

PROGRESS REPORT OF THE SCRUTINY WORKING GROUP (GTE)

(Presented by GTE Rapporteur)

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PROGRESS REPORT OF THE SCRUTINY WORKING GROUP (GTE)

- Objective:
- To highlight what the GTE its been working on since 2011.
- To show the positive impact on Safety of implementing AIDC.

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- Since the implementation of the RVSM, the Monitoring Agency for the CAR / SAM Regions (CARSAMMA) and the Scrutiny Working Group Scrutiny (GTE), together we have analyzed the occurrences of LHDs and carried out the Safety Assessment in compliance with the ICAO Document 9574.
- During the 2011-2014 period, there was a gradual increase in LHD events, from 687 in 2011 to 1,451. Even with this increase, the result of the safety assessment, using the CRM methodology established in Document 9574, is below the TLS of 5×10^{-9} fatal accidents per hour of flight.
- The assessment also shows that over 90% of LHD events were Coordination errors between adjacent ATC units.
- We realized that Something was Wrong!

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- **Is time to take some actions.**
- GTE/11 we started to develop a new safety assessment methodology based on SMS.
- We started to develop a new working criteria for GTE.
- We also started to develop a initial training program for POC.

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- GTE/12 new safety assessment methodology was implemented. A manual with new safety assessment methodology was developed (CARSAMMA Manual).
- Teleconference to assets LHD was established.
- GTE/13 new working criteria for GTE was implemented.
- Sharing lessons learned across both Regions.

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- 2014 GREPECAS 17 the use of new safety assessment methodology and the manual was approved.
- 2014 First training for POC was delivered.
- GTE/14 a project to improve Safety within the RVSM Airspace was developed to end by 2018.
- Sharing lessons learned across both Regions.

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- GTE/15 we developed a new version of the training program for POC.
- Version 2.0 of the CARSAMMA Manual was developed.
- Sharing lessons learned across both Regions.

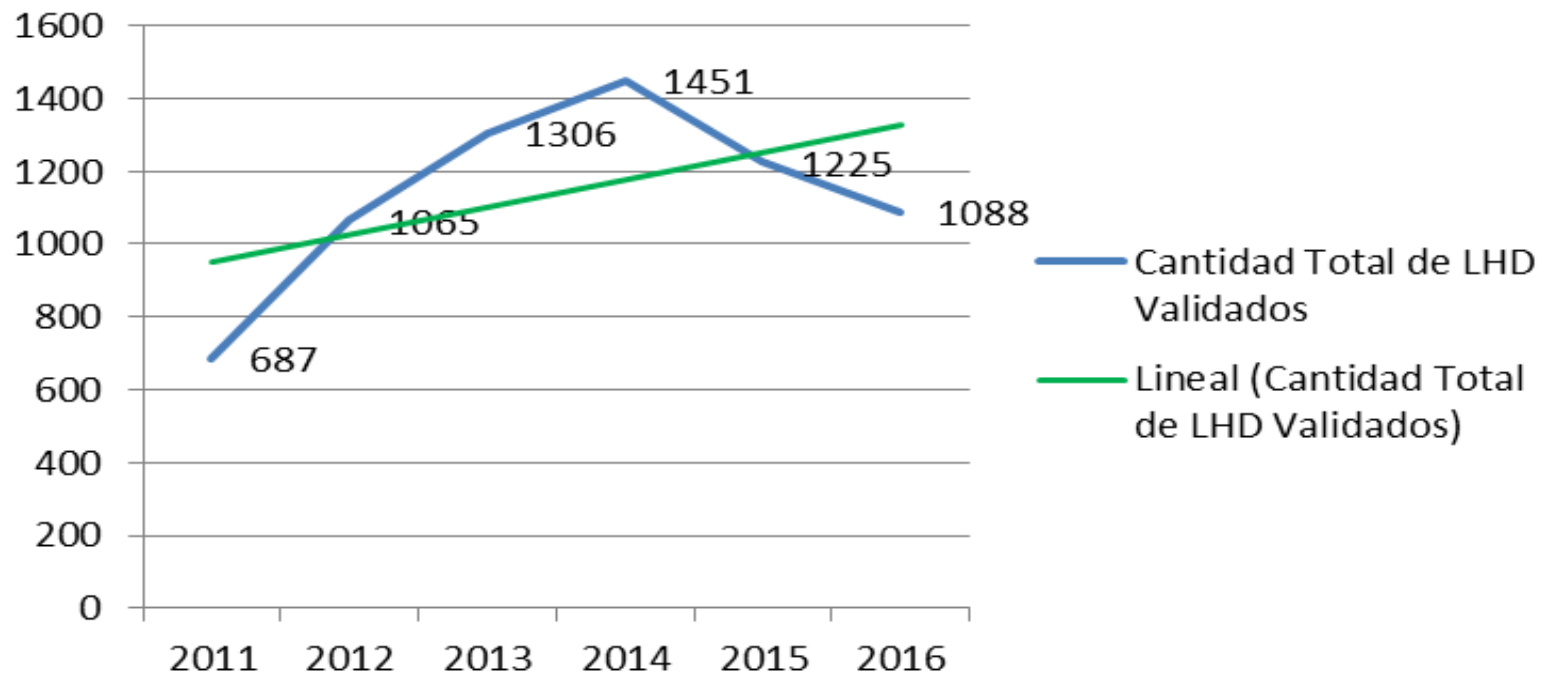
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- GTE/16 Agree on sharing safety information with PA-Rasp.
- Continue sharing lessons learned across both Regions.
- Became a data driven group.

