



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

GTE/14 — WP/05
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Fourteenth Scrutiny Working Group Meeting (GTE/14)
Mexico City, Mexico, 1 – 5 December 2014

Agenda Item 1: Review of Previous CARSAMMA and Scrutiny Group Meeting Conclusions and Recommendations

1.3 LHD safety assessment methodology

Agenda Item 2: Review of RVSM Airspace Safety Assessment Project for the CAR and SAM Regions

2.1 Composition

SCRUTINY GROUP (GTE) REFERENCE GUIDE REVIEW PROPOSAL

(Presented by the Rapporteur)

EXECUTIVE SUMMARY	
This working paper summarizes the proposed changes to the Scrutiny Group Reference Guide in order to standardize it to ICAO Documentation.	
Action:	Modify Scrutiny Group (GTE) Reference Guide.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• Final report GTE/7 meeting, ICAO Doc 4444

1. Introduction

1.1 Doc 4444 (para. 10.1.2.4.1) indicates that the transfer of air-ground communications of an aircraft from the transferring to the accepting Air Traffic Control (ATC) unit shall be made five minutes before the time at which the aircraft is estimated to reach the common control area boundary, unless otherwise is agreed

1.2 ATS Units generally establish Letters of Agreement (LOAs) to determine the responsibility limit by means of particular coordination procedures and flight handoff, as established in Doc 4444 and based on its own operational needs.

1.3 Since the GTE/10 meeting, in all face-to-face GTE meetings the Scrutiny Group Reference Guide to determine when a reported event is considered as a Large Height Deviation (LHD) has been modified, but these changes have not been included in this guide.

1.4 During the GTE/7 meeting, held in Lima, Peru, from 16 to 19 March 2009, it was agreed to set a minimum coordinating time of 3 minutes, that should be considered for the assessment of Large High Deviations (LHDs) involving operational errors between adjacent ACC units.

1.5 This concept means that if at the time of crossing the Transfer Control Point (TCP) is transferred before the agreed time for the security zone of the event, it is not considered LHD; if the estimated is received in the agreed length of time or less, then the event is a LHD.

2. Analysis

2.1 After analysing LHD reports of the last 3 years, we have seen a large number of reports that have been considered LHDs, given that the aircraft has crossed the TCP 4 minutes before the transferred estimated time, which is to say, that a unit transfers an estimated for a certain time and the aircraft crosses the TCP at 4 minutes or more before the initially agreed time, which is an erroneous interpretation of the 3 minute transfer between adjacent ACC units concept.

2.2 The time to fulfil the coordination is established in the operational Letters of Agreement between adjacent ACC units. At reviewing its content, we can observe that for the estimated initial transfer, all establish a time longer than 3 minutes, for which the coordinating time should be increased to 5 minutes

2.3 We understand that it is necessary to include the GTE Reference Guide in the Guidance Manual on Assessment of the Large Height Deviation (LHDs) based on an ATS Safety Management System (SMS) for the CAR/SAM Regions, recently approved by the GREPECAS/17 meeting.

3. Suggested Action

3.1 The Group is invited to:

- a) recognize the terms of the current working paper;
- b) modify the agreed time for the Transfer Control Point (TCP);
- c) include the Reference Guide in the Manual; and
- d) suggest another actions considered necessary.