



ICAO

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

WORKING PAPER

GTE/18 — WP/02
10/09/18

**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Eighteenth Scrutiny Working
Group Meeting (GTE/18)**
Mexico City, Mexico, 22 – 26 October 2018

**Agenda Item 1: Review of the previous CARSAMMA and Scrutiny Group meetings Conclusions
and Recommendations**

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

(Presented by Secretariat)

EXECUTIVE SUMMARY	
<p>The GREPECAS Scrutiny Working Group updated conclusions list is presented in the Appendix to this working paper.</p> <p>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 The status of each conclusion is designated as valid, completed or superseded.</p>	
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">• Final Report of the Seventeenth Meeting of the GREPECAS Scrutiny Working Group (GTE/17), Lima, Peru, 30 October - 3 November 2017

APPENDIX

REVIEW OF PREVIOUS CAR SAMMA AND SCRUTINY GROUP MEETING CONCLUSIONS AND RECOMMENDATIONS

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
Conclusion GTE/14-2	ORIENTATION HANDBOOK FOR CAR SAMMA ACCREDITED POINTS OF CONTACT	That, CAR/SAM Regions States use the Orientation Handbook for CAR SAMMA Accredited Points of Contact attached in Appendix B to this part of the Report, with a view to train their Points of Contact (PoC), as well as to improve the submission of the needed data, so that CAR SAMMA can perform its responsibilities.	CAR/SAM Regions States			VALID
Conclusion GTE/14-3	MITIGATION MEASURES FOR REDUCTION OF OPERATIONAL RISKS CAUSED BY LHD	That, considering that the CAR/SAM Regions are significantly above the maximum acceptable operational risk values caused by LHD, the following measures to be taken: requesting the correspondent mitigation actions, considering the urgency that risk caused by LHD requires:				VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		a) that the CAR/SAM States adopt mitigation measures to reduce operational risk caused by LHD as soon as possible, considering the best practices attached as Appendix A to this part of the report.	CAR/SAM States			VALID
		b) that the CAR/SAM States present Operational Risk caused by LHD Mitigation National Plans, as well as adopted mitigation measures to the GTE/15 meeting.	CAR/SAM States			VALID
		c) that the ICAO NACC and SAM Offices send an individual letter to each CAR/SAM State and ANSP informing the situation of LHD that affect operational safety in their airspace, based on detailed data obtained from CARSAMMA, and	States and ANSP			COMPLETED

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
		d) the States and ANSP present a report on mitigation measures implementation progress, based in SMS to ICAO NACC and SAM Regional Offices.	States and ANSP			VALID
Conclusion GTE/16-1	USE OF CARSAMMA PROCESS HANDBOOK IN CAR/SAM AREA CONTROL CENTRE (ACCs)	That, States and International Organizations of the CAR/SAM Regions use the CARSAMMA Process Handbook, attached in Appendix B to GTE/16 report, to train ATCOs of ACCs to improve the submission of LHDs data to CARSAMMA.	States and ANSP			VALID

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	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
Conclusion GTE/16-3	MITIGATION MEASURES TO IMPROVE TARGET LEVEL OF SAFETY IN THE RVSM AIRSPACE	<p>That,</p> <p>a) States and International Organizations of the CAR/SAM Regions adopt the reactive, proactive and predictive actions related to the implementation of SMS in the RVSM airspace; and</p> <p>b) The ICAO NACC and SAM Regional Offices, in coordination with States and International Organizations, encourage bilateral meetings to analyse and implement measures to reduce LHD events that affect safety in their airspace; the impact of these measures shall be presented in the GTE/17 meeting.</p>	States, ANSP and Regional Offices			VALID

Conclusion	Title	Text	Responsible of action	Completion date	Deliverable	Status (valid, completed or superseded)
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/16-5	AGREEMENT BETWEEN MEXICO AND THE NORTH AMERICAN APPROVALS REGISTRY AND MONITORING ORGANIZATION (NAARMO) FOR DATA EXCHANGE REGARDING SAFETY ASSESSMENT IN THE RVSM AIRSPACE	That, Mexico and the NAARMO exchange data information regarding aircraft movement, Large Height Deviations (LHD) reports in the RVSM airspace, as well as register of aircraft with RVSM approval, according to the information of Appendix F to GTE/16 report, and present this activities progress to the next GTE/17 meeting.	Mexico and NAARMO			VALID

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