



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office
WORKING PAPER

GTE/18 — WP/08
13/09/18

**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Eighteenth Scrutiny Working
Group Meeting (GTE/18)**

Mexico City, Mexico, 22 – 26 October 2018

**Agenda Item 1: Review of the previous CARSAMMA and Scrutiny Group meetings Conclusions
and Recommendations**

RELEVANT FIR TO THE RMA (Revision of ICAO Doc 9937)

(Presented by CARSAMMA)

EXECUTIVE SUMMARY	
This Working Paper presents a summary of the WP/238 about the ATLANTICO FIR presented by CARSAMMA at the Thirteenth Meeting of the Regional Monitoring Agencies Coordination Group (RMACG/13) held in Salvador, Brazil, from 11 to 15 June 2018.	
Action:	Take note and review the contents of this Working Paper.
Strategic Objectives:	<ul style="list-style-type: none">• Safety
References:	<ul style="list-style-type: none">• ICAO Doc 9574 - <i>Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive</i>, AN /934, Third Edition - 2012.• ICAO Doc 9937 - <i>Operating Procedures and Practices for Regional Monitoring Agencies in Relation to the Use of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive</i>, AN / 477, First Edition - 2012.

1 Background

1.1 The purpose of this Working Paper is to inform the representatives of the States present in the GTE/18 of the negotiations between the Caribbean and South American Regional Agency (CARSAMMA) and the South Atlantic Monitoring Agency (SATMA) of the EURO/SAM Corridor for the transfer of RVSM responsibility of the of Atlantico FIR superimposed on the EURO/SAM corridor.

2 Analysis

2.1 WP/238 (presented as **Appendix** to this Working Paper) was presented by CARSAMMA and presented a proposal to include the Atlantico FIR as a relevant FIR to the CARSAMMA.

2.2 As part of the rationale, the working paper highlighted that due to Atlantico FIR being an airspace delegated to Brazil in terms of provision of air navigation services, and according to Appendix B of ICAO Doc 9937, Brazil is a relevant State for CARSAMMA, and also recognizing that since 2007 CARSAMMA has been collecting and analyzing data from the mentioned FIR for the purpose of calculating the collision risk (air traffic and large height deviations) in the CAR/SAM Regions, it would be more productive if this FIR was included as being relevant to CARSAMMA in Appendix A of Doc 9937.

2.3 Provision of data related to the collision risk assessment in the EUR/SAM corridor will be shared with SATMA and CARSAMMA.

2.4 The abovementioned Working Paper informed that currently Atlantico FIR is relevant to SATMA in the Appendix A of Doc 9937 and proposed that due to factors such as geographical proximity, communications, language, personal relations and mainly due to the continuity of the procedure of collecting and analyzing the data generated by that FIR, Atlantico FIR be included as a relevant FIR to CARSAMMA in the Appendix A to Doc 9937.

2.5 The paper also proposed to update the name of the ROCHAMBEAU FIR, now called CAYENNE FIR in the same Appendix A.

2.6 The meeting agreed with CARSAMMA's request and issued the following action:

“Update the Flight Information Regions and Responsible Regional Monitoring Agency document and assign the Atlantico FIR to CARSAMMA and update the name of the ROCHAMBEAU FIR to the CAYENNE FIR”.

3 Suggested Action

3.1 The Meeting is invited to:

- a) take note and review the contents of this working paper; and
- b) share experiences and express opinions on the actions of CARSAMMA in this matter.

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APPENDIX



International Civil Aviation Organization
Working Paper

RMACG/13-WP238
11/06/18

**REGIONAL MONITORING AGENCIES (RMA)
THIRTEENTH RMA COORDINATION GROUP MEETING**

Salvador, Brazil, 11 to 15 June 2018

Agenda Item.7: RMA Coordination & Data Exchange

**RELEVANT FIR TO THE RMA
(Revision of Doc9937)**

(Presented by CARSAMMA)

<p style="text-align: center;">SUMMARY</p> <p>This working paper presents a proposal to include the Atlantico FIR as a relevant FIR to the CARSAMMA.</p>	
<p style="text-align: center;">REFERENCES:</p> <ul style="list-style-type: none"> • ICAO Doc 9574 - AN / 934, Third Edition - 2012. • ICAO Doc 9937 - AN / 477, First Edition - 2012. 	
<p style="text-align: center;"><i>Strategic objectives</i></p> <ul style="list-style-type: none"> • Air Navigation Efficiency 	<p style="text-align: center;"><i>A - Operational safety</i></p>

