



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

Mexico City, Mexico, 13-17 December 2010

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**Agenda Item 2: GTE Overview**

**PROPOSAL OF A NEW WORK METHODOLOGY FOR THE GTE**

(Presented by the Secretariat)

<b>SUMMARY</b> This working paper presents to the Meeting a proposal for a new working mechanism for the Scrutiny Working Group (GTE) taking into account the need to maintain efficiency and reduce the cost and time involved with physical meetings.	
<b>References:</b> <ul style="list-style-type: none"><li>• Report of the GTE/9 Workshop Meeting (Guayaquil, Ecuador, 8 to 12 March 2010)</li><li>• Report of the GTE/8 Workshop Meeting (Port of Spain, Trinidad and Tobago, 26-28 January 2010)</li></ul>	
<b><i>Strategic Objectives</i></b>	<i>This working paper is related to Strategic Objectives A and D.</i>

**1. Background**

1.1 Following the implementation of RVSM in the CAR/SAM regions, the regional monitoring agency (RMA) for the Caribbean and South American regions (CARSAMMA) was tasked to support the critical work of monitoring and enhancing the safety of the regions' airspaces, supported by a group of nominated experts in air traffic management, safety analysis, aircraft airworthiness and operations and database management and by the ICAO NACC and SAM Regional Offices. The Terms of Reference for this group of experts, which was named the Scrutiny Group (GTE), specified the group would analyze the risk of large height deviations (LHDs) and their impact on the Target Level of Safety (TLS) in RVSM airspace (refer to the **Appendix** to this working paper). The overall objective would be to issue relevant risk mitigation measures and make pertinent recommendations, which would be presented through the established mechanisms to GREPECAS, for approval.

**2. Analysis**

2.1 The Scrutiny Group (GTE) is now holding its tenth meeting. The achievement of its work has fostered bilateral and multilateral discussions among air navigation service providers (ANSPs) within the CAR/SAM and neighbouring regions. The group has also significantly contributed to maintain the required TLS in the Regions. Each meeting has generated mitigation measures in relation to observed trends, which are then considered by ANSPs for corrective or mitigation actions to reduce frequently occurring errors.

2.2 The work of the group is mostly based on voluntary contribution of many experts, who achieve their task by analyzing and scrutinizing data collected by CARSAMMA. Extensive data revision and analysis requires a significant amount of time and is not always achievable during a meeting of five days. However, the meeting of the group provides an opportunity to characterize the parameter values in the collision risk modeling and evaluate the best mitigation measures to be taken by ANSPs.

2.3 This methodology has provided the GTE experts a significant level of maturity and experience in the handling of the occurrences and factors which affect the estimate of collision risk in the RVSM airspace in both Regions.

2.4 The technicality of the issues requires members of the Scrutiny Group to attend occasional training sessions, which provides them a higher level of competency to accomplish their tasks. The training is provided during GTE meetings when required.

### **3. Conclusion**

3.1 Taking into account the need to exercise a continuous close monitoring of the occurrences and types of errors, a more efficient working mechanism could be to regularly review data in periodic virtual meetings between the members of this Group. Specific tasks could be distributed electronically among the participants according to the types of errors in view to categorize, review, analyze and classify. Subsequently, the Group could meet physically once a year for a number of days as determined necessary to analyze new procedures or other mitigation strategies to reduce occurrences of LHDs and examine the post-implementation record of performance to assure that operational errors are kept below the required level. Training would also be held as necessary.

3.2 This methodology would eliminate the need to hold two meetings of a week's duration each year. In addition, it would enhance the vital contribution of experts in the Regions in support of airspace safety and alleviate the heavy workload of the Regional Monitoring Agency graciously supported by one State in the benefit of RVSM operations in both regions CAR and SAM.

3.3 GREPECAS and the Scrutiny Group need to appreciate and recognize the excellent work of the current Rapporteur, Mr. Madison Walton, who has held the position since the creation of the GTE, and who has requested to be replaced. As a result of this request, it is suggested that CARSAMMA should assume the role and responsibilities of GTE rapporteur within the new proposed mechanism.

### **4. Suggested Action**

4.1 The Meeting is invited to:

- a) review the contents of this working paper;
- b) support the new working mechanism for the Scrutiny Group (GTE);
- c) support the nomination of CARSAMMA as the new Rapporteur, and
- d) propose other actions that the Meeting might deem pertinent

**APPENDIX**  
**TERMS OF REFERENCE OF THE CAR/SAM RVSM GRUPO DE TRABAJO DE**  
**ESCRUTINIO (GTE)**

- a) Assemble subject matter experts, as needed, in air traffic control, aircraft operations and maintenance, regulation and certification, data analysis and risk modeling;
- b) analyze and evaluate large height deviations of 300 ft or greater as defined by ICAO Doc 9574;
- c) coordinate the assembly and review of large height deviation data with the Regional Monitoring Agency;
- d) produce an estimate of flight time away from the cleared flying level to be used as a primary input in the preparation of an estimate of risk by the Regional Monitoring Agency;
- e) identify large height deviation trends and to recommend remedial actions in order to improve safety;
- f) report results to GREPECAS through the CNS/ATM Subgroup;
- g) accomplish other tasks as directed by GREPECAS; and
- h) participate in the Regional Aviation Safety Group – Pan American (RASG-PA) to harmonize regional safety initiatives.

Composition: 1 State/Organization from the CAR Region, 1 State/Organization from the SAM Region, United States, CARSAMMA, COCESNA, IATA, IFALPA and IFATCA.

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