



**Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

**Agenda Item 2: Third GREPECAS-RASG-PA Joint Meeting (asynchronous)
 2.2 Progress report of joint GREPECAS-RASG-PA Activities**

GTE AND PA-RAST COORDINATION

(Presented by the GTE Rapporteur)

EXECUTIVE SUMMARY	
<p>This Working Paper presents the progress in the collaboration in data analysis between the Scrutiny Working Group (GTE) and the PA-RAST specifically related to the Large Height Deviations (LHDs) and Traffic Collision and Avoidance System-Resolution Advisory (TCAS-RA) data, proposing actions to maintain and improve this collaboration.</p>	
Action:	Suggested actions are included in Section 5.
<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"> • Terms of Reference (ToRs) for the Collaboration between the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and the Regional Aviation Safety Group – Pan America (RASG-PA) • Preliminary Report of the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty Third Scrutiny Working Group Meeting (GTE/23) Lima, Peru, 11 – 15 September 2023

1. Introduction

1.1 Cooperation between Planning and Implementation Regional Groups (PIRG) and Regional Aviation Safety Groups (RASG) arises from the resolution of the ICAO Council that the working groups optimize results and avoid duplication of efforts for the States and the Secretariat.

1.2 The collaboration of the GREPECAS Scrutiny Working Group (GTE) and the Regional Aviation Safety Group-Pan America (RASG-PA), specifically with the Pan America Regional Aviation Safety Team (PA-RAST), aims to strengthen the coordination of reported events with the purpose of mitigating safety risks in the NAM/CAR/SAM Regions.

2. Scope

2.1 The GREPECAS/20 meeting approved the Terms of Reference on Collaboration (ToR) between the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and the Regional Aviation Safety Group – Pan America (RASG-PA).

2.2 The scope of this Paper is to provide an update on the collaboration in data analysis between the GTE and the PA-RAST, specifically those related to the data of large height deviations (LHDs) and the advises of the traffic alert and collision avoidance system (TCAS- RAs).

2.3 The collaboration between the GTE and the PA-RAST focuses on the exchange of information and the identification of joint actions to address events related to operational safety that are identified by each Group. The correlation between the events identified in the framework of each group is evaluated, for the purposes of trend analysis, within FL245 and above.

3. Discussion

3.1 During the Twenty-Third Meeting of the GREPECAS Scrutiny Working Group (GTE/23), which was held in Lima, Peru, from September 11 to 15, 2023, the benefits and challenges of cooperation between the GTE and PA RAST were analysed. Based on this analysis, conclusion GTE/23/1 was prepared, which addresses cooperation between both groups.

3.2 The GTE recognizes that the GTE/PA RAST collaborative work is just beginning, but benefits have already been identified, for example, during the GTE/23 it was possible to identify that there is coincidence in some areas with a significant number of TCAS-RAs and LHDs; However, the groups must continue working to adequately analyse the data, and coordinate with States or service providers the appropriate mechanisms to reduce TCAS-RA and LHD, that could include an implementing task force with States, Air Traffic Service Providers, and the industry, among other activities.

3.3 An important aspect that was discussed during GTE/23 about the collaborative work between the GTE and PA-RAST is the difference in the data exchange mechanisms of both groups. For the PA-RAST, the data comes mainly from the FDX or ASIAs/CAAST programmes. Due to the requirements of these programmes, the data can only be shown in face-to-face meetings, considering that the GTE only meets once a year, this greatly limits the exchange of data and the benefits that are could be achieved.

3.4 Considering the above, to reduce the impact of the restriction of the data sharing, starting in 2024, the Air Traffic Management (ATM) Regional Officers who participate in the GTE meetings will join the PA-RAST meetings held in the ICAO Regional offices, with the intention of show GTE data during these meetings, and be able to review FDX or ASIAs data that is related to the areas under the responsibility of the GTE.

4. Conclusions and recommendations

4.1 The GTE concluded that, taking into consideration the benefits and the challenges identified in the exchange of data between the GTE and PA-RAST, as part of the cooperation mechanism between GREPECAS and RASG-PA, exchange and joint data analysis activities will continue to be promoted, in accordance with the approved ToRs.

4.2 The GTE recommended that GREPECAS and RASG-PA be informed about the implemented work mechanism, limitations on data exchange, as well as the progress achieved through this collaboration. It was also urged that measures be taken to continue supporting data exchange.

4.3 Based on the expected benefits of this collaboration, the Meeting is invited to consider approving the following Conclusion:

DRAFT CONCLUSION	
GREPECAS/21/XX	ENHANCEMENT OF THE DATA EXCHANGE BETWEEN GTE AND PA-RAST
<p>What:</p> <p>That to address the challenges identified on data sharing between GTE and PA-RAST, to fully benefit from their collaboration,</p> <p>a) the GTE and the PA-RAST coordinate with States and/or service providers of the CAR/SAM Regions to establish a mechanism to propose activities to reduce the occurrence of Traffic Collision and Avoidance System-Resolution Advisory (TCAS-RA) and Large Height Deviations (LHDs); and</p> <p>b) the GTE Secretariat participate in the PA-RAST meetings and the PA-RAST Secretariat participate in the GTE meetings.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To foster data exchange between the GTE and the PA-RAST</p>	
<p>When: GREPECAS/21</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>GREPECAS GTE and RASG-PA PA-RAST</p>

5. Suggested actions

5.1 The Meeting is invited to:

- a) Note the information provided in this Working Paper;
- b) Approve the proposed Conclusion in paragraph 4.3; and
- c) Suggest any additional action that is considered necessary.