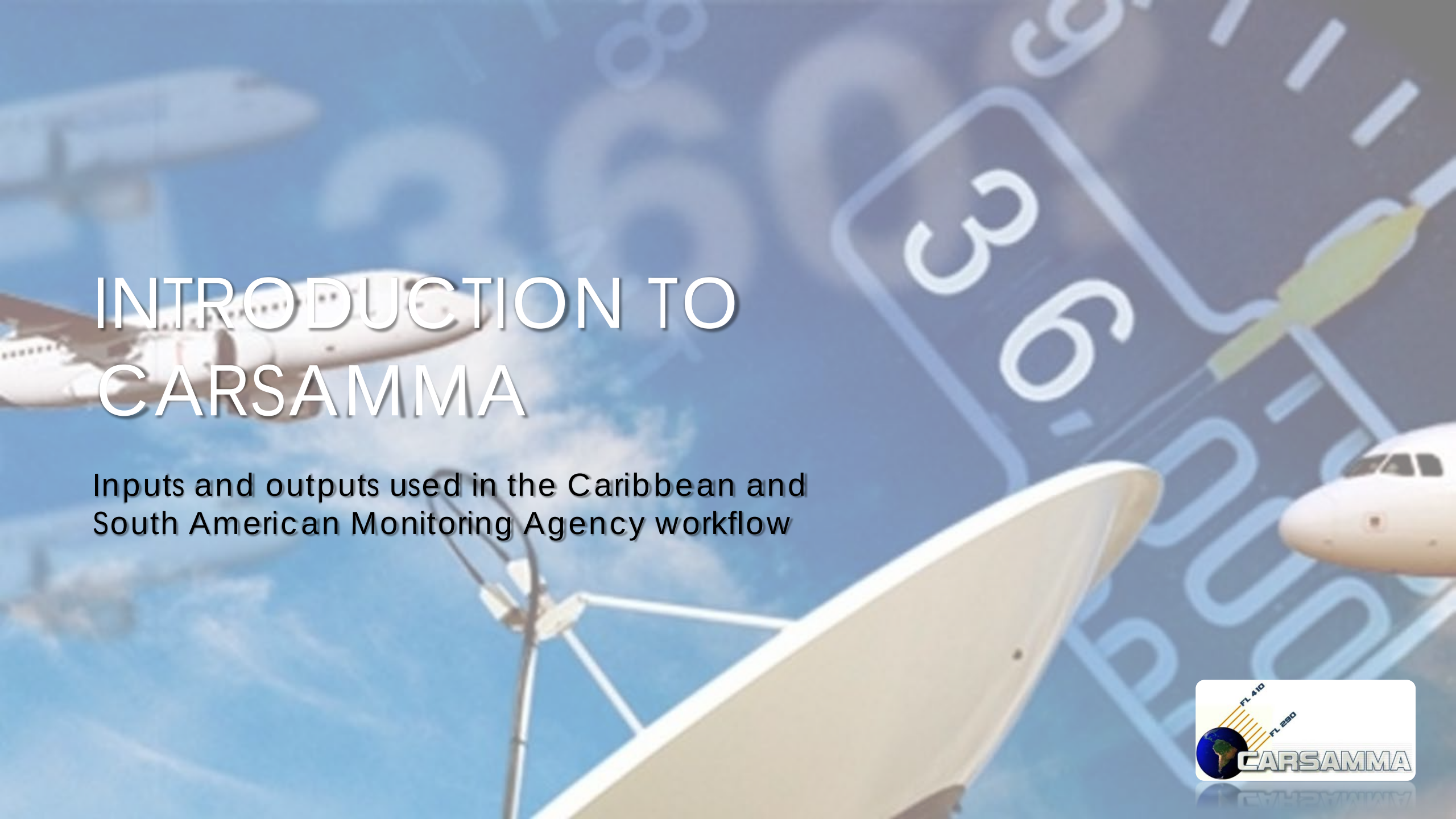
INTRODUCTION TO CARSAMMA

Inputs and outputs used in the Caribbean and South American Monitoring Agency workflow



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REGULATION

- Doc 4444 - OACI
- Doc 9574 - OACI
- Doc 9937 – OACI
- Doc 9859 – OACI (SMS)

- Guidance Manual for CARSAMMA Accredited Points of Contact (PoC)
- Reference Guide for LHD

CREATION OF CARSAMMA

- 2001 - Brazil commits to take over CARSAMMA during GREPECAS10 in Manaus
- Initially located at S. J. dos Campos until 2006
- Since 2007 based in RIO

