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# Scrutiny Working Group (GTE)

*RASG-PA and GREPECAS Teams  
Coordination Meeting*

**Manolo Abreu Fajardo**

*GTE Rapporteur*





## Purpose of the Presentation

- ✈ Background of the GTE
- ✈ Provide information regarding the GTE role and objectives
- ✈ Detail data sources
- ✈ Explain deliverables and working process
- ✈ Inform about the participation of States/International Organizations and Industry in the GTE working process



## Background of the GTE

- ✈ As part of the RVSM Implementation Plan for the CAR / SAM Regions, GREPECAS approved the creation of the RVSM Task Force, as a GREPECAS contributive body, to support this implementation.
- ✈ In GREPECAS 10 (2001) Brazil was assigned the functions and responsibilities of the Regional Monitoring Agency for the CAR / SAM Regions (CARSAMMA).
- ✈ The RVSM implementation in the CAR / SAM Regions took place in late 2004 and early 2005.
- ✈ GREPECAS 13 (2005), took note of the establishment of the Scrutiny Group (GTE) as part of the RVSM post-implementation evaluation strategy.
- ✈ CARSAMMA and the GTE work to fulfill their respective functions, meeting annually to carry out the corresponding safety assessment.



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# Role and Objectives



## GTE Terms of Reference (TOR)

- ✈ The TOR were established for the purpose of reviewing the issues affecting TLS based on LHD information provided by States and International Organizations.
- ✈ The GTE brings together experts in ATS-related safety management aspects;
- ✈ The collection and review of data on LHDs is coordinated with CARSAMMA;
- ✈ The GTE works with CARSAMMA in the identification of safety trends, reaching agreements to recommend mitigation actions in accordance with the ICAO SMS provisions.
- ✈ Annual reports are sent to GREPECAS in order to improve safety in the CAR / SAM RVSM space.



## CARSAMMA Terms of Reference (TOR)

- ✈ CARSAMMA acts as the central registry of RVSM approvals of operators and aircraft for each State/Territory of the CAR / SAM regions;
- ✈ Facilitate data transfer to and from other regional RVSM monitoring agencies (RMA);
- ✈ Maintains a database of altimetry errors and deviations of 300 Ft. or more within the CAR/SAM RVSM airspace;
- ✈ Support the identification of aircraft without RVSM approval operating in CAR/SAM airspace, and notify the State (CAA) accordingly;
- ✈ Develop the means to summarize and communicate the content of the relevant databases to the GTE for the corresponding safety assessment;
- ✈ Carry out the collision risk level assessment (CRM) in the CAR/SAM RVSM airspace, according to Doc. 9574 and Doc. 9937.

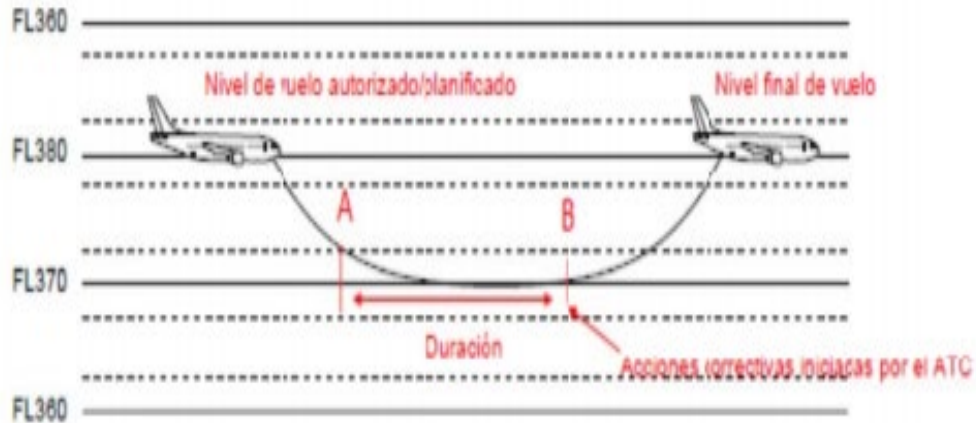


## Data Sources

- ✈ Data on aircraft movement in the RVSM airspace of the CAR/SAM Regions.
- ✈ Data on the approval/cancellation of aircraft/aircraft operators to operate in RVSM airspace by the States of the CAR/SAM Regions.
- ✈ Data on large height deviations in the RVSM airspace of the CAR/SAM Regions.