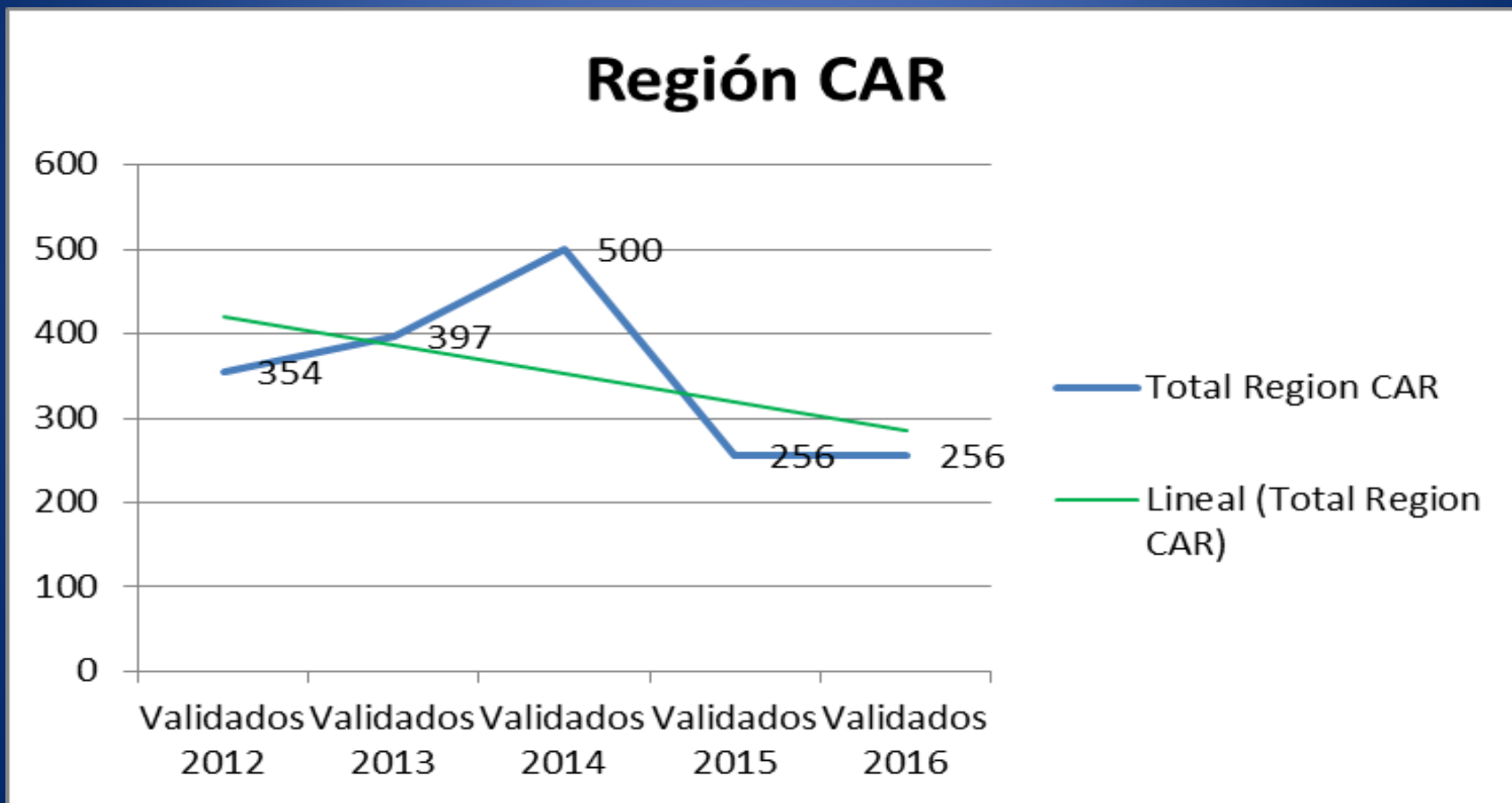
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- What is the result of all of this?

