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INFORMATION PAPER

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CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty Third Scrutiny Working Group Meeting (GTE/23)

Lima, Peru, 11 al 15 September 2023

Item de Agenda 5: Other Business

COMMUNICATIONS BETWEEN RMA AND CIVIL AVIATION AUTHORITIES

(Presented by CARSAMMA)

EXECUTIVE SUMMARY	
This information paper presents examples of communication processes between CARSAMMA and Civil Aviation Authorities in the Caribbean and South American region with the objective of reducing the existence of incomplete processes.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• <i>Air Navigation Capacity and Efficiency.</i>
<i>References:</i>	<ul style="list-style-type: none">• GTE/22-NI/02;• SAT/SOG/1-WP/5.1;• RMACG/18-IP/09;• RMACG/18-IP/19.

1. Introduction

1.1. The exchange of emails between the Regional Monitoring Agency (RMA) and the Civil Aviation Authorities (CAAs) is constant and is part of the daily work of the RMA. Thus, throughout 2022, as in the previous year, in 2021, CARSAMMA developed processes that required a response from the CAAs. Some of these processes did not reach a satisfactory degree of accuracy due to the lack of more transparent communication.

1.2. Therefore, in this document we provide examples to serve as a parameter to improve communication between the RMA and the CAAs. Three processes in which the exchange of information between CARSAMMA and the States is essential to obtain more accurate results will be presented below.

2. Discussion

2.1. At RMACG/18, which took place in early April, among the various papers presented, there were some on audits and aircraft that flew in RVSM airspace without being approved. We will focus on two papers that cited aircraft from the CAR/SAM region.

2.1.1. Monitoring Agency for Asia Region (MAAR) submitted IP09, which cited an aircraft from Argentina, LVKDI, which flew in RVSM space in February 2023. As we had no information on this aircraft, we sent an email to AAC Argentina that same day, and they responded promptly the next day.

2.1.2. North American Approvals Registry and Monitoring Organization (NAARMO) submitted IP19, citing 02 (two) aircraft from Bahamas and 08 (eight) aircraft from Trinidad and Tobago, which flew in RVSM space for the period September 2022 to February 2023. CARSAMMA does not have information on the two Bahamian registrations - C6ZIP and C6ROV, just as it does not have information on the eight aircraft relating to Trinidad and Tobago - 9YTTO, 9YGUY, 9YGRN, 9YBAH, 9YJAM, 9YBAR, 9YANT, 9YCAL. It should be noted in this case that on March 27, after receiving a request from NAARMO, CARSAMMA sent an e-mail to the CAAs requesting information, but did not receive a reply.

2.2. The first meeting of the South Atlantic Safety Oversight Group (SAT SOG) was held on March 13-17. For this event, CARSAMMA presented a IP with the results of a consultation requested by the South Atlantic Implementation Management Group (SAT IMG). CARSAMMA then sent a questionnaire on the current status of the implementation of the Performance-Based Communication and Surveillance (PBCS) to the CAAs, both in English and Spanish. Only five countries sent CARSAMMA the completed survey: Bolivia, Colombia, Cuba, Ecuador and Venezuela.

2.3. At AWG/22, CARSAMMA presented the results of the work related to Minimum Monitoring Requirements (MMR). MMRs were even the subject of discussion at RMACG/18, in relation to aircraft falling under the 1,000 hours flown parameter. The work carried out by CARSAMMA and presented at WPO2 sought to update RVSM approvals whose dates were between 2000 and 2018. Of the fifteen CAAs contacted, only eight responded: El Salvador, Costa Rica, Argentina, Equador, Brazil, Peru, Uruguay and Aruba. This process was carried out during nine months between 2021 and 2022.

3. Suggested actions

3.1. The Meeting is invited to take note of the information presented in this document.