



OACI

Organización de Aviación Civil Internacional
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE ESTUDIO

GTE/20 — WP/06

06/11/20

CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twentieth Scrutiny Working Group Meeting (GTE/20)

Online, 9 – 11 November 2020

Agenda Item 4: Other Business

DATA EXCHANGE BETWEEN GTE/GREPECAS and PA RAST/RASG-PA

(Presented by the GTE and PA RAST Secretariat)

Summary	
This working paper presents for the GTE's consideration the proposal for cooperation in the exchange of data between the GTE and the PA RAST, specifically the exchange of data related to LHDs and TCAS RAs.	
Action:	Safety Monitoring
Strategic Objectives:	<ul style="list-style-type: none">• Safety
Reference:	<ul style="list-style-type: none">• RASG-PA Procedures Manual• GREPECAS Procedures Manual• GTE reports

1. Introduction

1.1 The ICAO council has called for cooperation between the Regional Planning and Implementation Groups (PIRGs) and regional aviation safety groups (RASGs) to optimize the working groups' results and avoid duplication of efforts in States and the secretariat.

1.2 The GREPECAS Procedures Manual, in the terms of reference section, points out that "To comply with the Terms of Reference, the Group must coordinate with the Regional Aviation Safety Group - Pan American (RASG -PA) to avoid duplication of efforts and work, as well as to the development of safety enhancement initiatives.

1.3 Regarding RASGs general attributions, the RASG-PA Procedure Manual points-out that "About coordination, RASG-PA will coordinate safety issues with GREPECAS."

1.4 It is important to recognize that both working groups (GREPECAS and RASGPA) have improved the collection of data related; likewise, it is recognized that both groups could benefit from the exchange of data that allows the improvement of the decision-making and monitoring processes.

2. Analysis

2.1 The GTE data shows that although the airspace monitoring mechanism has been effective, with a reduction in the LHD trend in the CAR / SAM regions; and the regional performance has remained below TLS; the data continues to show a significant number of LHD in certain areas (hotspots), so we cannot ignore from a safety approach that any LHD has a high potential of risk to produce an incident or an accident and that TCAS RA's data is paramount to identifying the hotspots, so it is necessary to continue implementing measures to reduce the events.

2.2 It is important to consider that the data processed by CARSAMMA and validated by the GTE continue to show that the contributing factors for 95% of the LHDs in the CARSAM regions are related to the human factor.

2.3 Considering the above, the GTE secretariat, in coordination with the LHD focal points and the rapporteur, has been developing a hotspots LHD reduction strategy in the CAR/SAM regions; that includes coordination with the stakeholders for the LHD root cause identification and the establishment of mitigative and corrective measures.

2.4 Recognizing that additional data can help to improve the strategy mentioned above, and therefore improve the CAR/SAM RVSM airspace safety level, the GTE secretariat, with the rapporteur, has started coordination with the PA RAST RASGPA secretariat to develop a cooperation framework for the data exchange, specifically related to LHDs and TCAS RAs.

2.5 The main objective of this exchange is to improve the decision-making process to identify with better precision the CAR/SAM airspace areas where the safety level could be impacted and implemented with the stakeholders (States, international organizations, industry) mitigating and corrective measures.

2.6 The data exchange will be carried out under the confidentiality framework that governs each of the groups (GTE, PARAST), understanding that the information exchanged will only be used to improve the airspace's operational safety of the CAR / SAM regions.

2.7 It is important to recognize that the GTE information processes rely totally on the permanent sharing of data from States and ATS Providers of the CAR/SAM Regions to CARSAMMA. The GTE has worked significantly to improve the mechanisms for collecting and submitting data to CARSAMMA, making States and ATS providers aware of the importance of the data they provide, to ensure and enhance safety levels in the airspaces of the CAR/SAM regions, as well as on the principles of the use of safety-related information.

2.8 The sharing of data between the GTE and the RASG-PA shall be done in a manner that does not compromise the future availability of the data, taking into consideration the need to use the data only to identify regional trends, systematically analyze causes, without specifically targeting any airspace, operator or service provider.

2.9 Despite the limited scope of the GTE analysis, which is referenced to RVSM airspace in the CAR/SAM Regions, it is the only ANS related safety performance analysis in the aforementioned regions. Therefore, it is important to preserve this process and seek an alternative to expand ANS safety performance measurement for the CAR/SAM Regions.

2.10 For the purpose described above, it is proposed to hold virtual meetings between the GTE secretariat, rapporteur, LHD focal points, and PA RAST for the exchange of CAR/SAM hotspot data, mainly related to LHDs and TCAS RAs.

3. Suggested action

3.1 The meeting is invited to:

- a) analyze the information in this Working Paper;
- b) To support the proposal for the data Exchange between GTE and PA RAST;
- c) To integrate the GTE/PA RAST working group to coordinate with the PA RAST (three focal point from CAR and three from SAM).
- d) Request the GREPECAS GTE and the PA-RAST to work together to develop terms of reference for the data exchange between the two groups.

- END -