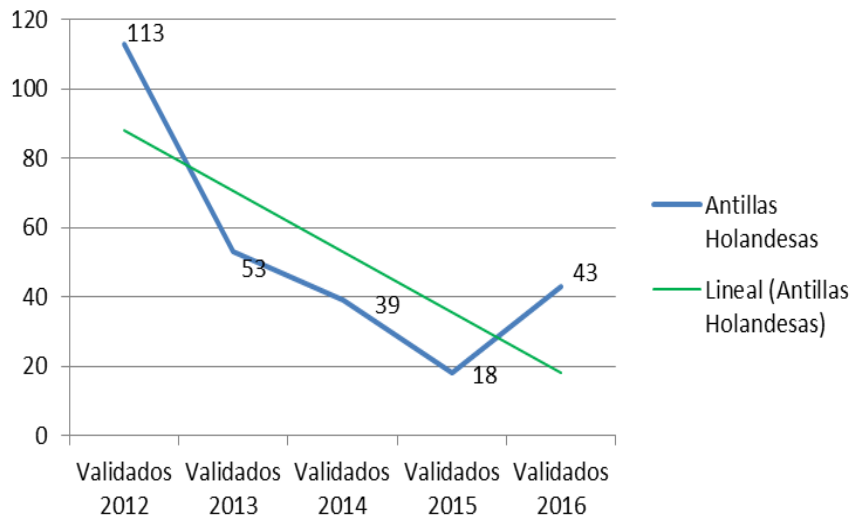
Cantidad Total de LHD Validados



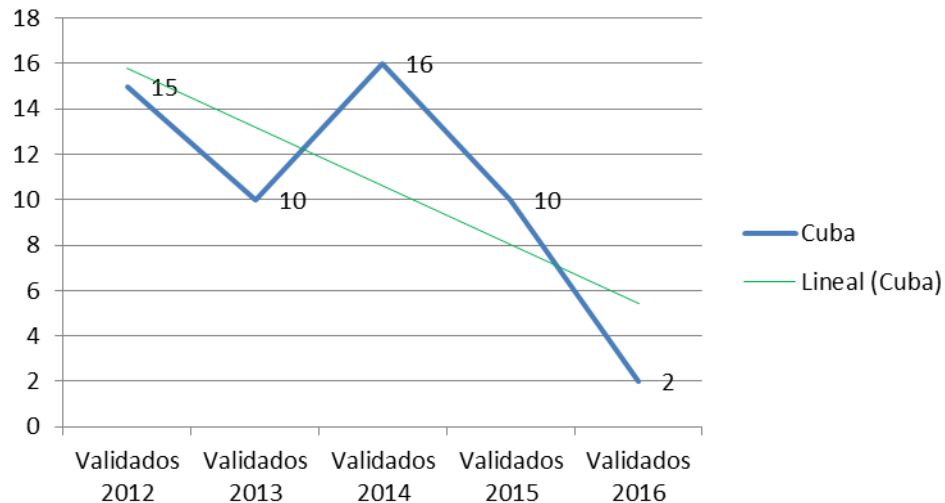
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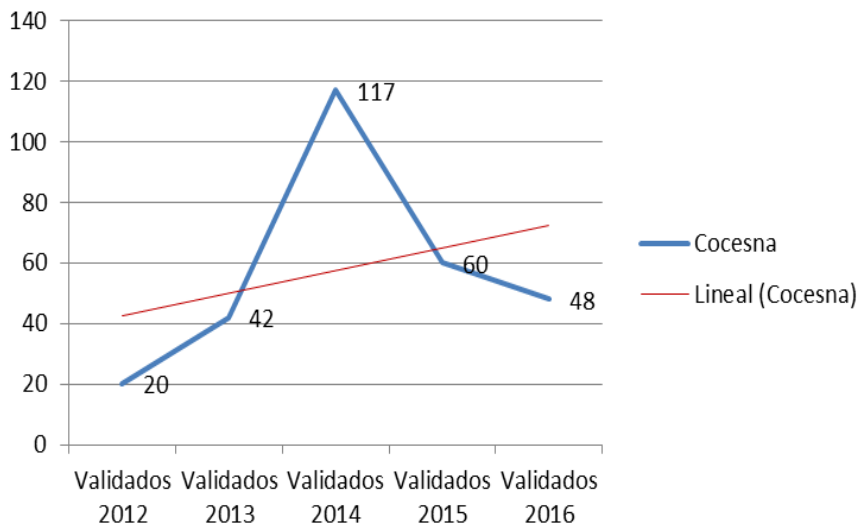
LHD Validados Antillas Holandesas