# What constitutes a LHD?







## What constitutes a LHD?

Efectos	Gravedad del Peligro (LHD)				
	Catastrófico 5	Peligroso 4	Mayor 3	Menor 2	Insignificante 1
ATC	Colisión con una aeronave, el terreno u obstáculo Aviso de TCAS (RA)	Reducción importante de la separación o la pérdida total de capacidad (ATC cero)	Reducción significativa de la separación o la capacidad del ATC	Ligera reducción en la capacidad del ATC o aumento significativo de la carga de trabajo ATC	Ligero aumento de la carga de trabajo ATC



## What constitutes a LHD?

Probabilidad (P)	Duración (D)	Gravedad (G)
5 Frecuente		5 Catastrófico
4 Ocasional		4 Peligroso
3 Remoto	3 Larga	3 Mayor
2 Improbable	2 Media	2 Menor
1 Extremamente Improbable	1 Corta	1 Insignificante

Tabla 5

3.2.8 Una vez obtenido los valores anteriores se procede a determinar si la FIR que corre el riesgo tiene o no un Sistema de Vigilancia ATS, si las Condiciones meteorológicas eran VMC o IMC y si existía otro tránsito que era conflicto, otorgando los siguientes valores:

Sistema de Vigilancia	Condiciones Meteorológicas	Otro Tránsito
SI = 5	VMC = 0	Con Vigilancia 5
NO = 10	IMC = 5	Sin Vigilancia 10



# Working Process

**CARSAMMA F4**  
FORMULARIO DE DESVIACIÓN DE ALTITUD

Indicador de CARSAMMA de una desviación de altura de 100 pies o más, incluyendo aquellas debidas a causas NAT, de Turbulencia (climatergenia).

1. Fecha de Hoy:	2. Agencia de Notificación:	3. Tipo de Avioname:	4. Modo C (IDS Visualizado):
5. Nombre del Operador de la AOT:	6. Control de Operación:	7. Tipo de Avioname:	8. Mod. C (IDS Visualizado):
7. Fecha de la Ocurrencia:	8. Hora:	9. Ubicación de la Ocurrencia (lat/long o punto de referencia):	10. Meteorología:
11. Ruta:	12. Nivel de Vuelo Autorizado:	13. Tiempo estimado transcurrido en el nivel de vuelo:	14. Desviación (observada (+/-) o incorrecto (segundo)):
15. Otro trabajo en haber, y la distancia entre ellos:			
16. Causa de la desviación (sitios breves):			
(Ejemplo: Error operacional en el ciclo de coordinaciones ATC, Turbulencia, clima, falla en el equipo)			
17. Nivel de Vuelo Autorizado:	18. Hora:	19. Fecha de la Desviación:	20. Causa de la Desviación:
21. Descripción detallada de la Desviación (Por favor de su evaluación de la desviación votada por la aeronave y la causa de la desviación)	22. Comentarios de la Tripulación (de haberlos)		

Cuando complete esta forma (por favor enviarla) reportar a:  
AGENCIA DE MONITOREO DE LAS RESERVAS DEL CARIBE Y AMÉRICA DEL SUR - CARSAMMA  
AV. GENERAL JUSTO, 1607 Terreno - CENTRO  
2226-090 - P.O. BOX ANAERO - PU  
Teléfono: (55-21) 210-6358 Fax: (55-21) 2101-6293  
E-Mail: [carsamma@icao.asu.br](mailto:carsamma@icao.asu.br)



POCs submit information to CARSAMMA

CARSAMMA receives and analyzes the information



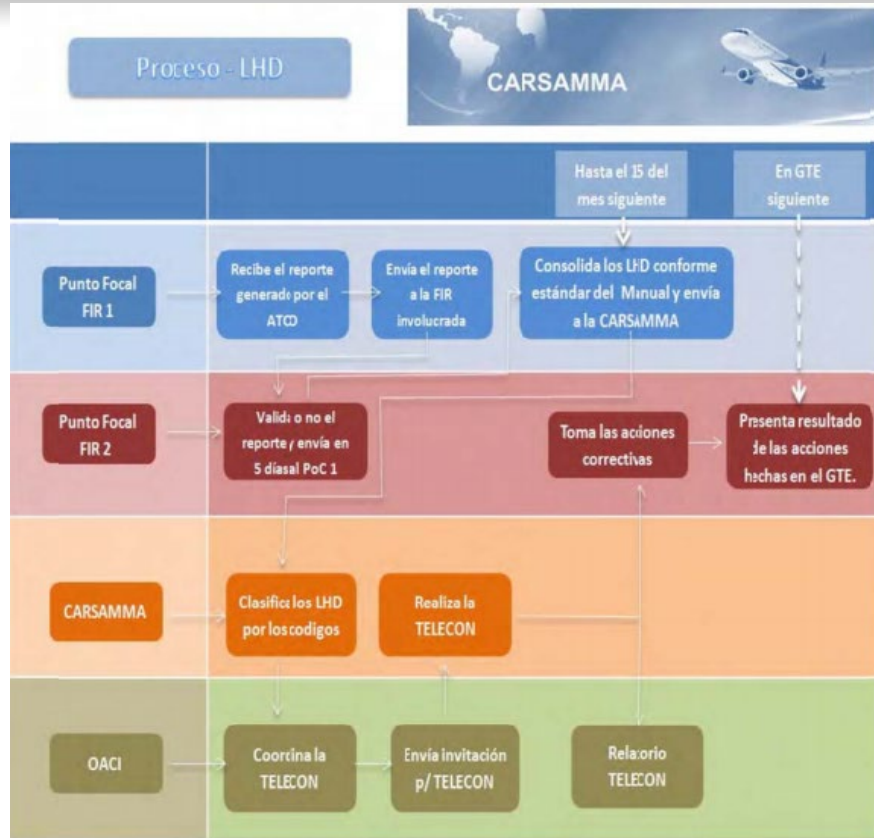
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75 YEARS OF CONNECTING THE WORLD