- F0 – Collection of Air Movement (sent by the State Air Navigation Service Providers)
- F2 – RVSM approval (sent by the Civil Aviation Authorities of the States)
- F3 – RVSM cancellation (sent by the Civil Aviation Authorities of the States)
- F4 – RVSM Large Height Deviation Report (sent by State Air Navigation Service Providers)

CREATION OF CARSAMMA

USED FORMS

EXPECTED AGENCY PRODUCTS

YEARLY	•Vertical Risk Calculation - CRM •Operational Safety Calculation - SGSO •Presentation of WP and IP at International Meetings
MONTHLY	•Reports presenting the products delivered to the ICAO Offices (Mexico and Lima) •Report on Altimetry System Error Results – ASE •Audit of Aircraft using RVSM airspace WITHOUT APPROVAL
BIWEEKLY	•Participation in the Teleconferences with PoC of the States of the Regions for analysis and validation of LHD •Check the validity of F2 contained in DB CARSAMMA, and remove the losers records
WEEKLY	•Update of the RVSM information @ CARSAMMA website •Update of the validated LHD information @ CARSAMMA website
DAILY	•Read, send, reply or receipt emails to users •Printing, analyzing, typing and archiving received forms •Request for clarification about some data of incoming emails •Search for monitoring flights and results issued for sending ASE Formal Letter •Calculate altimetry errors, issue and send ASE Formal Letter

Risk Calculation- CRM

After each biweekly conference call, relate the validated LHD

Annually receive the traffic movements of our 34 FIR, and carry out the clearance of the movements files, using the following software:

- FlightStar (Jeppesen)
- Calculation of CRM parameters (IEAv)
- CRM Risk Calculation (FAA - AAMA)

Operational Safety Analysis

After each biweekly conference call, relate the validated LHD

Introduce validated LHD in the formula developed by CARSAMMA for the analysis of Operational Safety of our Regions, already approved in GTE, and used over 05 years with excellent results

