



ICAO

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WORKING PAPER

GTE/18 — WP/13

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CAR/SAM Planning and Implementation Regional Group (GREPECAS) Eighteenth Scrutiny Working Group Meeting (GTE/18)

Mexico City, Mexico, 22 – 26 October 2018

Agenda Item 2: Review of Reduced Vertical Separation Minimum (RVSM) airspace safety assessment Project for the CAR and SAM Regions

PROJECT TO IMPROVE THE SAFETY ASSESSMENT IN RVSM AIRSPACE

(Presented by GTE Rapporteur)

| EXECUTIVE SUMMARY | |
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| This Working Paper aims to present and approve the work done in the Project for the Improvement to the Safety Assessment within the Reduced Vertical Separation Minimum (RVSM) airspace, and highlight opportunities for improvement to the afore mentioned project. | |
| Action: | Suggested actions are included in Section 3 of this Working Paper |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none">• Safety |
| <i>References:</i> | <ul style="list-style-type: none">• GTE/14• GTE/15• GTE/16• GTE/17 |

1. Introduction

1.1. During 2014, the Scrutiny Working Group Meeting (GTE) of the CAR/SAM Planning and Implementation Regional Group (GREPECAS) developed and approved the:

DRAFT CONCLUSION**GTE/14/1****RVSM AIRSPACE SAFETY ASSESSMENT ENHANCEMENT PROJECT FOR THE CAR AND SAM REGIONS**

That ICAO NACC and SAM Regional Offices send the CAR and SAM Regions RVSM Airspace Safety Assessment Enhancement Project, attached as Appendix A to this part of the Report, for the GREPECAS Programmes and Projects Review Committee (PPRC) approval, through the fast track procedure.

1.2. During the GTE/15, GTE/16 and GTE/17 meetings, all the deliverables of this project were finalized to be presented to the ICAO GREPECAS.

2. Analysis

2.1. After reviewing the Project we were able to determine a slight advance in the use of the data in the quantitative evaluation (CRM) from 75% in 2014 to 83% in 2016 and finally 93% in 2017, reaching the agreed percentage of 90%.

2.2. In the same way, we can see a minimum advance regarding the percentage of Large Height Deviation (LHD) reports sent to CARSAMMA without errors, 90% during 2014 and 2015, 91.6% during 2016 and 93% in 2017.

2.3. Regarding the reduction of LHD events in the CAR/SAM Regions, we experience a reduction of 15.6% in 2015 compared to 2014, 11.6% in 2016 compared to 2015 and 10.1% in 2017 in relation to 2016. We can see that a downward trend is maintained, and that the percentage decreases every year.

2.4. The only goal that maintained a greater reduction than outlined in the Project is the Non RVSM aircraft that operated within RVSM airspace, going from 2967 in 2014, 197 in 2015, and 17 aircraft during 2016; however in 2017 we had 275 operations in RVSM airspace of non-approved aircraft.

2.5. As we can see, only one of the set goals has been achieved, so it is necessary to analyse other strategies that must be implemented, without rejecting a process of reengineering the Project in order to obtain positive results.

2.6. By 2019, training has been planned for the Points of Contact (PoCs), with the aim of raising the quality of the data sent to CARSAMA by the States/International Organizations. This training action would have an effect on two of the metrics proposed by the project (Percentage of data used for CRM measurement and percentage of LHD reports received without error).

2.7. The commitment of the States/International Organizations is essential so the personnel chosen to participate in this training to be those who have the responsibility of PoC (Service Provider and Regulator) before CARSAMMA, and at the same time a mechanism must be found that allows compliance of the dates of commitment in the delivery of the information to the CARSAMMA, is a big concern that only 12 States/International Organizations send the data for the CRM evaluation within the established period.

2.8. We understand that to achieve a definitive reduction of LHD events we must rethink our work strategy, every year we come to face-to-face meetings, we assume commitments that are not met, we share our mitigating actions, and however the reduction of events is not significant. We keep doing the same thing expecting different results.

2.9. Likewise, the active participation of the Civil Aviation Authorities in the work of the GTE is required and communication channels must be established so that immediate actions can be taken to reduce operations non RVSM approve aircraft within RVSM Airspace.

2.10. We understand in the same way that this forum should be used by the States/International Organizations of the CAR/SAM Regions to hold working sessions with the representatives of the adjacent FIRs in order to achieve agreements that increase the levels of Safety in both Regions.

3. Suggested actions.

3.1. The Meeting is invited to:

- a) implement a coordination process between the CARSAMMA, the ICAO Regional Offices, the GTE and the Civil Aviation Authorities in order to verify the continuous compliance with the commitments assumed by the States/International Organizations regarding the exchange of data with CARSAMMA;
- b) to propose to GREPECAS the creation of a mechanism to verify the timely investigation by the States/International Organizations of the events that could be classified as LHD;
- c) implement a Safety Data exchange process, in the form of Performance Indicators, between the GTE and the ICAO Implementation Working Groups for the CAR/SAM Regions in order to provide these Groups with information on the Impact of such Implementations for the definitive reduction of LHD events; and
- d) recommend other actions as needed.