



ICAO

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

GTE/22 — WP/10
19/09/22

**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty Second Scrutiny
Working Group Meeting (GTE/22)
Mexico City, Mexico, 26 to 30 September 2022**

**Agenda Item 4: Activities and Tasks to be Reported to the GREPECAS
4.3 GTE/Regional Aviation Safety Group–Pan America (PA-RAST)
cooperation.**

FORMALIZATION OF COLLABORATION METHODOLOGY FOR THE GTE/PA-RAST

(Presented by IATA)

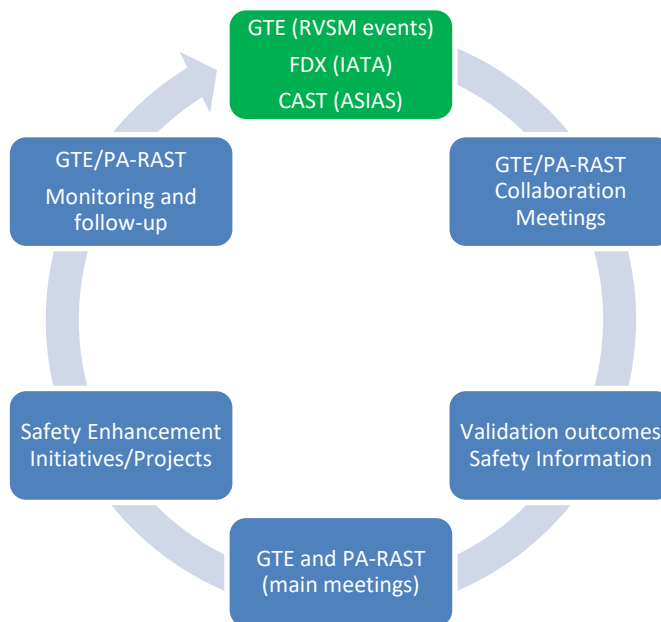
EXECUTIVE SUMMARY	
This working paper presents the Terms of Reference (ToR) for formalization of the collaboration methodology on safety data/information review between the GTE and the PA RAST, specifically data related to Large Height Deviations (LHDs) and Traffic Collision Avoidance Systems Resolution Advisories (TCAS- RAs).	
Action:	Suggested actions are included in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• GTE/20 WP/05• GTE reports• RAST-PA reports• RAST-PA/56

1. Introduction

1.1 The cooperation between the Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) stems from the ICAO's council resolve for working groups to optimize results and avoid duplication of efforts for States and the secretariat.

1.2 The Joint GREPECAS Scrutiny Group (GTE) and Regional Aviation Safety Team – Pan America (RASG-PA) having been tasked with avoiding duplication of efforts on upper airspace risk mitigation activities between both groups, aims to strengthen the coordination of reported occurrences for the purpose of safety risk mitigation in the North American, Central American and Caribbean (NACC) and South American (SAM) region.

1.3 An overview of the collaboration goal is as seen in the overleaf:



2. Discussion

2.1 In order to formalize the working structure of the group, the PA-RAFT was presented with a working paper in its 56th meeting and invited to review **Appendix** of this working paper on the Terms of Reference (ToR). Furthermore, the PA-RAFT was informed that the GTE will also be invited to review Appendix of this working paper on the Terms of Reference (ToR) in support of the formalization of the cooperative work.

2.2 Exchange of the LHD events especially TCAS events data with the PA-RAFT MAC Group including gross navigation errors in RVSM airspace and outside of the RVSM airspace for the CAR and SAM region are vital in the identification of contributing factors to Mid-air collision. Both GTE and PA-RAFT meetings had previously agreed on the benefits of sharing information between the PA-RAFT and the GTE, and the synergy of both groups positive impact to safety levels in the regions. The meetings agreed that it was necessary for States to consent towards the sharing of State/ANSP data in reference to the event criteria under review. To review data from both industry and States, necessary to ensure formalization of the terms of reference to advance the work of the group and work in a protected data-sharing environment.

