



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

GTE/20 — WP/02
14/10/20

CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twentieth Scrutiny Working Group Meeting (GTE/20)
Online, 9 – 11 November 2020

Agenda Item 1: Review of the Previous CARSAMMA and Scrutiny Working Group Meetings Conclusions and Recommendations

REVIEW OF THE PREVIOUS CARSAMMA AND SCRUTINY WORKING GROUP MEETING CONCLUSIONS AND RECOMMENDATIONS

(Presented by Secretariat)

EXECUTIVE SUMMARY

The GREPECAS Scrutiny Working Group updated conclusions list is presented in the **Appendix** to this working paper.

The status and follow-up comments for each conclusion is the result of a review made by the Secretariat, based in the available information at the moment of preparation of this working paper. The status of each conclusion is designated as valid, completed or superseded.

Action:	The Meeting is invited to review and comment, providing updated information on the status and follow-up for the implementation of the previous meetings pending conclusions presented in the Appendix.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Nineteenth Scrutiny Working Group Meeting (GTE/19) Final Report, Barranquilla, Colombia, 18 to 22 November 2019

REVIEW OF PREVIOUS CARSAMMA AND SCRUTINY GROUP MEETING CONCLUSIONS AND RECOMMENDATIONS

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
Conclusion GTE/16/2	USE OF HANDBOOK CERTIFICATION AND OPERATION OF STATE AIRCRAFT IN THE CAR/SAM RVSM AIRSPACE	That, States and International Organizations of the CAR/SAM Regions use the Handbook Certification and Operation of State Aircraft in the CAR/SAM RVSM Airspace attached in Appendix D to GTE/16 report, for certification and approval of height-keeping performance requirement for State aircrafts.	States and ANSP			VALID
Conclusion GTE/16/4	URGENT ACTIONS TO IMPROVE FLIGHT PLAN PROCESSING AND COORDINATION IN THE CAR/SAM REGIONS	That, States and International Organizations of the CAR/SAM Regions take urgent measures to require operators the correct use of established standards for timely processing and coordination of flight plans based on ICAO provisions.	States and ANSP			VALID
Conclusion GTE/18/1	SAFETY ASSESSMENT FOR LATERAL AND LONGITUDINAL DEVIATION	Based in the GREPECAS Conclusion 18/22, that approved the amendment of the CARSAMMA Terms of Reference and the fact that there was not enough time to present a project by CARSAMMA at GTE/18 in order to include the safety assessment for lateral and longitudinal deviations:				VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>- An Ad hoc group comprised by Chile, Colombia, Cuba, CARSAMMA, and the GTE Rapporteur, supported by NAARMO and IATA is approved. The ICAO NACC and SAM Regional Offices will serve as the Secretariat, to present a project to include the safety assessment for lateral and longitudinal deviations, with methodology of analysis, the Collision Risk Model to be used, the establishment of a Target Level of Safety and the guidance material to be used by the Points of Contacts (POC) by 31 January 2019.</p>				
Conclusion GTE/18/2	REDUCTION OF CODE E LHD EVENTS	<p>That considering that in the classification of LHD events, the trend in code E events represents 95.03 % of the total events; and that this behavior has been maintained during the last three years, identifying several points in the CAR/SAM Regions where the reduction in the number of events has been low. Include in the GTE work programme the following actions:</p>				VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>a) the States of the CAR/SAM Regions develop the necessary strategies for the reduction of Code E events based on the information provided by CARSAMMA and NAARMO, including the necessary training for air traffic controllers, the improvement of the Communications, Navigation and Surveillance (CNS) infrastructure, including the exchange of radar data and the improvement of ATS communications among the involved FIRs among other activities;</p>				VALID
		<p>b) ICAO promotes bilateral and multilateral meetings to address specific issues between involved FIRs, especially at the border of the CAR and SAM Regions; and</p>				VALID
		<p>c) CAR/SAM States notify in the GTE meetings the results of these actions for the reduction of Code E events.</p>				VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
