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

INFORMATION PAPER

GTE/26 — IP/08
12/10/26

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 3: **Review of the Results of the Analysis of Large Height Deviations (LHDs) and of the Collision Risk Model (CRM)**
3.5 LHD Event Management and Progress for LHD Reduction by CAR/SAM States

DEVELOPMENT OF A STANDARD OPERATING PROCEDURE FOR THE REPORTING OF LHDS FOR US FAA ATC UNITS

(Presented by United States)

EXECUTIVE SUMMARY

In response to action GTE/24-05 and GTE/22-03, the US is developing a standard operating procedure (SOP) for US FAA ATC Units intended to help mitigate cross-boundary occurrences. This information paper provides the GTE meeting with the current progress of the SOP development.

Strategic Objectives:	• Every Flight is Safe and Secure • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All
References:	• ICAO Doc 9574 • ICAO Doc 9937

1. Introduction

1.1 In response to actions GTE/24-05 and GTE/22-03, the United States (US) Federal Aviation Administration (FAA) is developing a standard operating procedure (SOP) for all US Air Traffic Control (ATC) Units with international boundaries. The objective of this SOP is to support mitigation efforts to reduce the number of ATC coordination events involving adjacent non-US ATC Units.

1.2 The SOP strategy is to ensure awareness, validation, and monitoring of occurrences from all impacted ATC Units, including those within the ICAO CAR Region. When ATC coordination events occur, information collected from all ATC Units will help to identify causal factors and trends for the individual ATC units as well as the region, to support development of effective mitigations and prevention of future occurrences.

1.3 This information paper provides GTE/26 with the status of the SOP development.

2 Discussion

2.1 The development of the SOP is being modelled from best-practices utilized by the San Juan Combined Control Facility (CCF). The objectives are to:

2.1.1 enhance standardization of procedures for reporting LHDs and applicable occurrences to other ATC units and RMAs; and

2.12 promote coordination, information exchange, and timely investigation of LHDs and applicable occurrences with the goal of identifying mitigations, reducing the number of occurrences and increasing safety.

2.2 Some key features of the planned SOP are:

2.2.1 Each US FAA ATC Unit will have a designated point of contact (POC) for reporting and receiving LHD occurrence reports from adjacent international ATS Units.

2.2.2 The SOP will specify that the POC collect information to support a thorough event investigation and will be shared with the adjacent ATC unit when a coordination error occurs. The collected information will include:

- Date
- Time of Occurrence
- Aircraft identification
- Narrative of the event
- Other pertinent information such as flight strips, screenshots, ATS-Interfacility Data Communication (AIDC) exchanges, etc.

2.2.3 Specific tasks will be completed when the above listed information is received from an adjacent ATC unit. These tasks include recording the event within the internal FAA safety database and a referral for further investigation.

2.3 To date, an initial version of the SOP has been drafted and has been distributed for review by the appropriate groups within the FAA. Progress has been slowed due to restructuring within the FAA and higher priority activities*, but planning for the document review and implementation at the applicable facilities will continue to be discussed and updates will be provided to the GTE.

*For examples, see ICAO NACC/WG11/WP28 and WP29.

3 Suggested actions:

The meeting is invited to:

a) Note the information contained in this paper
b) Provide any comments or observations as appropriate.

— END —