



ICAO

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North American, Central American and Caribbean Office
INFORMATION PAPER

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**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty Second Scrutiny
Working Group Meeting (GTE/22)
Mexico City, Mexico, 26 to 30 September 2022**

Agenda Item 5: Other Business

METHOD OF GMU ASE PROCESSING

(Presented by CARSAMMA)

EXECUTIVE SUMMARY	
This Paper provides information regarding the Training Course in Techniques for Monitoring the Height Maintenance Performance of Aircraft in the Federal Aviation Administration	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• Doc 9937, 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.

1. Introduction

1.1 The Caribbean and South American Monitoring Agency - CARSAMMA - has as one of its attributions the calculation of Altimetry System Error - ASE, as part of the RVSM approval process of aircraft using the Caribbean and South American airspace. This process was carried out by the Federal Aviation Administration – FAA until 2014, the year in which CARSAMMA enabled its first technician to perform the ASE calculation in its own altimetry laboratory in Brazil. Over the years, it has become imperative for CARSAMMA to acquire the skills of more professionals for its ASE sector, given the upcoming retirement of the current technician.

2. Discussion

2.1 From the 18th to the 22nd of August, 03 representatives of CARSAMMA - Luiz Barreto, Hévelin Borges and Renata Gonçalves - went to the Federal Aviation Administration - FAA, in Atlantic City, State of New Jersey, EUA, to attend the training "Method of GMU ASE Processing". An FAA team led by Mr. John Warburton, Coordinator of the Sector Analysis and Separation Standards of the North American Approvals Registry and Monitoring Organization – NAARMO, received the CARSAMMA team and provided the training.

- 2.2 The topics covered were:
- GMU Processing Background;
 - Installation of Software;
 - Hands-on Processing;
 - Overview of NAARMO's Method of ADS-B ASE Processing;
 - Producing ASE processing using large area files;
 - ADS-B Data Sample;
 - View output results;
 - Single flight processing using the Charts program.

2.3 By the end of the training, the 03 members of CARSAMMA were able to perform the ASE Calculation by the GMU method of aircraft in the Caribbean and South America region.

2.4 All of the classes were very efficient and CARSAMMA is grateful for the FAA's cooperation, hospitality and the high level of the course.

3. Conclusions

3.1 The meeting is invited to take note of the information presented in this information paper.