



ICAO

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

WORKING PAPER

GTE/18 — WP/03
16/10/18

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

Agenda Item 5: Other business

AIR TRAFFIC SERVICES REGIONAL PERFORMANCE MEASUREMENT

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper analyses the opportunity to take advantage of the mechanism of regional collection of safety information, developed for the functioning of CARSAMMA, to gather information for the regional safety performance measurement in the provision of air traffic in the CAR / SAM Regions.	
Action:	Suggested actions are included in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Annex 19 — Safety Management• Safety Management Manual (SMM) (Doc 9859)• Report of the Tenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) (Las Palmas, Canary Islands, Spain, 23–27 October 2001)• Guidance Manual for Points of Contact (PoC) Accredited to CARSAMMA

1. Introduction

1.1 International civil aviation, led by ICAO, evolves towards a safety management approach, which combines the compliance requirements, already established, with a performance-based safety scheme.

1.2 ICAO has recognized the importance of data collection and the analysis of safety information for an increasingly effective management of safety and, consequently, the prevention of civil aviation accidents and incidents. The information is the raw material that allows the operation of the safety management systems, SSP and SMS, as tools for risk-based decision making. The safety data and information must be systematically collected and analysed, allowing the correct identification of hazards, efficiency in risk management and validation of the effectiveness of corrective measures.

1.3 Consequently, Annex 19 - Safety Management and the Safety Management Manual (SMM) (Doc 9859) contain Standards and Recommended Practices (SARPs) and guidance material, respectively, that require States to establish safety data collection and processing systems (SDCPS) and perform safety data analysis. The evolving safety strategy of ICAO includes several analysis solutions and initiatives for the effective implementation of SSP and SMS by States and service providers, while contributing to the increase of capacity and efficiency levels.

2. Background

CARSAMMA

2.1 In order to ensure compliance with the necessary requirements for the implementation of RVSM and RNP in the CAR / SAM Regions, during the tenth GREPECAS meeting, held in the Canary Islands, Spain, from October 23 to 27, 2001, it was decided to establish a Monitoring Agency for the performance of airspace safety systems in the CAR/SAM Regions (CARSAM-MA). In the aforementioned meeting, it was also decided to accept Brazil's proposal to establish a monitoring agency, so that, in coordination with the States, Territories and International Organizations, it would take the appropriate measures to collect the pertinent and necessary information that would allow the RVSM implementation program.

2.2 In order to achieve these objectives in an efficient and financially viable manner, GREPECAS considered advisable that measures were taken to lead the preparation, on the one hand, of guiding principles that will serve as the basis for a regional agreement on the management of ATS safety in the CAR/SAM Regions, and on the other, the establishment of the appropriate agencies and mechanisms that are required to implement the planned ATM improvements.

GTE

2.3 In addition to the functions of CARSAMMA, GREPECAS established the Scrutiny Working Group (GTE), which is composed of specialists from each of the FIRs of the CAR/SAM Regions qualified in the analysis and evaluation of Large Height Deviations (LHD) of 300 feet or more, as defined in ICAO Document 9574.

2.4 This Group also fulfils an important coordination task with CARSAMMA for compiling, debugging and reviewing data on LHDs, identifying trends in deviations and recommending corrective actions in order to improve safety.

2.5 The Scrutiny Working Group (GTE) prepares an annual Executive Report for the Secretary of GREPECAS containing the statistical information relative to the LHDs, as well as the recommendations on the risk mitigation measures that they deem pertinent.

Opportunities for improvement

2.6 The mechanism established for the operation of CARSAMMA has undoubtedly achieved its objectives, which has created a platform for the collection, exchange and analysis of safety information among all the FIRs of the CAR / SAM Regions.

2.7 Taking as a reference the requirements for the establishment of safety management systems, and the need to carry out the regional performance measurement in the provision of air traffic services, this same mechanism could be expanded, allowing the collection of information on air operations in each airspace (FIR and TMA), as well as data on other events that could be agreed regionally.

2.8 This opens up a number of possibilities for safety management, which would not only support the regional performance measurement and the regional risk-based decision making, but would also allow ATS service providers with a reduced number of operations, to be able to infer the potential threats that their system would have on the basis of a joint analysis of all service providers with a similar profile.

Safety Information Monitoring System (SIMS)

2.9 The second high-level safety conference (HLSC / 15) recommended ICAO to facilitate a phased approach towards the development of a global platform for the exchange of information related to the identification of systemic and other flaws for the benefit of safety.

2.10 In response to this recommendation, the Safety Information Monitoring System (SIMS) was developed, as a web-based platform, composed of different applications, which allows the generation of indicators for SSPs and SMS.

2.11 As part of the opportunity identified in paragraph 2.7, we could use the SIMS as a tool for the collection of safety data, which would allow an analysis of safety performance in the provision of ATS in the CAR / SAM Regions.

3. Conclusions

3.1 The transition to a safety management scheme is not an automatic process, but the result of a set of thoughtful, coherent and calculated actions that allow a transcendental change in traditional work schemes, without compromising current performance and without creating unnecessary barriers to the sustainable growth of air operations.

3.2 In this transition process, regional collaboration, along with the support of ICAO, play a fundamental role, as the available resources and the knowledge necessary to lead this change are increasingly scarce.

4. Suggested actions

4.1 The meeting is invited to:

- a) request the GTE to carry out an analysis on the extension of its terms of reference, to consider the evaluation of regional safety performance for the provision of ATS in the CAR/SAM Regions, and present the results of this analysis and recommendations in GTE/19; and
- b) urge the States/Territories/International Organizations, responsible for the provision of ATS services in the CAR/SAM Regions, to join the project of the Safety Information Monitoring System (SIMS), of ICAO, to make a better use their stored data.