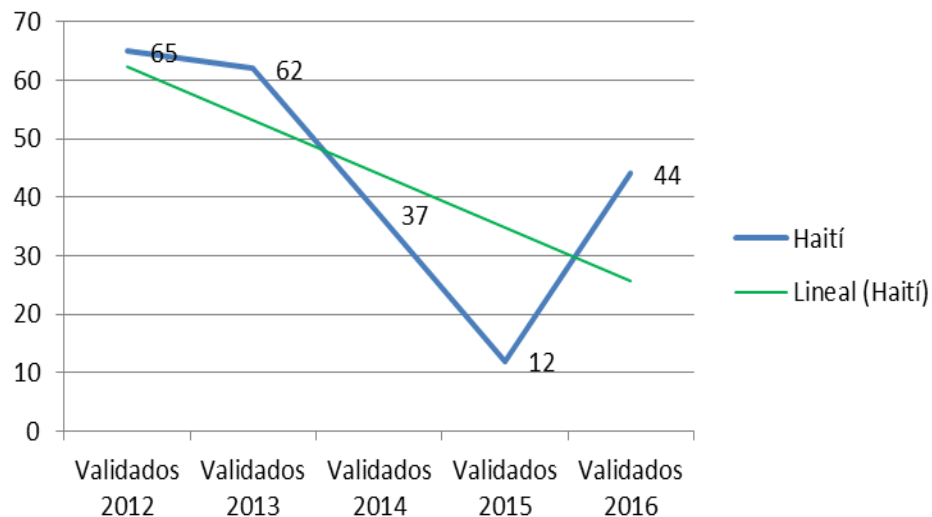
LHD Validados Cuba



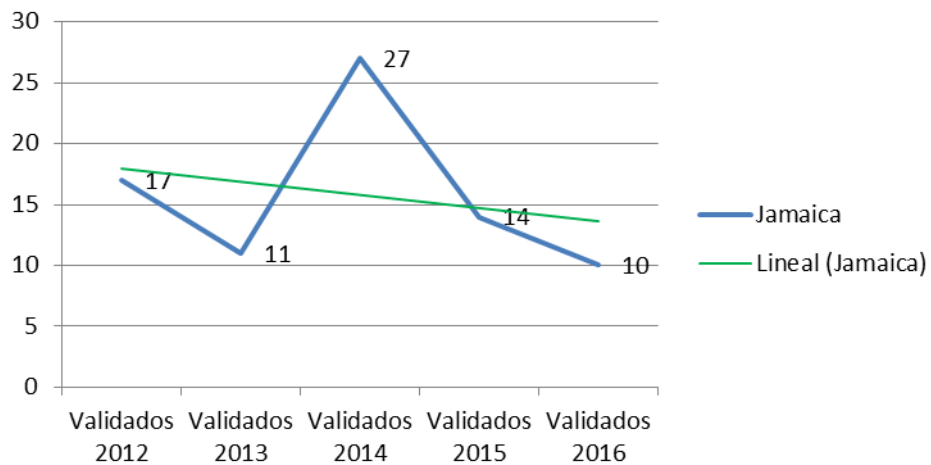
LHD Validados Cocosna



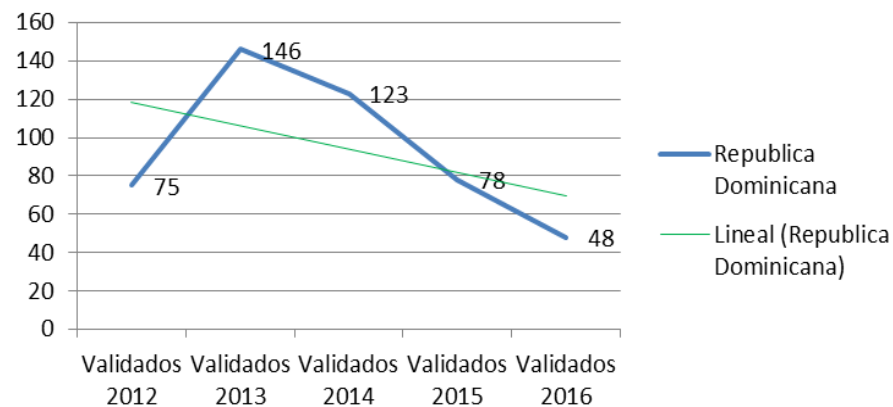
LHD Validados Haití



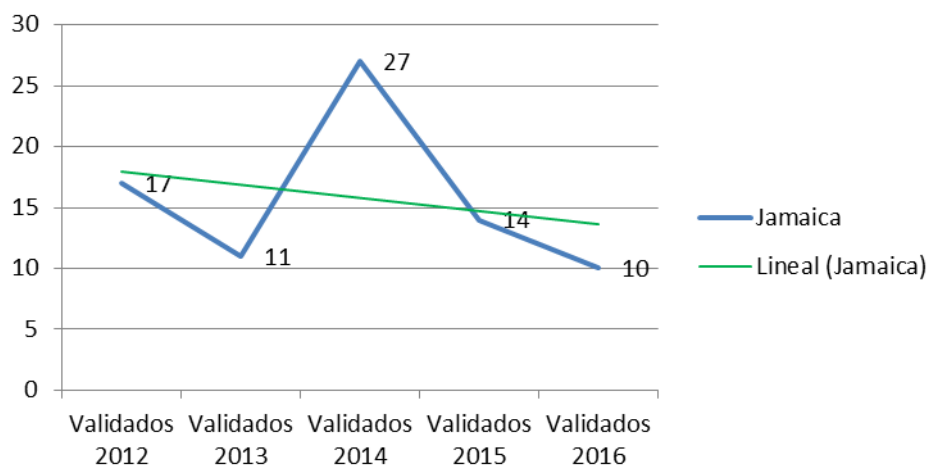
LHD Validados Jamaica



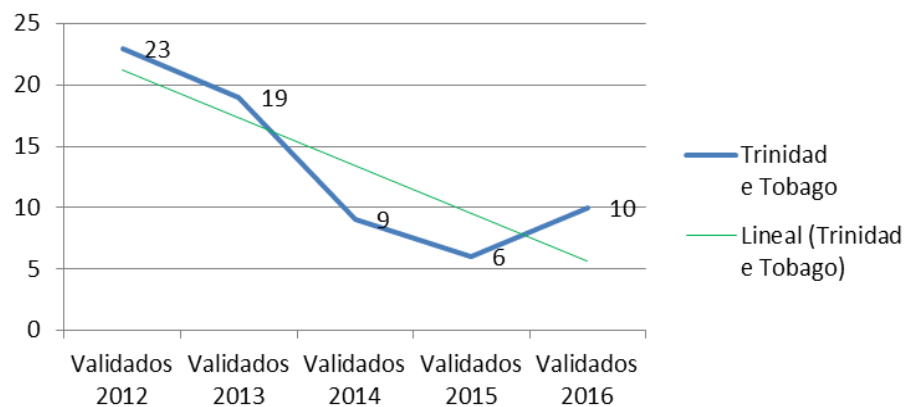
LHD Validados Republica Dominicana



LHD Validados Jamaica



LHD Validados Trinidad & Tobago

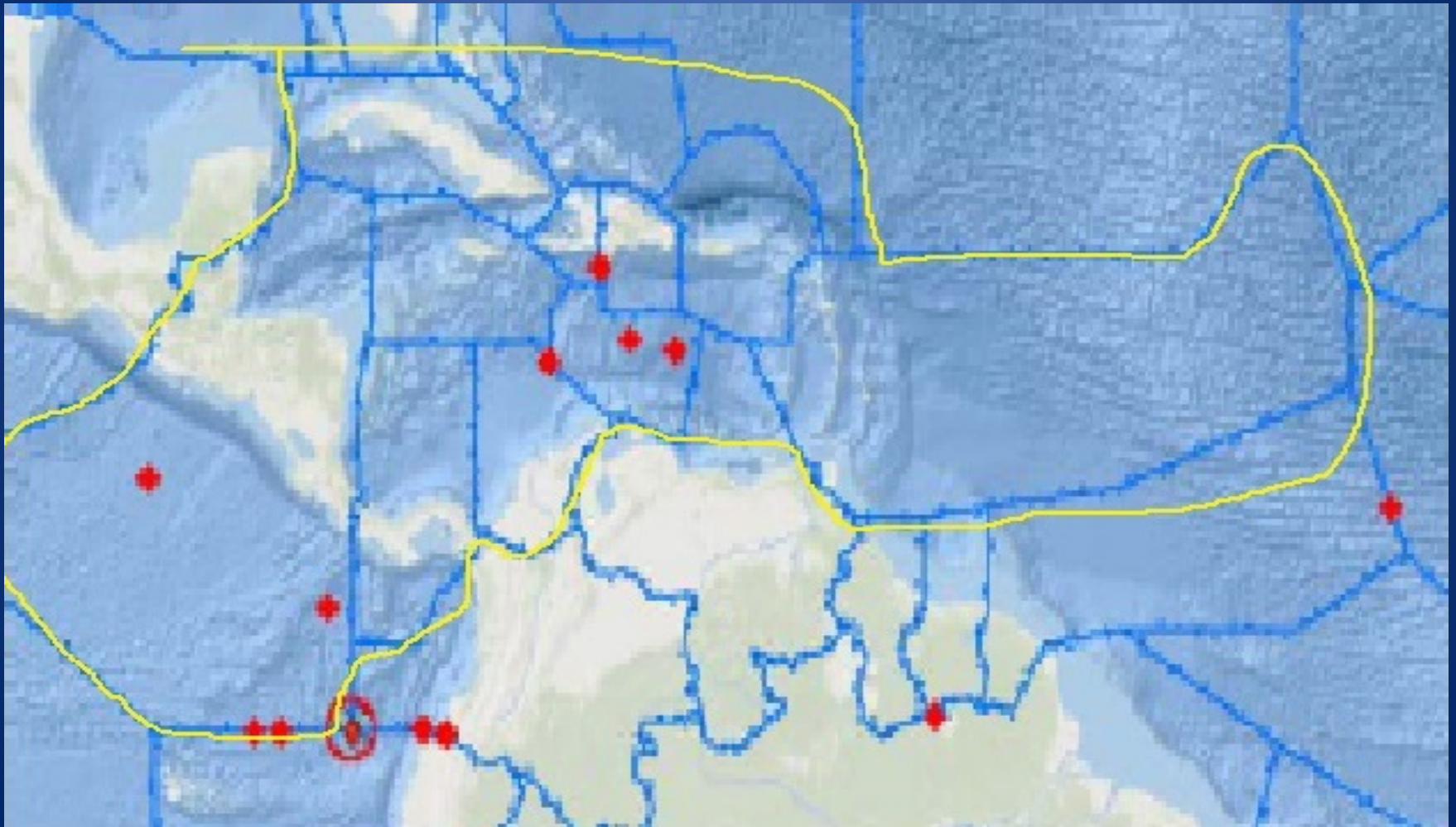


Reportados por otras FIR's	Reportados 2012	Validados 2012	VR>20	Reportados 2013	Validados 2013	VR>20	Reportados 2014	Validados 2014	VR>20	Reportados 2015	Validados 2015	VR>20	Reportados 2016	Validados 2016	VR>20
Antillas Holandesas	123	113	4	56	53	20	56	39	19	20	18	8	49	43	16
Cocesna	22	20	4	59	42	20	161	117	55	68	60	20	53	48	23
Cuba	25	15	3	12	10	2	21	16	1	12	10	2	4	2	1
Haití	65	65	20	63	62	26	46	37	22	12	12	8	45	44	14
Jamaica	22	17	15	12	11	11	36	27	16	16	14	6	13	10	9
Panamá	27	26	12	55	54	26	142	132	74	60	58	0	57	51	27
Republica Dominicana	94	75	38	170	146	138	159	123	106	87	78	51	54	48	32
Trinidad e Tobago	26	23	9	25	19	11	9	9	5	7	6	4	12	10	6
Total Region CAR	404	354	105	452	397	254	630	500	298	282	256	99	287	256	128

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- What we need to close the GAP?

