



# ICAO

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

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WORKING PAPER

GTE/18 — WP/09  
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

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

**FAILURES OF COORDINATION IN THE OCEANIC SECTOR BETWEEN THE MONTEVIDEO AND  
JOHANNESBURG FIR**

(Presented by CARSAMMA)

EXECUTIVE SUMMARY	
This working paper presents a summary of the WP/250 on traffic coordination failures between the Montevideo and Johannesburg FIRs, presented by ARMA during the Thirteenth Meeting of the Regional Monitoring Agencies Coordination Group (RMACG13) held in Salvador, Brazil, from 11 to 15 June 2018.	
<b>Action:</b>	Take note and review the contents of this Working Paper.
Strategic Objectives:	<ul style="list-style-type: none"><li>• Safety</li></ul>
References:	<ul style="list-style-type: none"><li>• WP/250 presented by ARMA in RMACG13</li><li>• LHD received by CARSAMMA in 2017</li></ul>

## **1                   Background**

1.1           The purpose of this Working Paper is to forward the WP/250 presented by ARMA during the Thirteenth Meeting of the Regional Monitoring Agencies Coordination Group (RMACG13) held in Salvador, Brazil, from 11 to 15 June 2018, to the State responsible for the Montevideo FIR, with the request for clarification and greater effort in the traffic coordination in this oceanic region.

1.2           WP/250 is presented as **Appendix** to this Working Paper, to provide information regarding the data and situations in which coordination failures occurred in the oceanic space, according to the ARMA report (Johannesburg FIR).

## **2 Analysis**

2.1 During the RMACG13 held in Salvador in June 2018, the African Regional Monitoring Agency (ARMA) presented a WP in which it reported some cases of coordination failure between the Montevideo and Johannesburg FIRs, until then CARSAMMA did not know any occurrence of LHD between these two FIRs.

2.2 CARSAMMA affirmed that clarification of these facts would be requested from the Montevideo FIR, and that a WP would be presented during the GTE/18 to take the position of the involved units.

2.3 We must point out that:

- During 2017, CARSAMMA did not receive any LHD from the Montevideo FIR in relation to the oceanic region between Montevideo and Johannesburg;
- After the RMACG13, CARSAMMA contacted the PoC of the Montevideo FIR, and questioned whether any LHD occurred between the FIRs mentioned, the response was negative;
- As ARMA requested a formal response to its WP, CARSAMMA directs this matter for response and position of the State involved, and learning from the other States that have ocean regions with ample space to be coordinated.

## **3 Suggested Actions**

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, to be presented at the next RMACG14.

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## APPENDIX



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RMACG/13-WP/250

11/05/18

**REGIONAL MONITORING AGENCIES (RMA)**

**COORDINATION GROUP (RMACG)**

**THIRTEENTH MEETING**

**SALVADOR, BRAZIL, 11 to 15 June 2018**

**Agenda Item 5: Operational performance and LHDs**

**Oceanic Sector Coordination Failures**

(Presented by ARMA.)

This working paper briefly discusses the Oceanic Sector coordination failures that are taking place between Oceanic control centers adjacent to the Monte Video Oceanic airspace with special reference to Johannesburg and Monte Video Oceanic. Both Large Height Deviations and estimates have been recorded as coordination failure events resulting in RVSM risk.

Action by the meeting is at paragraph 3

REFERENCE(S): ARMA RVSM Large Height Deviation Reports

**1. Introduction**

1.1 Periodically RVSM Large Height Deviations are recorded and dispatched to ARMA which appear to have originated from within the Monte Video Oceanic airspace.

1.2 The flights are entering the adjacent Oceanic airspace at levels other than flight planned or coordinated.

1.3 Together with the above mentioned, coordination failures surrounding estimates have also been prevalent.

1.4 The events have been dispatched to the regions RMA, however, fully realising the difficulties in obtaining reasons and formulating remedial actions it has been decided to discuss the scenario at the RMACG 13 meeting to obtain a better understanding.

## 2. Discussion

2.1 The following Large Height Deviation definition as discussed and formulated at RMACG12 has relevance:

*“Large Height Deviation (LHD). A vertical deviation from an ATC assigned or coordinated altitude that results in an error of 300 ft or more. The deviation may be the result of human error, equipment malfunction or environmental factors such as turbulence.”*

2.2 The Johannesburg Oceanic sector has confirmed that the appropriate Letters Of Procedure are in place, however revision of these are required.

2.3 As an example for the meeting herewith follows Large Height Deviation and estimate text from reports that have been altered to remove aircraft operator identification:

- Aircraft, estimate was passed to Monte Video and not FAJO. Flight plan track was activated on the system but neither the controller nor the assistant was informed as to how the track was activated.
- Aircraft was coordinated at FL370 however aircraft maintained FL350 until first contact.
- Aircraft from SUMU - FYWH entered FAJO airspace with no estimates received from Monte Video. No Loss of Separation.
- Nil estimates received for aircraft entering FAJO at 10<sup>0</sup> W F410.

Note: The Oceanic area in question is very roughly the rectangle from the SAM coast bounded by 30<sup>0</sup> S to 40<sup>0</sup> S with the boundary between the two Oceanic sectors at 10<sup>0</sup> W.

2.4 The above is a sample of the on-going events in RVSM airspace which will need to be addressed towards identifying the problem area and then developing mitigation.

2.5 With the presence of CARSAMMA in the meeting and the available information above it is an ideal event in which to discuss the hazard.

2.6 In the event that the discussion leads to a deficiency in airspace management the secretariat could be approached for assistance.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the contents of this working paper;
- b) discuss within the meeting with input from CARSAMMA to any additional information contributing to the coordination failures in the Monte Video Oceanic airspace towards mitigation.
- c) Assist ARMA with advising the controlling authority of the coordination failures with reference to airspace management to minimise risk.

**END**