EXPECTED AGENCY PRODUCTS

INPUTS REQUIRED FOR PRODUCTION

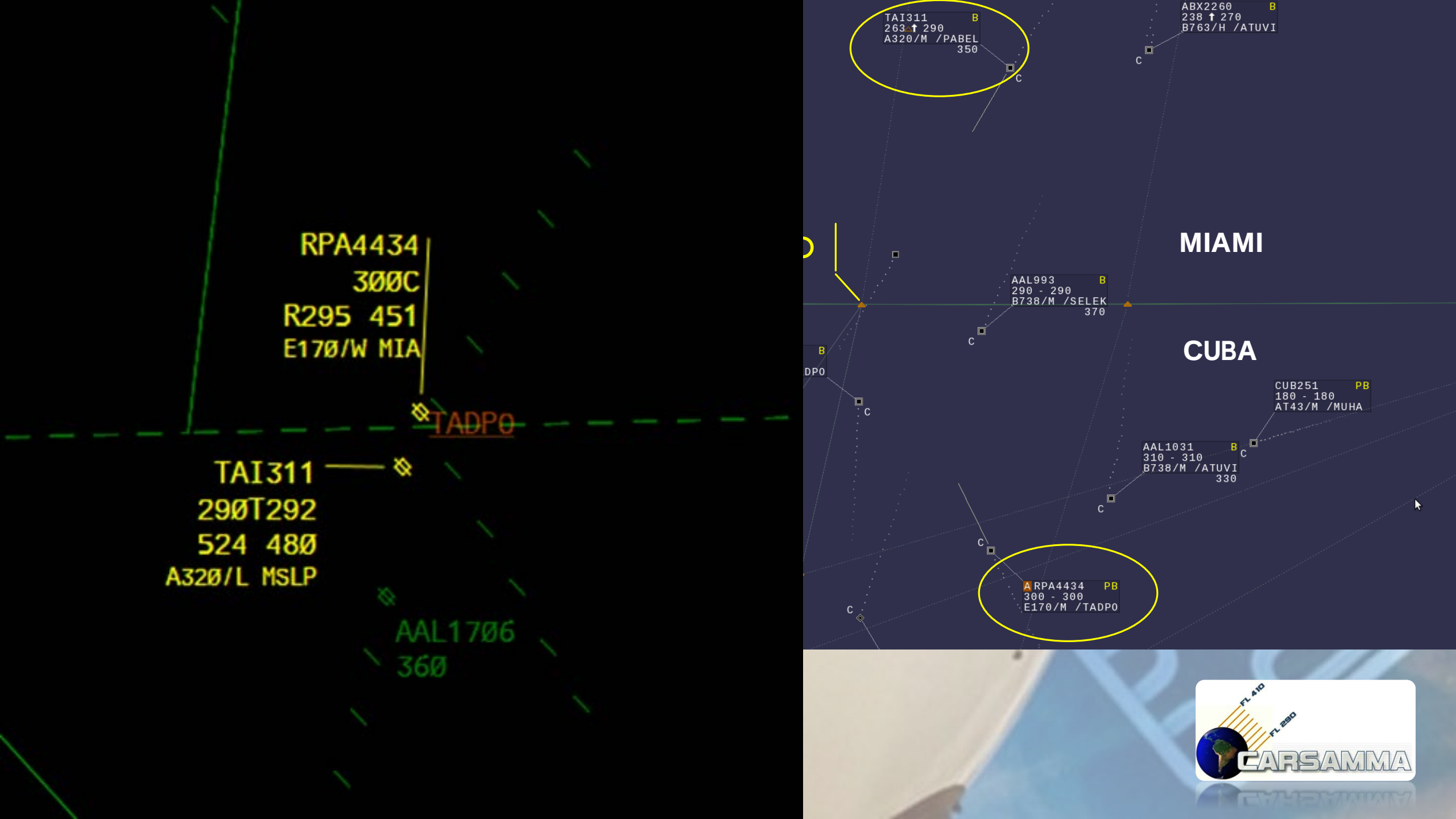
CARSAMMA

Report #:	789	POSITION:	TADPO		*TACA*	TADPO	MODE C:	YES	HT LHD: 300
DATE:	07/08/2016	HOUR:	23:07	FLIGHT ID:	TAI311	REGISTRATION: -	CLRD FL:	290	DURATION: ?
ROUTE:	UL471 - KMIA / MSLP					ACFT TYPE: A320	EVENT FL:	293	CODE:
REPORTING UNIT:	MIAMI	FIR ERROR :	HABANA			IMC / VMC: V	XFL SAME:	0	XFL OPS 0
OTHER ACFT (2ª):	RPA4434 / N425YX / E170 / DCT - MPTO/KMIA				APPROVED	DISTANCE: 1,31	POSITION 2ª ACFT:	TADPO	FL 2ª ACFT: 300
CAUSE:	ATC LOOP ERROR					STATUS RVSM: -	GTE TIME:		GTE CODE:

WE OBSERVED A LOSS OF STANDARD SEPARATION OVER TADPO INTERSECTION BETWEEN RPA4434, AT FL300 AND TAI311, ASSIGNED FL290, WHERE SEPARATION WAS 1.31 Nm AND 800 ft AT 23:07:45, THEN AT 23:07:57, SEPARATION WAS 3.99 Nm AND 700 ft AS TAI311 CONTINUED TO CLIMB ABOVE THEIR ASSIGNED ALTITUDE. WE RECEIVED INFORMATION FROM HABANA FIR INDICATING THEIR CONTROLLER ISSUED CLIMB TO TAI311 FROM FL290 TO FL300 WITHOUT COORDINATING WITH THE APPROPRIATE KZMA CONTROLLER (TAI311 WAS STILL IN KZMA AIRSPACE).

Safety Management System

CARSAMMA


RPA4434
300C
R295 451
E170/W MIA
TADPO
TAI311
290T292
524 480
A320/L MSLP
AAL1706
360
TAI311 B
263 ↑ 290
A320/M /PABEL
350
ABX2260 B
238 ↑ 270
B763/H /ATUVI
MIAMI
AAL993 B
290 - 290
B738/M /SELEK
370
CUBA
B
DPO
CUB251 PB
180 - 180
AT43/M /MUHA
AAL1031 B
310 - 310
B738/M /ATUVI
330
ARPA4434 PB
300 - 300
E170/M /TADPO
FL 410
FL 290
CARSAMMA

Working/Information Papers

There are two meetings during the year:

➢RMA Meeting (May)
Presentation of the CAR / SAM CRM Audit and Calculation, discussion of the best practices employed by the 13 RMAs

➢GTE (November)
Presentation of the CAR / SAM Operational Safety Analysis, Hotpoints, mitigation measures, and best practices of relevant FIR

Lectures Cycle of LHD

- They occur whenever CARSAMMA feels the need for technical updating of the PoC and ATCOs of the Regional, due to the poor quality analyzes and codifications of the LHDs received by the Agency

MEETINGS

INTERNATIONAL AND NATIONALS

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