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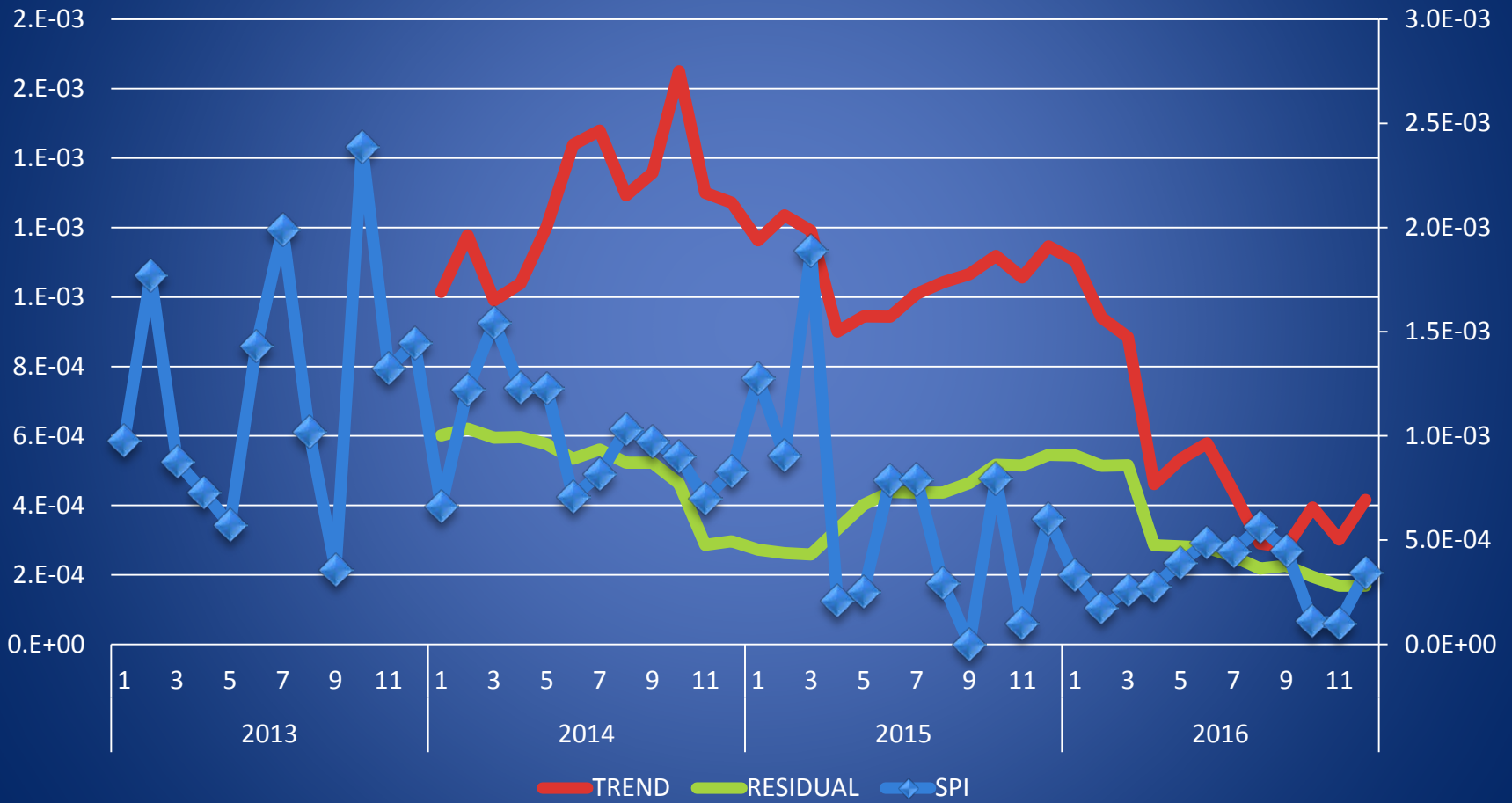
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- GTE/16 Final Report.
- C-16/3
- RADAR Data Sharing
- Effective Implementation of AIDC
- C-16/4
- That States and International Organizations of CAR / SAM Regions to take urgent steps to Require operators to use the standards correctly Established for processing and coordination Of flight plans based on Provisions of ICAO.

