



Agenda Item 3: Database and a common repository

b) Analysis of actions to harmonise/standardise RMAs procedures

(Prepared by SAT SOG)

SUMMARY
This paper aims to present an analysis of actions to harmonise and standardise RMAs procedures for a shared database between the 3 RMAs in their jurisdiction and related actions.
REFERENCES
<ul style="list-style-type: none">• SAT 24 meeting• ACM-S meeting• SAT –S meeting

1. Background

1.1 This paper provides an update on the ongoing work of the South Atlantic Safety Oversight Group (SAT SOG) by on the feasibility analysis of implementing SAT Region database. During the data analysis, it was observed that some procedures are common to the three Regional Monitoring Agencies (RMAs) while others are not. This note proposes the creation of a group Ad-Hoc to analyse the feasibility of standardising the procedures common to the three agencies.

2. Analysis

2.1 To create a baseline for the SAT Region database, the SAT SOG examined all actions of the three RMAs, including reviewing related activities, identifying and validating safety-related data, assessing safety reporting and data quality, ensuring all required data elements are evident, and eliminating redundant activities.

2.2 Through the survey, SAT SOG identified several common procedures among the three RMAs. These include the collection of F2 and F3 forms, which refer to the RVSM Approval and Cancellation, and the F4 form, which refers to the Large Altitude Deviation Report. The RMAs also establish and maintain a mechanism for collating and analysing all operational errors, including vertical deviations of 90m (300ft) or more.

2.3 The RMAs also determine and analyse the root cause of each deviation and its magnitude and duration. Additionally, all three RMAs maintain a database of aircraft approved by the respective state authorities for operations within RVSM airspace in that region.

2.4 Despite the similarities, we have found differences in executing the procedures shared by the three RMAs. For example, CARSAMMA and ARMA use their portal to collect, store and share data, while SATMA uses the portal KSN to share it. Additionally, the F2 and F3 forms used by the RMAs may have different fields and layouts, which may need clarification and consistency in data collection.

2.5 SAT SOG proposes standardising RVSM monitoring procedures among the three RMAs to ensure consistency and accuracy of data. This standardisation should include the following:

- a) Standardisation of forms: The F2 and F3 forms used by the RMAs should be standardised with the same fields and layout to ensure consistency in data collection.
- b) Standardisation of database management: All three RMAs should maintain their aircraft database in the same format to facilitate data exchange and analysis.
- c) Standardisation of notification procedures: The RMAs should adopt a standardised notification system to inform the appropriate State of Registry/State of the Operator when a non-approved operator and aircraft use the RVSM airspace.

2.6 To address this issue, it is proposed that a group Ad-Hoc is created, consisting of one subject matter expert from the three RMAs in the South Atlantic Region, coordinated by a participant from the SAT SOG.

2.7 The primary objective of the Ad-Hoc Group will be to conduct a detailed analysis of the current state of data collection, processing, and dissemination across the three RMAs. The scope of the analysis will cover various factors such as data consistency, efficiency, resource availability, and training requirements. The findings of this analysis will inform the feasibility study and enable the SAT SOG and other stakeholders to make informed decisions regarding the centralisation of the SAT SOG database.

2.8 Given the importance of this analysis, it is recommended that the Ad-Hoc Group be established as soon as possible, with a clear mandate and timeline for delivering their findings. The SAT SOG will coordinate and support the work of the Ad-Hoc Group and ensure that their findings are shared with all relevant stakeholders promptly and transparently.

2.9 In **Appendix A** to this paper, SAT SOG proposes the following outline to the Ad-Hoc group, and the outcomes of the proposed outline should be presented in the next SAT SOG meeting. This proposal will ensure consistency in data collection, standardisation, and dissemination across the region, promoting safety management in the ATS provision.

3. **Action by the meeting**

3.1 The meeting is invited to:

- a) take into consideration the information presented in this paper;
- b) approve the creation of an Ad-Hoc group; and
- c) analyse the outline (Appendix A) for the Ad-Hoc group proposed by SAT SOG.

APPENDIX A***SAT SOG AD-HOC GROUP OUTLINE*****I. Introduction**

- a) This document proposes the creation of an Ad-Hoc group within the SAT SOG to standardise RVSM monitoring procedures among the three RMAs in the SAT Region. This proposal aims to ensure consistency and accuracy of data and harmonisation with ICAO requirements and best practices.

II. Development

- a) Describe the current state of safety-related data collection and management in the SAT Region, highlighting the similarities and differences between the three RMAs.
- b) Propose a working group to analyse the feasibility of standardising common procedures, including the format, data fields, and dissemination of information.
- c) Discuss the importance of harmonising these procedures with ICAO requirements and best practices.
- d) The composition and responsibilities of the working group will be outlined, including the need to consider communication strategies for geographically dispersed members. The group will consist of one member from each RMA in the SAT Region, coordinated by a participant from the SAT SOG.
- e) The group emphasises the need for regular planning, execution, and monitoring meetings to ensure the initiative's success.

III. Conclusion

- a) SAT SOG should provide ongoing support and oversight to ensure the initiative's success and recommends that the Ad-Hoc present a report detailing its findings and recommendations be submitted to the next meeting of the SAT SOG.

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