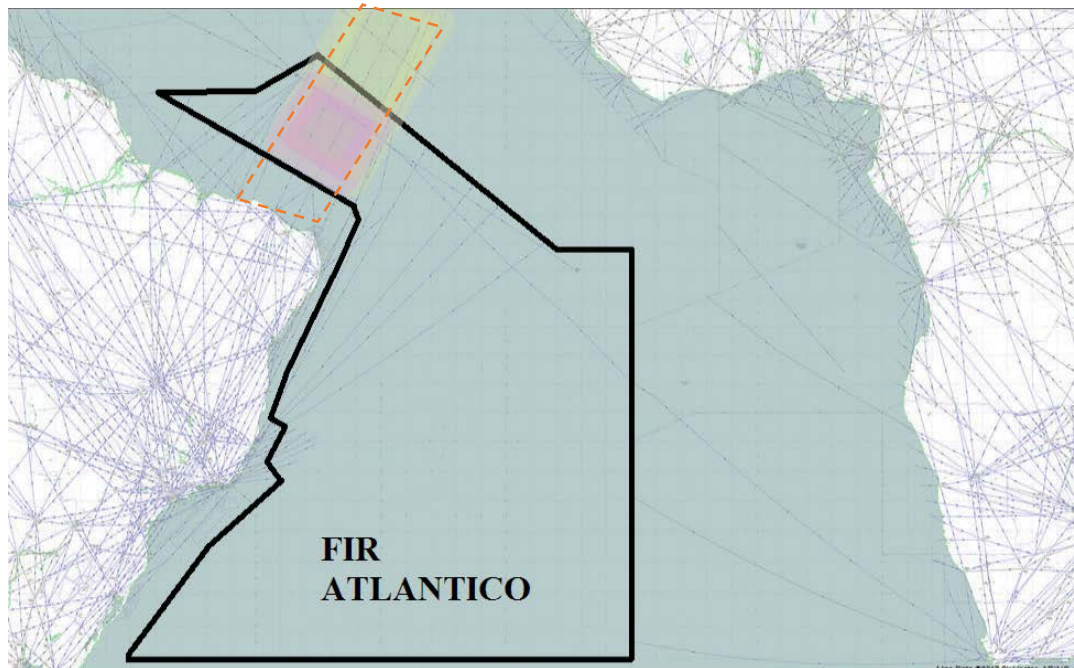
1 Background

- 1.1 The purpose of this paper is to show that due to Atlantico FIR being under the responsibility of State of Brazil in terms of air navigation, and according to appendix B of Doc 9937 the Brazilian State is considered relevant for CARSAMMA, and knowing that since 2007 until the current year CARSAMMA has been collecting and analyzing data from this FIR for the purpose of calculating the risk of vertical collision (air movement and large height deviations) in the CAR / SAM Regions, would be more productive if this FIR were included as being relevant for CARSAMMA in Appendix A of this same document.

2 Analysis

- 2.1 Since 2007, CARSAMMA has been collecting and analyzing the Atlantico FIR data, to calculate the risk of vertical collision in the CAR / SAM Regions. We have received and reported to GREPECAS several occurrences of LHD on the Atlantic Ocean mainly in the South Cone (Atlantico FIR area), which greatly increase the risk of vertical collision.
- 2.2 As a case study (**Annex A**), we had in February 2018 a question from AFI RMA about an SAA flight from SBGR with destination to FAJS. This aircraft reported a communication failure (CPDLC) all the way inside the Atlantico FIR, and it only

managed to contact HF with the Atlantico FIR in the last 30 minutes before leaving this FIR and passing to the FAJS FIR when the contact via HF and CPDLC was reestablished to its destination. Below is a figure showing the Atlantico FIR area, the SATMA area of activity in the EUR/SAM corridor.



2.3 Currently Atlantico FIR is relevant to the SATMA RMA in the appendix A of Doc9937. CARSAMMA proposes that due to factors such as geographical proximity, communications, language, personal relations and mainly due to the continuity of the procedure of collecting and analyzing the data generated by that FIR, it should be included as a relevant FIR to CARSAMMA in the Doc9937 in its Appendix A.

2.4 Taking advantage of the opportunity, we would like to update the name of the ROCHAMBEAU FIR, now for CAYENNE FIR in the same appendix to this document.

3 Conclusion

3.1 CARSAMMA believes that due to what is exposed in item 2.1 and considering that this proposal ends with a possible reworking by the two RMAs involved, it would be beneficial for the Atlantico FIR to become relevant to CARSAMMA.

3.2 The Meeting is invited to:

- Take note and review the contents of this working; and
- Share experiences and express opinions on the actions of CARSAMMA in this matter.