3. Suggested Actions

3.1 The Meeting is invited to:

- a. Take note of the information provided in the working paper;
- b. Endorse next steps for adoption of ToR;
- c. Recommend any additional action deemed appropriate.

APPENDIX
CAR/SAM PLANNING AND IMPLEMENTATION REGIONAL GROUP (GREPECAS) AND REGIONAL
AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA) COLLABORATION
TERMS OF REFERENCE (TOR)

The terms of reference of CAR/SAM Planning and Implementation Regional Group (GREPECAS) and Regional Aviation Safety Group – Pan America (RASG-PA) Collaboration Group is aimed at strengthening the coordination of reported occurrences for the purpose of safety risk mitigation in the North American, Central American and Caribbean (NACC) and South American (SAM) region by GREPECAS Scrutiny Group (GTE) and Regional Aviation Safety Team – Pan America (RASG-PA). To this end, the GTE/RASG-PA Joint coordination group will:

1. For the purpose of fostering cooperation, information exchange, sharing of experiences and best practices among States and stakeholders
2. For the purpose of trend analysis, reported occurrences (Large Height Deviation (LHD's), Traffic Collision Avoidance System – Resolution Advisories (TCAS-RA's) within FL245 and above will be review and monitored
3. For the purpose of safety management activities, reviewed and monitored occurrences in the region, will be as directed by the RAST-PA and GTE
4. Identify safety opportunities for improvements and perform a strategic review
5. Review analyzed occurrences in order to proactively monitor trends
6. Work in close co-operation with CARSAMMA, NAARMO, and Industry organizations to compile information necessary for safety analysis in the region
7. Identify and work with aggregate, de-identified information such as the IATA Global Aviation Data Management (GADM) program and FAA Aviation Safety Information Analysis and Sharing (ASIAS) system programs
8. Address other related issues as directed by the RAST-PA and GTE
9. Evaluate the effect of, and provide advice and recommendations to the RAST-PA and GTE
10. Report once per year, outcomes of the joint collaborative work to the RASG-PA and GREPECAS

Composition

- The Joint collaboration group is composed of nominated experts from the RAST-PA and GTE, which will include industry and states.
- ICAO NACC and SAM office regional officers on ANS matters will be permanent representatives of the group.
- The coordinator of the group will be reviewed and confirmed by group participants every two years.
- Each group participant shall sign and be subject to the confidentiality agreement found in Appendix A.

Working Methods and frequency of meetings

Two in-person meetings conducted in conjunction with a RAST – PA and GTE meetings once per year.

Meeting will be conducted virtually and in-person to the extent possible.

Appendix: Confidentiality Agreement

This is not a public meeting, it is by invitation only. Due to the sensitivity of the information presented, by signing below you agree to the following Rules of the Road.

We will hold each participant accountable for the following:

- 1) The Participant will consider all information to be proprietary property of the presenting organization, since the information being disclosed is highly sensitive.
- 2) The Participant shall not use any information presented by another participating organization for commercial, competitive, punitive, or litigation purposes.
- 3) The Participant shall not share or disclose the proprietary information of participants with external parties without the written consent of the owner.
- 4) The Participant shall not record (audio or video) or take photographs of presentations, discussions or expositions.
- 5) The Participant shall not discuss or share information from this meeting using social media
- 6) The Participant agrees to work to implement solutions to safety issues identified during this meeting with the help of the information presented.
- 7) The Participant shall treat all participants with equality, respecting all viewpoints as worthy of consideration.
- 8) The Participant agrees that the level and method of information sharing rests with the participants and it is expected that each participant will speak with honesty and candor
- 9) Anyone not following the Rules of the Road may be asked to leave and may not be allowed to attend any future meetings.

Name of Participant: _____

Signature: _____

Employer or Organization: _____

Title: _____

Address: _____

Phone: _____

Email: _____