



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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CAR/SAM Planning and Implementation Regional Group (GREPECAS)
Twenty Fourth Scrutiny Working Group Meeting (GTE/24)
Mexico City, Mexico, 5 to 9 August 2024

Agenda Item 4: Activities and Tasks to be Reported to GREPECAS
4.3 GTE/Pan America Regional Aviation Safety Team (PA-RAST) cooperation.

**PROPOSAL FOR ESTABLISHING A CHANNEL FOR SUBMITTING
VOLUNTARY PILOT'S SAFETY REPORTS**

(Presented by CARSAMMA)

EXECUTIVE SUMMARY	
This working paper highlights CARSAMMA's role in maintaining RVSM safety by managing Large Height Deviations (LHDs). As pilots are encouraged to report safety issues through company channels, CARSAMMA requests GTE secretariat to establish a cooperation channel with IATA for submitting voluntary safety reports in the CAR/SAM RVSM airspace, enhancing report collection, analysis, and safety risk mitigation.	
Actions:	Described in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• ICAO Doc 9937 - Operating Procedures and Practices for Regional Monitoring Agencies in Relation to the Use of a 300 m (1000 ft) Vertical Separation Minimum Between FL 290 and FL 410 inclusive, second edition, 2019.

1. Introduction

1.1 The responsibilities of Regional Monitoring Agencies (RMAs), as outlined in ICAO DOC 9574, are crucial in maintaining the safety and efficiency of Reduced Vertical Separation Minimum (RVSM) operations.

1.2 One of their key roles involves meticulously monitoring and managing Large Height Deviations (LHDs). According to ICAO DOC 9574, RMAs are tasked with receiving and analysing reports of height deviations of non-compliant aircraft, particularly those deviations that meet or exceed specified criteria. This involves identifying the deviations and collaborating with relevant State authorities and operators to determine the root causes and verify the approval status of the aircraft involved.

1.3 Since its establishment, CARSAMMA has been actively identifying and producing safety reports concerning Large Height Deviations (LHDs) and other safety-related issues within the CAR/SAM regions and maintaining a database of RVSM/PBCS certified aircraft by the civil aviation authorities of the States in the region

2. Analysis

2.1 Pilots are strongly encouraged to voluntarily report safety issues and hazards, which is crucial to identifying safety risks. To do so, pilots must use their company's safety reporting channels to submit individual detailed reports, as safety incident reports are the main source for discovering vulnerabilities and deficiencies. They identify and determine risk areas and support efforts to integrate and prevent incidents.

2.2 CARSAMMA plays a key role in the analysis of Large Height Deviations (LHD) in the CAR/SAM region. In order to analyse reports submitted by pilots and received by IATA, CARSAMMA requests the GTE Secretariat to establish a communication channel with IATA for the voluntary submission of RVSM Airspace Safety Reports in the CAR/SAM area submitted by pilots for analysis by CARSAMMA.

2.3 Establishing this channel will enhance the current reporting system by ensuring that voluntary safety reports related to LHDs are efficiently collected and analysed. This will improve the identification of safety risks and support the implementation of effective mitigation measures, ultimately enhancing the safety of the RVSM airspace in the CAR/SAM region.

2.4 CARSAMMA believes cooperation among CAR/SAM stakeholders is crucial for all parties involved in maintaining and improving airspace safety.

3 Suggested Actions

3.1 The meeting is invited to:

- a) note the information provided; and
- b) approve the Secretariat's action to establish a cooperative channel for IATA to send TCAS-related safety reports to CARSAMMA.