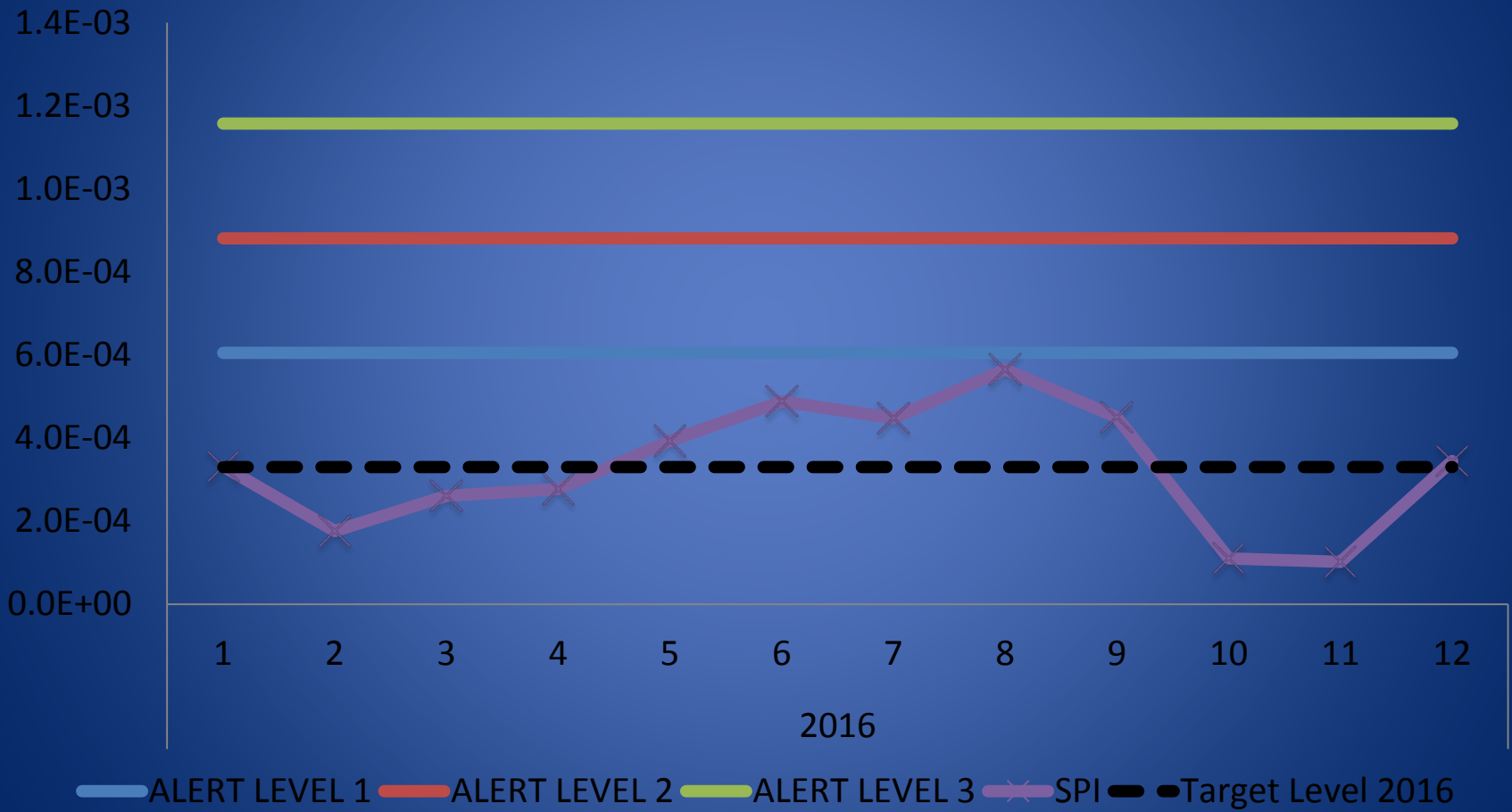
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- Where do we go
- Set Safety performance indicator focusing on Hotspots rather than a particular State/International Organization. This is a shared safety issue.
- Continue monitoring SPI against established TLS and alert levels.

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- Any question?
- Thank You!