Conclusion GTE/18/3	AIR TRAFFIC SERVICES REGIONAL PERFORMANCE MEASUREMENT	That considering that the collection of safety information, developed for the functioning of CARSAMMA can contribute to improving the regional safety performance measurement in the provision of ATS in the CAR/SAM Regions:				VALID
		a) the GTE Rapporteur and the Secretariat carry out an analysis on the extension of the GTE TORs, to consider the evaluation of regional safety performance for the provision of ATS in the upper airspace in the CAR/SAM Regions, focusing on events related to the nature of the GTE work; the results of this analysis shall be presented in the GTE/19 for the consideration of the GTE; and				VALID
		b) States/Territories/International Organizations responsible for the provision of ATS services in the CAR/SAM Regions, connect to SIMS of ICAO, for the continuous monitoring of their safety performance and share with ICAO the data provided to CARSAMMA.				VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
Conclusion GTE/18/4	IMPLEMENTATION OF A STRATEGY TO REVIEW RISK ASSOCIATED WITH MID-AIR-COLLISION BETWEEN THE GTE AND RASG- PA	That, considering the benefits on the synergy between the GTE and the PA-RAST groups on safety hotspots in the identification of risk to ensure duplication of efforts does not exist, and that recommendations for improvements are aligned are of utmost importance:				VALID
		a) the GTE promote the exchange of the LHD events, especially TCAS events data with the PA-RAST MAC Group, including lateral and longitudinal deviations (navigation errors) errors in RVSM airspace and outside of the RVSM airspace for the CAR and SAM Regions to improve the identification of contributing factors to Mid-air collision;				VALID
		b) the GTE establish an analysis mechanism between the GTE and PA-RAST to provide CAR/SAM States with safety data for the decision-making process to help reduce LHDs events and improve the safety performance in the RVSM airspace of the CAR/SAM Regions. This analysis should include the possibility of performing a strategic review of safety hotspots in the upper				VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		airspace for mid-air collision risk with the PA-RAST MAC team; and				
		c) the Secretariat will report in the GTE meetings, the results obtained from this cooperation mechanism.				VALID
Conclusion GTE/19/1	REVIEW OF THE GUIDE FOR POINTS OF CONTACT (POC) ACCREDITED TO CARSAMMA	That, taking into account that the GTE and LHD points of contact are one of the main elements of the mechanism for the monitoring, analysis and improvement of CAR/SAM RVSM airspace performance, and that the Guide for points of contact (PoC) accredited to CARSAMMA must be updated in order to clarify and reinforce the responsibilities of the GTE, points of contact and the rapporteur:				VALID
		a) The amendment to the Guide for points of contact (PoC) accredited to CARSAMMA, as presented in the Appendix to GTE/19-WP/03 and NI/03 forms F2/F3, is approved.				VALID
		b) The amended Guide is to be submitted by the rapporteur to the approval of the GREPECAS/19 meeting.				VALID
		c) The Secretariat will take the necessary measures to ensure				VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		that the Guide and all relevant GTE documentation are available to all GTE members.				
		d) The States and international organisations will fulfil the responsibilities defined in the Guide for points of contact (PoC) accredited to CARSAMMA.				VALID
Conclusion GTE/19/2	AIRWORTHINESS/ RVSM/PBCS APPROVAL REGISTRY	That, taking into account that States are responsible for ensuring that all aircraft under their registry, and for which a PBCS approval request has been submitted, meet all the required criteria; and also considering that it is essential to establish an aircraft PBCS registry in the CAR/SAM Regions for the global monitoring system of these capabilities, the following has been agreed upon:				VALID
		a) CARSAMMA establish the appropriate mechanisms for the creation of the PBCS data base; and				VALID
		b) The ICAO Regional Offices inform CAR/SAM States of the PBCS reporting mechanism for aircraft registered in their respective States.				VALID

— END —