



*International Civil Aviation Organization*

GTE/10 — WP/02

27/10/10

**Tenth GREPECAS Scrutiny Working Group Meeting  
(GTE/10)**

Mexico City, Mexico, 13-17 December 2010

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

**TRANSITION OF THE CARIBBEAN AND SOUTH AMERICAN (CARSAM) GRUPO DE  
TRABAJO ESCRUTINIO (GTE) RAPPORTEUR**

(Presented by United States)

**SUMMARY**

The purpose of this working paper is to recommend the transfer of responsibility for the CARSAM GTE Rapporteur position. This transition is necessary because the present Rapporteur has been advised by his administration that continuing participation will be difficult in light of additional responsibility with which he has been tasked.

**1. Introduction**

1.1. On 20 January 2005, Reduced Vertical Separation Minimum (RVSM) was implemented in the Caribbean and South American (CARSAM) region as an integral part of the introduction of RVSM throughout the Western Hemisphere. Provisions outlined in ICAO Doc 9574 require that ongoing system performance monitoring and safety assessments must be performed to ensure continued safe use of the separation minimum and to confirm that Regionally established safety goals such as the Target Level of Safety (TLS) have been met. A key component necessary to support ongoing safety analyses is the assessment of excursions commonly termed large height deviations (LHDs) of 90m (300ft) or greater from cleared or planned altitude. This specialized analysis is performed by a group of experts otherwise known as a Scrutiny Group. In support of RVSM implementation in the CAR/SAM regions, a Scrutiny Group was established by the Air Traffic Management Authorities and Planners Group (AP/ATM) and endorsed by GREPECAS.

1.2. The scrutiny group consists of subject matter experts in air traffic management, safety analysis, aircraft airworthiness and operations and database management. The scrutiny group convened in conjunction with the meetings of the AP/ATM.

1.3. The scrutiny group meetings were coordinated by the Caribbean and South American Monitoring Agency (CARSAMMA), the regional monitoring agency (RMA) for the Caribbean and South American regions, with support from the offices of ICAO NACC and ICAO SAM. During the course of the scrutiny work, the CARSAM scrutiny group has become more appropriately referred to by its Spanish name, Grupo de Trabajo de Escrutinio (GTE).

## **2. Discussion**

2.1. Subsequent to the implementation of RVSM in the CARSAM region, the GTE has convened ten times, inclusive of the current meeting, to continue the critical work of monitoring and enhancing the safety of the region's airspace. The work of the GTE has fostered bilateral and multilateral discussion among air navigation service providers (ANSPs) within the CARSAM and neighbouring regions to reduce frequently occurring errors and increase collective safety. At the conclusion of each GTE meeting, a report is generated containing key parameter values necessary for collision risk modelling and recommendations of suggested mitigations to observed adverse trends. Each GTE report is presented for endorsement to GREPECAS.

2.2. The CARSAM GTE has benefited significantly from the contribution of the many experts that have volunteered their time to the scrutiny work. The commitment of the GTE participants has enabled it to reach a level of maturity on par or exceeding that of scrutiny groups around the world.

2.3. In addition, CARSAMMA has played a vital role in each meeting. Its representatives contribute their expertise in database management and safety analysis prior to, during, and after each GTE meeting.

2.4. The current Rapporteur has been honoured to lead this group in the essential work of overseeing and promoting airspace safety within the CARSAM Region. However, it is time to encourage new leadership and coordination as the present Rapporteur has been advised by his administration that continuing participation may be difficult in light of additional responsibility with which he has been tasked.

## **3. Recommendation**

3.1. The meeting is invited to note the contents of this paper.