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**INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Office**

**NINTH TRAINING SEMINAR/MEETING OF THE SCRUTINY WORKING GROUP
(GTE/9)**

Guayaquil, Ecuador, 8 to 12 March 2010

(Presented by Colombia)

Agenda Item 4: Other business

Summary

This working paper presents a proposal to the meeting, to implement a direct exchange of information of operational errors in the coordination cycle between ATC units, in order to counteract in a direct manner the causes of such errors.

1 Introduction

1.1 In spite of the fact that the main objective of the meeting is to evaluate the operational risk in RVSM airspace, we must be aware that out of this airspace the same errors are surely presented, keeping in mind the negative impact for safety in the region, and at the same time for a state that would have an air collision, we must make efforts to keep high safety levels in all the airspace of the Region.

2 Discussion

2.1 This is not a new problem and a programme called Mid Air Collision Avoidance (MACA) has been developed through the time, which is basically focused in the compliance of levels both for crews and within ATC to avoid an event like this.

2.2 The meeting is invited to keep in mind this risk of factor in each of the States and the significance of a serious incident or accident at RVSM levels, since consequences would be the same, for a case like this, within or without this airspace.

3 **Suggested actions**

3.1 To develop a training programme in each one of the States to all ATCOs, and in basic courses make emphasis in the importance of traffic coordination and its revisions, when applicable.

3.2 To make a revision on the letters of agreement between different ATS units, keeping in mind the development of mechanisms for exchange of information of coordination incidents among ATC units, either delegating in one office of each one of the ATC offices or through the heads of each one of the ACC, APP or FIC involved, in order to know which failures have been presented in the provision of the service.

3.3 To project within the development plans of each one of the States, implementation of technology that enables automatic coordination among ATS units, in order to minimise the workload of the ATCO in the job position, and at the same time reduce the possibility of errors in the coordination cycle.