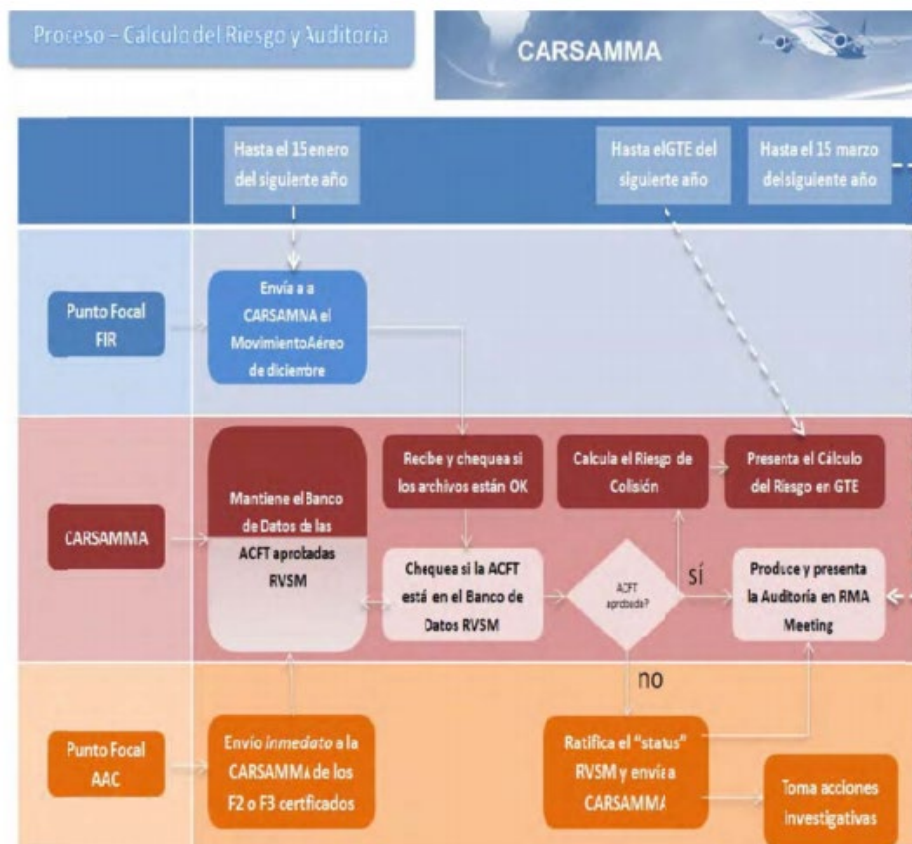
CAR/SAM Planning and Implementation Regional Group (GREPECAS) Nineteenth Scrutiny Working Group Meeting (GTE/19) Décimo novena Reunión del Grupo de Trabajo de Escritorio (GTE/19) del Grupo Regional de Planificación y Ejecución CAR/SAM (GREPECAS)

Barranquilla, Colombia, 18 to 22 November 2019 | 18 al 22 de noviembre de 2019



The results of the analyzes of the CARSAMMA are annually presented to the GTE







## Final Comments

- ✈ The CARSAMMA work process, as a consequence of the GTE, relies on the submission of the data required by the States/Territories that provide ATS in RVSM airspace of the CAR/SAM Regions.
- ✈ The GTE explores the possibility of expanding the scope of its analysis, taking into consideration its connection with the air navigation service providers of the CAR/SAM Regions.



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THANK YOU!