Organización de Aviación Civil Internacional
Oficina Regional Sudamericana

OACI

WORKING PAPER

GTE/23 — WP/06
24/08/23

Twenty-third Meeting of the Working Group on Scrutiny (GTE/23) of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)
Lima, Peru, from September 11 to 15, 2023

Agenda Item 5: Other Matters

MODIFICATION OF CARSAMMA'S TERMS OF REFERENCE

(Presented by CARSAMMA)

EXECUTIVE SUMMARY	
This Study Note presents an update of CARSAMMA's Terms of Reference.	
Action:	Approval of the update proposal.
Objectives Strategic:	• Strategic Objective 1 - Operational Safety • Strategic Objective 2 - Air Navigation Capacity and Efficiency
References:	• GREPECAS/19 — NE/20 • CARSAMMA - accredited POC Handbook

1. Introduction

1.1 The main functions of a Regional Monitoring Agency - RMA - are defined in ICAO Documents 9574 and 9937, which in turn gave rise to the CARSAMMA Terms of Reference (TOR), i.e., what outlines the Agency's main deliverables and its obligations to ICAO and the Civil Aviation Authorities of the relevant States.

1.2 In 2023, due to the actions of the Project Teams approved by the South Atlantic Safety Oversight Group - SAT SOG, the meetings of the ad hoc FIR-AO Working Group in Brazil and the definition of the ADS-B operationalization schedule in Brazilian airspace, in accordance with Aeronautical Information Circular AIC A 14/23, the CARSAMMA TOR should be updated.

2. Discussion

2.1. CARSAMMA's proposal is as described in the **Appendix**, updating the current eight items to fourteen items, which attempt to encompass the results of the current work in progress on new RVSM/PBCS monitoring processes in the South Atlantic region.

3. Suggested Actions

3.1. The meeting is invited to:

a) Take note of the contents of this Study Note and make appropriate comments;

b) To approve the proposed changes to the CARSAMMA terms of reference; and

c) request the Secretariat of the GTE to submit the proposal to GREPECAS.

APPENDIX

TERMS OF REFERENCE FOR THE REGIONAL CARIBBEAN AND SOUTH AMERICAN MONITORING AGENCY (CARSAMMA)

Terms of Reference

The CARSAMMA is responsible to the GREPECAS for RVSM/PBCS operations monitoring and reporting in the CAR/SAM Regions.

Specifically, its main functions are:

1. Monitor the level of risk because of operational errors and in-flight contingencies as follows:
   a) Establish and maintain a mechanism for collation and analysis of all operational errors, including vertical deviations of 90m (300ft) or more, lateral deviations, and longitudinal losses of separations;
   b) Determine and analyze, wherever possible, the root cause of each deviation together with its magnitude and duration;
   c) Calculate the frequency of occurrences;
   d) Assess the overall risk (technical and operational) in the system against the overall safety objective (see Doc 9574 - Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive); and
   e) Initiate follow-up action with State aviation authorities as required;

2. Circulate regular reports on all operational deviations, together with such graphs and tables necessary to relate the estimated system risk to the TLS, employing the criteria detailed in Doc 9574, for which formats are suggested in Appendix A to Doc 9574;

3. Produce an annual report on the operational performance in the CAR/SAM Regions for distribution to the CARSAMMA States members and other interested parties, and submit an annual report to the PIRG (GREPECAS);

4. Act as the custodian of all aircraft technical height keeping performance data collected as part of the CAR/SAM Regional monitoring process;

5. Report height deviations of aircraft observed to be non-compliant, based on the following criteria:
   i. TVE ≥ 90m (300 ft);
   ii. ASE ≥ 75 m (245 ft);
   iii. AAD ≥ 90 m (300 ft);

and take the necessary action with the relevant State and operator to determine:
   a) the likely cause of the height deviation;
   b) verify the approval status of the relevant operator;
   c) recommend, wherever possible, remedial action;

6. Analyse ASE data to detect height deviation trends and, hence, to take action as in the previous item;
   a) Investigate height-keeping performance of the aircraft in the core of the distribution:

– the aircraft population;
– aircraft types or categories; and
– individual airframes;

7. Provide CAR/SAM State aviation authorities with height monitoring data on request;

8. Liaise with other Regional Monitoring Agencies (RMA) in order to achieve an exchange of monitoring and RVSM/PBCS approvals data amongst the regions;

9. Ensure that the requisite height monitoring is completed by operators of aircraft contained in the RVSM approvals database and to take appropriate action where necessary;

10. Establish and maintain a database of aircraft approved by the respective State authorities for operations within RVSM/PBCS airspaces in that region;

11. Conduct checks of the approval status of aircraft operating in the relevant RVSM/PBCS airspace, identify non-approved operators and aircraft using RVSM/PBCS airspace and notify the appropriate State of Registry/State of the Operator accordingly;

12. Receive reports of non-compliance refers to Performance-Based Communication and Surveillance Manual (Doc 9869 - PBCS) with RSP 180 and RCP 240 from CAR/SAM ANSPs and transmitting reports to the respective RMA associated with the State of the respective operator/aircraft;

13. Receive and maintain records of RCP and RSP approvals issued by States of Operator/Registry associated with current State responsibility and incorporating into expanded RVSM/PBCS approvals database and follow-up as appropriate instances of non-approved aircraft being identified in PBCS airspace. This would be determined by augmenting the existing monthly RVSM approvals check to incorporate a similar check against PBCS Approvals where these have been included in the flight plan but no approvals record is held by RMAs;

14. Share records of RCP and RSP approvals between RMAs in line with current sharing practices of RVSM approvals for the ability of States/ANSPs to verify that aircraft operators filing PBCS capabilities in the flight plan are authorized to do so.

— END —