



ICAO

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WORKING PAPER

GTE/24 — WP/02  
10/07/24

**CAR/SAM Planning and Implementation Regional Group (GREPECAS)  
Twenty Fourth Scrutiny Working Group Meeting (GTE/24)  
Mexico City, Mexico, 5 to 9 August 2024**

- Agenda Item 2: Review of the Previous CARSAMMA and Scrutiny Working Group (GTE) Meetings Conclusions and Recommendations**
- 2.1 Review of previous conclusions
  - 2.2 Review of previous recommendations

**REVIEW OF PREVIOUS SCRUTINY WORKING GROUP MEETING  
CONCLUSIONS AND RECOMMENDATIONS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

The GREPECAS Scrutiny Working Group (GTE) updated Conclusions/Decisions list is presented in the **Appendix** to this Working Paper. The status and follow-up comments for each Conclusion/Decision are the result of a review made by the Secretariat, based on the information available at the moment of preparation of this Working Paper. The status of each Conclusion/Decision is designated as valid, completed, or superseded. For the report to GREPECAS, a deep analysis of the progress made by the GTE in each of the tasks will be necessary so that it can be adequately reported to the PIRG.

<b>Action:</b>	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"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Final report of the Twenty-Third GREPECAS Scrutiny Group (GTE/23) meeting</li></ul>

**1. Suggested Action**

- 1.1 The Meeting is invited to note the information presented in this Working Paper and take actions to comply with the GTE valid Conclusions and recommendations.

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**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Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)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/16-4	<b>URGENT ACTIONS TO IMPROVE FLIGHT PLAN PROCESSING AND COORDINATION IN THE CAR/SAM REGIONS</b>	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			<b>VALID</b>
Conclusion GTE/18-2	<b>REDUCTION OF CODE E LHD EVENTS</b>	<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 behaviour 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> <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</p>				<b>VALID</b>

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>(CNS) infrastructure, including the exchange of radar data and the improvement of ATS communications among the involved FIRs among other activities;</p> <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> <p>c) CAR/SAM States notify in the GTE meetings the results of these actions for the reduction of Code E events.</p>				
<p><b>Conclusion GTE/18-3</b></p>	<p><b>AIR TRAFFIC SERVICES REGIONAL PERFORMANCE MEASUREMENT</b></p>	<p>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:</p> <p>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</p>				<p><b>VALID (updated in GTE/23)</b></p>

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>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.</p>				
<p><b>Conclusion GTE/18-4</b></p>	<p><b>IMPLEMENTATION OF A STRATEGY TO REVIEW RISK ASSOCIATED WITH MID-AIR-COLLISION BETWEEN THE GTE AND RASG- PA</b></p>	<p>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:</p> <p>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;</p>				<p><b>VALID</b></p>

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>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 airspace for mid-air collision risk with the PA-RAST MAC team; and</p> <p>c) the Secretariat will report in the GTE meetings, the results obtained from this cooperation mechanism.</p>				
<b>GTE/19-02</b>	<b>AIRWORTHINESS/RVSM/PBCS APPROVAL REGISTRY</b>	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				<b>VALID (updated in GTE/23)</b>

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>capabilities, the following has been agreed upon:</p> <p>a) CARSAMMA establish the appropriate mechanisms for the creation of the PBCS data base; and,</p> <p>b) The ICAO Regional Offices inform CAR/SAM States of the PBCS reporting mechanism for aircraft registered in their respective States.</p>				
<b>GTE/22/02</b>	<b>IMPROVED COORDINATION BETWEEN STATES`S AND INTERNATIONAL ORGANIZATIONS POINTS OF CONTACT AND CARSAMMA</b>	<p>That, taking into consideration the need to improve the analysis of data related to LHD events that are reported to the CARSAMMA:</p> <p>The GTE amend its terms of reference and the manual of contact points accredited to the CARSAMMA to specify the validation period with the adjacent control centres for the LHDs received before being sent to CARSAMMA by the GTE/23 Meeting.</p>	States CARSAMMA	To report during GTE/23	<p>Coordination among States</p> <p>Amendment to the term of reference</p>	<b>VALID (updated in GTE/23)</b>
<b>GTE/22/03</b>	<b>VALIDATION AND SHARING OF LHD DATA FOR AIRSPACES OF THE CAR REGION CONTIGUOUS TO THE UNITED STATES</b>	<p>That, in order to ensure validation and adequate coordination for LHD events in the CAR Region occurred in the TCPs with United States:</p> <p>a) The Points of Contact that receive notification of possible LHD events, which</p>	States	To report during GTE/23	<p>Coordination among States</p> <p>Amendment to the term of reference</p>	<b>VALID</b>

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>occurred in the TCPs with the ATS facilities of United States, take actions to validate such events by sending the notification to the facilities ATS points of contact and to NAARMO;</p> <p>b) After the validation actions have been carried out, the LHD information be sent to CARSAMMA as specified in the established procedures and times. The validated LHD information is also sent to NAARMO; and</p> <p>c) The GTE amend its terms of reference and the manual of contact points accredited to the CARSAMMA to include guidelines for validation of LHD events occurred in the TCPs with United States by the GTE/23 meeting.</p>				
<b>GTE/22/04</b>	<b>SUPPORT FOR GREPECAS/RASG-PA COLLABORATION</b>	<p>That, In order to strengthen the collaboration between GREPECAS and RASG-PA, promoting the exchange of information that supports the mitigation of safety events identified in the CAR/SAM Regions</p> <p>a) GTE endorse the adoption of the Terms of Reference for the collaboration between the GREPECAS and</p>	Secretariat Rapporteur	<p>To report during GTE/23</p> <p>To report during GREPECAS/20</p>	Amendment of term of reference	<b>VALID (updated in GTE/23)</b>

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		<p>the RASGPA as presented in the Appendix of GTE/22 — WP/10; and</p> <p>b) The rapporteur of the GTE inform GREPECAS/20 meeting of the favourable opinion on the aforementioned terms of reference.</p>				

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