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**Agenda Item 1: GTE Overview, Regional Monitoring Agencies and Scrutiny Groups**

**Overview of Target Levels of Safety as approved by GREPECAS**

(Presented by the Secretariat)

<b>SUMMARY</b>	
<p>This working papers aims at the revision of the status of application of the GTE general overview, the Regional Monitoring Agencies and Scrutiny Groups, as well as to ratify the GTE objectives presented by GREPECAS.</p>	
<p><b>References:</b></p> <ul style="list-style-type: none"><li>- Assessment of LHD class M and N Reports as coordination incidents;</li><li>- Report of the GTE/10 Meeting/Workshop (Mexico City, Mexico, 13-17 December 2010);</li><li>- GREPECAS/16 Final Report.</li></ul>	
<p><b>ICAO Strategic Objectives:</b></p>	<p><i>This working paper is related to Strategic Objectives A and B.</i></p>

1. **Introduction**

1.1 It must be noted that GREPECAS previously recommended corrective actions for the short and mid-term, contained in Conclusion 15/36 “Measures to reduce operational errors in ATC coordination cycle between adjacent ACCs”. Because of this, States and International Organizations were encouraged to implement a safety management system (SMS) and, as technology permits, to implement data communications between ATS facilities (AIDC) in a gradual manner.

2. **Background**

2.1 The GREPECAS/16 reviewed the report of the Tenth Meeting of the Scrutiny Working Group (GTE). It noted that M and N errors were still the two main categories, accounting for approximately 94-97% of reported LHDs, which were not caused by RVSM operation but rather by the common aircraft handover procedures between ATC units, in most cases. The assessment revealed that the collision risk in the CAR/SAM Regions significantly exceeding the TLS reference of  $5.0 \times 10^{-9}$  of fatal accidents per hour of flight.

### 3. **Analysis**

3.1 The height deviations generated by ATC operational errors and inflight contingencies occurred all over the airspace regardless of whether or not separation minima were applied. Therefore, risk mitigation actions should not be limited to RVSM airspace.

3.2 In addition, during the GREPECAS/16, it was agreed on the need for air navigation service providers (ANSP) to conduct a safety assessment of all incidents and ATC operational errors based on ICAO SMS provisions.

3.3 According to GREPECAS Conclusion 15/36 several bilateral and multilateral meetings had been held to address the adverse trends identified between two or three FIRs. The purpose was to minimize operational errors and LHDs. A subsequent multilateral meeting would be carried out from 4 to 6 April 2011, between the Miami, San Juan, Port-au-Prince, and Santo Domingo ACCs. The objectives of this meeting were to review contingency plans, ATS Letters of Agreement, safety management issues, the mitigation of duplicated flight plans, the allocation of SSR codes and coordination procedures.

3.4 GREPECAS endorsed the proposed revised terms of reference, taking into account ATS safety requirements in the CAR/SAM Regions, and considered the performance-based work programme in the GREPECAS organization.

### 4. **Suggested Actions**

4.1 The meeting is invited to:

- a) Take note of the information contained in this working paper;
- b) Revise and approve the Terms of Reference of the GTE approved by GREPECAS/16 (Appendix A);
- c) Encourage States/Territories and International Organizations to support and confirm the measures drafted in GREPECAS Conclusion 15/36 - "Measures to reduce operational errors in the ATC coordination cycle between adjacent ACCs"
- d) Encourage States/Territories and International Organizations to send representatives to the GTE meetings programmed in the CAR and SAM Regions; and
- e) Recommend other actions that are considered necessary.

**APPENDIX A**

**TERMS OF REFERENCE OF THE CAR/SAM RVSM SCRUTINY WORKING GROUP (GTE)**

- a. Convene a meeting as needed with experts in, air traffic control, aircraft operations and maintenance, regulation and certification of aircrafts, in order to analyze data and risk modeling of large height deviations (LHD) space of 300 ft or greater reported to the Regional Monitoring Agency;
- b. analyze and evaluate large height deviations (LHD) and produce an estimate of flight time away from the cleared flying level to be used as an estimate of risk by the Regional Monitoring Agency according to ICAO Doc 9574;
- c. identify large height deviation trends and to recommend remedial actions in order to improve safety;
- d. report results to GREPECAS mechanism;
- e. accomplish other tasks as recommended by GREPECAS; and
- f. participate in the Regional Aviation Safety Group – Pan American (RASG-PA) to harmonize regional safety initiatives.

Composition: Curaçao, Dominican Republic, Mexico, Peru, United States, CARSAMMA, COCESNA, IATA, IFALPA and IFATCA as well as other CAR/SAM States who wish to participate.

RAPPORTEUR: Johann Estrada (Dominican Republic)

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