sent to CARSAMMA. Otherwise, the aircraft will be labelled as a so-called "rogue aircraft" and, for airspace safety reasons, its data (model, registration, owner, etc.) may be shared with other monitoring agencies such as CARSAMMA.

2.5 If there is no assertive response on the aircraft's approval status within thirty days after the approval status confirmation request has been submitted, the aircraft will be treated as a not approved for RVSM operation and may be included in regionals and global "rogue aircrafts" bulletins.

2.6 As soon as we receive an RVSM approval form, any aircraft identified by the flight plan audit process as "rogue aircraft" will lose this condition.

3. Conclusion

3.1. Keeping in mind the irrevocable goal of maintaining and enhancing safety not only in the CAR/SAM region, but throughout the whole world's airspace, CARSAMMA team counts on our region's Civil Aviation Authorities' engagement, participation and contribution to make this audit possible, accurate and, therefore, useful to the global aviation community.

4. Actions by the Meeting

4.1 The following is requested of the Scrutiny Group:

- a) Inform CARSAMMA when the state will be able to share flight plan data:
 - i. There are no specific data formatting or structuring requirements for sharing such information with this Agency. However, the files must be machine readable. The usual file formats (txt, doc, xls, csv, sql etc.) are suitable for CARSAMMA;
 - ii. There is not yet a specific automated system developed to receive the data for this audit. The files, at this time, should be sent by email; and
- b) keep POC information up to date.