



ICAO

International Civil Aviation Organization  
South American Office

WORKING PAPER

GTE/21— WP/07  
13/08/21

**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty First Scrutiny Working Group Meeting (GTE/21)**

Zoom Meeting, 23 – 26 August 2021

**Agenda Item 3: Activities and tasks to be reported to GREPECAS**

**b) GTE/PA-RAST Cooperation**

(Presented by the GTE and PA-RAST Secretariate)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents the cooperation on safety data/information review between the GTE and the PA-RAST, specifically data related to LHDs and TCAS RAs.	
<b>Action:</b>	Safety Monitoring
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• GTE/20 WP/05</li><li>• GTE reports</li><li>• RAST PA reports</li></ul>

**1. Introduction**

1.1 The cooperation between the Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) stems from the ICAO's council resolve for working groups to optimize results and avoid duplication of efforts for States and the secretariat.

1.2 Conclusion from GTE/20 as seen in the overleaf has led to preliminary work by members from the GTE and RAST-PA on safety data/information; to drive the data exchange process for airspace improvements, with a clear mandate to review data in compliance with the data confidentiality framework.

<b>DECISION</b>			
<b>GTE/20/2</b>		<b>DATA EXCHANGE BETWEEN PA-RAST AND GTE FOR AIRSPACE SAFETY IMPROVEMENT</b>	
<b>What</b>		<b>Expected impact:</b>	
<p>Considering that GREPECAS and RASG-PA are groups that report to the ICAO Council, and the GTE and PA-RAST are technical groups of the GREPECAS and RASG-PA with the data analysis as one of their main tasks, and recognizing that the cooperation between the GTE and PA-RAST can improve safety and efficiency in the CAR/SAM Regions and that data exchange can help to improve the process and outcomes of both groups:</p> <p>a) the GTE and PA-RAST will work jointly to develop a framework that includes mechanism and process for the data exchange and analysis between the two groups by the GTE/21 Meeting; and</p> <p>b) the GTE will identify how the exchanged data can be used to better benefit the CAR/SAM RVSM airspace safety analysis.</p>		<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b>			
To improve the CAR/SAM RVSM airspace safety analysis			
<b>When:</b>	By the GTE/21 Meeting	<b>Status:</b>	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b>	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	GTE and PA-RAST	

1.3 Conclusion from the PA-RAST, continue to emphasize the need for this type of collaboration to identify opportunities for improvements in the lower and upper airspaces including boarder transfer areas where such opportunities exist.

1.4 The work to strengthen the data/information exchange process in the CAR/SAM Region by the GTE and PA-RAST members is currently at the preliminary stage. The impact of COVID limited engagement in 2020 and thus far in 2021, the team has met virtually a few times with members from the NACC and SAM region invited to support development of the strategic framework. This framework will be aimed at identification of safety opportunities and development/implementation of applicable Safety Enhancement Initiatives by stakeholders.

1.5 Working together as part of the GREPECAS and RASG-PA, the benefit from this type of exchange will allows for more in-depth review of applicable data/information for improvement of the decision-making and monitoring processes.

## **2. Analysis**

2.1 Improving the synergies between the groups on safety hotspots creates better efficiency with resource utilization in identifying risk to ensure duplication of efforts do not exist, recommendations for improvement are aligned, continue to guide the approach of the group which envisages safety enhancement opportunities in the upper and lower airspace including border crossings.

2.2 Considering 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 because of coordination errors between ATC units, the importance of this collaborative efforts brings to bear, focus on safety opportunities related to TCAS -RAs for the region.

2.3 Preliminary review of the trend information for TCAS RA from 2018 through 2020, provides insights on the position/points where higher risk values were generally identified by the CARSAMMA analysis. However, the focus is on matching information and not the data when comparing outcomes of the previous year's risk values as identified in the CARSAMMA reports.

2.4 In reviewing LHD events especially TCAS RA events the data show less captured TCAS RA events in the analysis, with the understanding that LHD's report are mainly focused on RVSM airspace. Therefore, States are encouraged to inform through the safety groups or applicable mechanism, TCAS RA events that are captured in their airspace as part of this process to enable better correlation of the data/information.

2.5 The importance of sharing data cannot be under emphasized as 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 data/information which operators also provided to IATA.

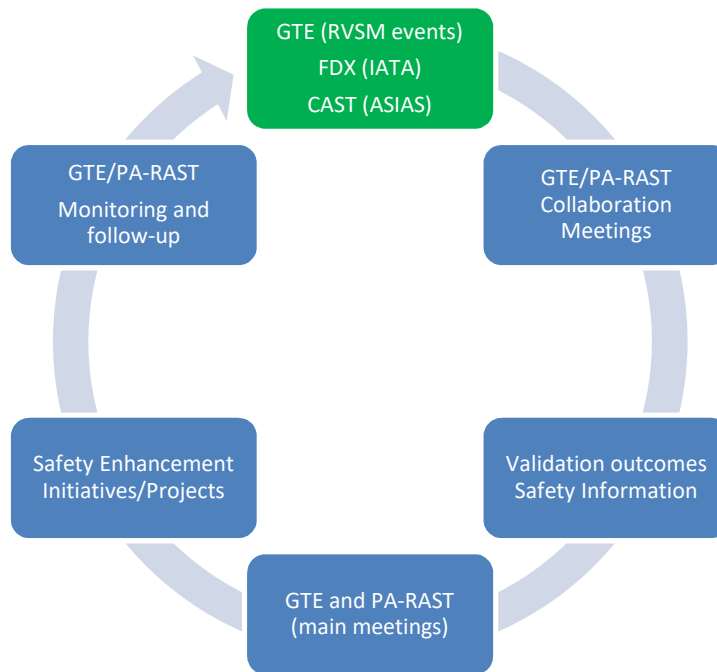
## **3. Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the information presented in this Working Paper;
- b) support the strategy on the data/information exchange between GTE and RAST-PA; and
- c) encourage reporting of TCAS RA events by States within RVSM and outside of RVSM airspace.

**APPENDIX**

**Overview of collaboration goal**



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