ANNEX A

RMACG/13-WP238
11/06/18**Case of Study: SA223**

Report ID: 62852

Area of Occurrence: Airspace

Type of Occurrence: Loss of Communication Event Classification: CPDLC

Aircraft Registration: ZS-SXX

Date of Event (UTC): 2018-02-21 20:25:00

Flight Number: SA223

Departure: GRU

Destination: JNB

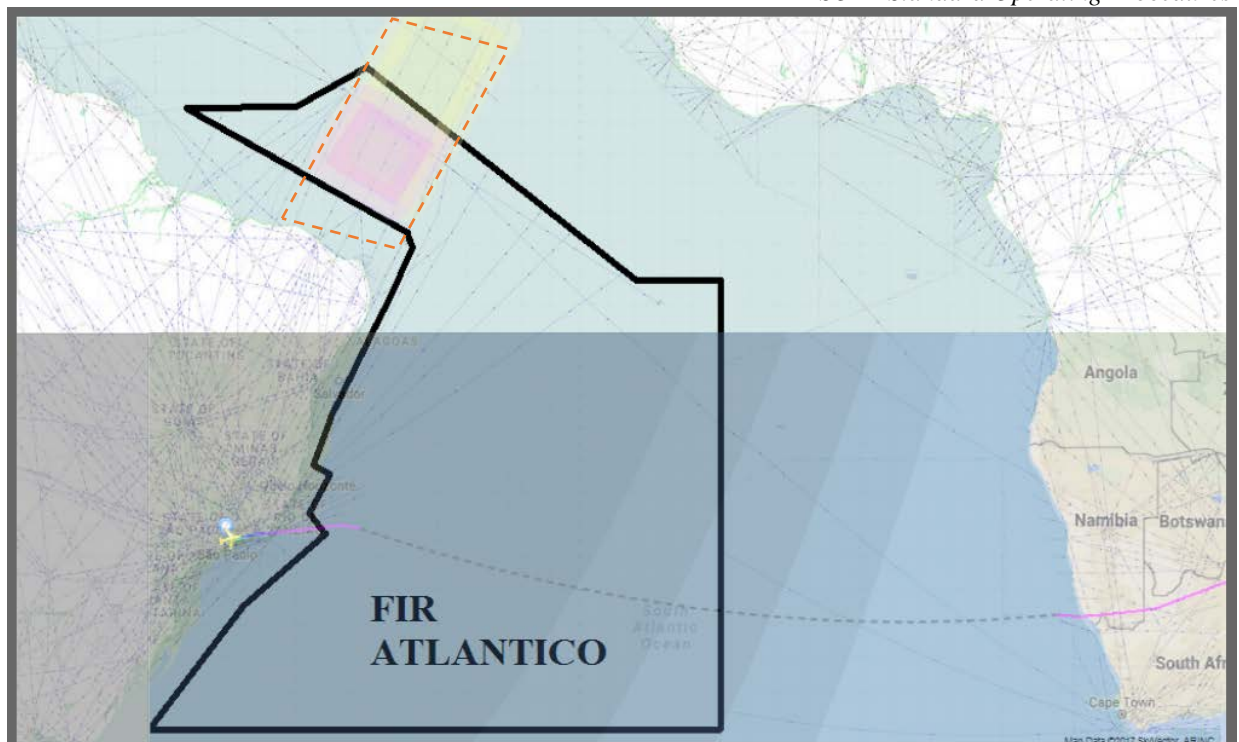
Report Text:

Could not establish ADS and CPDLC connections to Atlantic FIR until 00:00UTC (for the first 3 Hours and 35 minutes into the flight). CPDLC was then indicated as connected but we did not receive any messages from Atlantic FIR. HF with Atlantic FIR was also very poor, and we were not in contact with Atlantic FIR from 00:30 until the next FIR (JHB Oceanic) at 00:51.

CDPLC and ADS worked normally with Johannesburg Oceanic.

ACARS was initialized as per the SOP* and the acknowledgment was received at 19:17UTC.*

*ACARS - aircraft communications addressing and reporting system
SOP* Standard Operating Procedures*



Doc 9937**Appendix A – Duties and Responsibilities of a RMA**

Responsible RMA	FIR
CARSAMMA	Amazonica
CARSAMMA	Antofagasta
CARSAMMA	Asuncion
SATMA - CARSAMMA	Atlantico
CARSAMMA	Barranquilla
CARSAMMA	Bogota
CARSAMMA	Brasilia
CARSAMMA	Central American
CARSAMMA	Comodoro Rivadavia
CARSAMMA	Cordoba
CARSAMMA	Curacao
CARSAMMA	Curitiba
CARSAMMA	Easter Island
CARSAMMA	Ezeiza
CARSAMMA	Georgetown
CARSAMMA	Guayaquil
CARSAMMA	Havana
CARSAMMA	Kingston
CARSAMMA	La Paz
CARSAMMA	Lima
CARSAMMA	Maiquetia
CARSAMMA	Mendoza
CARSAMMA	Montevideo
CARSAMMA	Panama
CARSAMMA	Paramaribo
CARSAMMA	Piarco
CARSAMMA	Port-au-Prince
CARSAMMA	Puerto Montt
CARSAMMA	Punta Arenas
CARSAMMA	Recife
CARSAMMA	Resistencia
CARSAMMA	Cayenne
CARSAMMA	Santiago
CARSAMMA	Santo Domingo