International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)

WORKING PAPER

GTE/26 — WP/02
08/10/26

Twenty-Sixth Scrutiny Working Group Meeting (GTE/26)
of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)
Asynchronous (virtual): 9 to 25 September 2026
In person: Mexico City, Mexico, 12 to 16 October 2026

Agenda Item 2: **Review of the valid conclusions and recommendations of previous CARSAMMA and Scrutiny Group meetings**

REVIEW OF PREVIOUS SCRUTINY GROUP MEETING CONCLUSIONS AND RECOMMENDATIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
The updated list of Conclusions from the GREPECAS Scrutiny Working Group (GTE) is presented in the **Appendix** to this Working Paper. The status and follow-up comments for each Conclusion result from the review conducted by the Secretariat based on information available at the time this Paper was prepared. The status of each Conclusion is designated as valid, completed, or invalidated.	
Action:	The Meeting is invited to review and comment providing updated information on the status and follow-up regarding the implementation of outstanding Conclusions from previous meetings, as presented in the **Appendix**.
Strategic Objectives:	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
References:	• Final Report of the Twenty-Fifth Meeting of the GREPECAS Scrutiny Working Group (GTE/25), Rio de Janeiro, Brazil, 18–22 August 2025

1. Suggested action

1.1 The Meeting is invited to:

a) Take note of the information presented in this working paper; and
b) Take actions to comply with the GTE valid conclusions and recommendations.

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APPENDIX
REVIEW OF PREVIOUS CARSAMMA AND SCRUTINY GROUP MEETING CONCLUSIONS AND RECOMMENDATIONS

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
Conclusion GTE/18/2	**REDUCTION OF CODE E LHD EVENTS**	That considering that in the classification of LHD events, the trend in code E events represents 95.03 % of the total events; and that this behavior has been maintained during the last three years, identifying several points in the CAR/SAM Regions where the reduction in the number of events has been low. Include in the GTE work programme the following actions: a) the States of the CAR/SAM Regions develop the necessary strategies for the reduction of Code E events based on the information provided by CARSAMMA and NAARMO, including the necessary training for air traffic controllers, the improvement of the Communications, Navigation and Surveillance (CNS) infrastructure, including the exchange of radar data and the improvement of ATS communications among the involved FIRs among other activities;				**VALID**

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		b) ICAO promotes bilateral and multilateral meetings to address specific issues between involved FIRs, especially at the border of the CAR and SAM Regions; and c) CAR/SAM States notify in the GTE meetings the results of these actions for the reduction of Code E events.				
GTE/22/03	**VALIDATION AND SHARING OF LHD DATA FOR AIRSPACES OF THE CAR REGION CONTIGUOUS TO THE UNITED STATES**	That, in order to ensure validation and adequate coordination for LHD events in the CAR Region occurred in the TCPs with United States: a) The Points of Contact that receive notification of possible LHD events, which occurred in the TCPs with the ATS facilities of United States, take actions to validate such events by sending the notification to the facilities ATS points of contact and to NAARMO; b) After the validation actions have been carried out, the LHD information be sent to CARSAMMA as specified in the established procedures and times. The validated LHD information is also sent to NAARMO; and	States	To report during GTE/23	Coordination among States Amendment to the term of reference	**VALID**

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		c) The GTE amend its terms of reference and the manual of contact points accredited to the CARSAMMA to include guidelines for validation of LHD events occurred in the TCPs with United States by the GTE/23 meeting.				
GTE/24/04	**AIRWORTHINESS RVSM PERFORMANCE BASED COMMUNICATION AND SURVEILLANCE (PBCS) APPROVAL REGISTRY**	That, taking into account that States are responsible for ensuring that all aircraft under their registry, and for which a PBCS approval request has been submitted, meet all the required criteria; and that it is essential to establish an aircraft PBCS registry in the CAR/SAM Regions for the global monitoring system of these capabilities, a) CARSAMMA establish the appropriate mechanisms for the creation of the PBCS database; b) the ICAO NACC and SAM Regional Offices inform CAR/SAM States of the PBCS reporting mechanism for aircraft registered in their respective States; and c) CARSAMMA, with the support of the Secretariat, organize a PBCS briefing to promote and support the understanding of aircraft and	CARSAMMA/ States Secretariat CARSAMMA/ Secretariat	Progress Report GTE 25		**VALID**

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		operator requirements and certification on PBCS and report it to GTE/25.				
GTE/24/05	**VALIDATION AND SHARING OF LHD DATA FOR AIRSPACES OF THE CAR REGION CONTIGUOUS TO THE UNITED STATES**	That, in order to ensure validation and adequate coordination for LHD events in the CAR Region occurred in the transfer of control points (TCPs) with United States: a) the Points of Contact (PoCs) that receive notification of possible LHD events occurring in the TCPs with the ATS facilities of United States, take actions to validate such events by sending the notification to the facilities ATS PoCs and to NAARMO; b) after the validation actions have been carried out, the LHD information shall be sent to NAARMO and CARSAMMA as specified in the established procedures and times; thence, RMAs will coordinate the LHDs among themselves; and c) the GTE amend its terms of reference and the manual of contact points accredited to the CARSAMMA to include guidelines for validation of LHD events occurred in the TCPs with	States CARSAMMA and NAARMO GTE	Progress Report GTE 25		**VALID**

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		United States by the GTE/23 meeting.				
GTE/25/01 (D)	**SHARED RISK BETWEEN ATC AND FLIGHT CREWS IN TYPE E EVENTS**	Considering events in which flight crews experience communication delays when entering a FIR: a) The Secretariat, in coordination with the Rapporteur, will submit an WP/IP to PA-RAST with the results of the work on the risk associated with aircraft experiencing communication delays when entering a FIR, with the aim of establishing a mechanism for periodic reporting from GTE to PA-RAST. b) The Points of Contact accredited to CARSAMMA will assign code "M" in the reports, with detailed information for each event, so that CARSAMMA can analyse and present them periodically. c) The Rapporteur will hold a meeting with the Points of Contact accredited to CARSAMMA to provide information on this update.	GTE Rapporteur Points of Contact GTE Rapporteur	Progress Report GTE/26		**VALID**
GTE/25/02	**Operational safety actions regarding RVSM approval**	To improve operational safety in RVSM airspace in the CAR/SAM Regions:		Before GTE/26		**VALID**

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
	information in the CAR/SAM Regions	a) The Secretariat requests States to update F1 form data regarding Points of Contact for RVSM capabilities. b) States take necessary measures to ensure that State aircraft operations comply with the RVSM approval process, including procedures involving Monitoring Agencies. c) GREPECAS be informed of difficulties arising from lack of information on RVSM approvals to Monitoring Agencies.	Secretariat States GTE Rapporteur			

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