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**Third Meeting of Rapporteurs of the North American, Central American and
Caribbean Working Group (NACC/WG/RAP/03)**
(ICAO NACC Regional Office, from 24 to 27 March 2025)

**Agenda Item 4: Review of GREPECAS CAR/SAM Projects, and coordinated NACC/WG planning
with GREPECAS**

Proposal for reporting GREPECAS Scrutiny Working Group (GTE) activities to NACC/WG
(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides an update regarding the GREPECAS Scrutiny Working Group activities and request support for a proposal to report its activities to the NACC/WG	
Action:	Suggested actions are included in Section 5
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Guidance Manual for Points of Contact (POC) Accredited to CARSAMMA• Final report of the Ninth North American, Central American and Caribbean Working Group Meeting (NACC/WG/9) Mexico City, Mexico, 30 September to 4 October 2024• Final Report of the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty Fourth Scrutiny Working Group Meeting (GTE/24) Mexico City, Mexico, 5 to 9 August 2024

1. Introduction

1.1 The global air navigation system is a complex combination of subsystems integrated to provide a seamless set of services. Each one of these subsystems, interrelated in some way, plays a role in the sustainability of the air navigation system and have an impact on the overall performance of the air navigation services.

1.2 There are few opportunities to evaluate the performance of the air navigation services, either at national or regional levels. Given the importance of the air navigation performance measurement, any of these opportunities must be encouraged and analysed in detail, trying to get lessons to be learned and promote continuous improvement.

2. Background

2.1 The implementation of Reduced Vertical Separation Minima (RVSM) in the Caribbean Region became effective on 20 January 2005. Under the framework of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) the establishment of a Scrutiny Working Group was approved, to follow up and review the performance of operations in RVSM airspace conducted by the Caribbean and South American Regional Monitoring Agency (CARSAMMA).

2.2 The main objective of the GREPECAS Scrutiny Working Group (GTE) is to identify the safety trends based on the analysis of the Large Height Deviations (LHDs) reports and recommend mitigation actions associated with the LHDs.

2.3 The GTE is composed of experts from the CAR/SAM Regions qualified in the analysis and assessment of LHDs. This Group also carries out an important coordination work with the North American Approvals Registry and Monitoring Organization (NAARMO). The GTE reports to GREPECAS on the results of safety assessments to improve safety in the CAR/SAM RVSM airspace.

3. Analysis

3.1 To perform its activities, the GTE takes advantage of an effective coordination network, that consistently gathers operational representatives from the entire CAR and SAM Regions. This coordination network carries frequent interactions to exchange data regarding safety related events and enhance operational procedures.

3.2 The GTE supports the collecting, reporting and analysis of safety data related to operations in the CAR/SAM RVSM airspace. Data like number of operations per FIR in RVSM airspace, operational deviations, coordination errors, automated coordination failures, TCAS-RAs, among others, are reported to the Regional Monitoring Agencies.

3.3 To review the preliminary work of the scrutiny process, the points of contact accredited to the CARSAMMA conduct quarterly evaluation teleconferences. During these teleconferences, an analysis of each event is conducted, providing information regarding the operational context in which each event occurs.

3.4 The analysis of the events and the scrutiny process allows the identification of systemic issues regarding air navigation systems and operations in RVSM airspace. As an example, we can mention, limited surveillance coverage, limitations of air to ground communications, saturation or failures of ground-to-ground telecommunication systems, flight planning issues, failures of automated coordination systems, excess in demand to ATC system capacity, etc.

3.5 The GTE provides an annual high-level report to GREPECAS, to inform if the target level of safety in the RVSM airspace is maintained and the FIRs where this TLS is exceeded.

3.6 All this information can be used to by the NACC/WG, and its Task Forces, to prioritize implementation initiatives, support decision making with objective data and target specific airspaces where the trend in the safety events can be a potential issue.

4. Conclusions

4.1 The framework of the GTE provides an excellent opportunity for the CAR Region to evaluate the performance of its air navigation system.

4.2 The work of the GTE allows the identification of a wide range of issues that affect, or may affect, the continuity and availability of the air navigation services. These issues can be linked to implementation issues for the air navigation services of the CAR Region.

4.3 The value of the information derived from the work of the GTE should be used to benefit the work of the NACC/WG.

5. Suggested actions

5.1 The Meeting is invited to:

- a) Take note of the information of this Working Paper.
- b) Request the Secretariat to develop a proposal for the systematic reporting of the activities of the GTE, the results of its assessment to the RVSM airspace and other opportunities to improve the air navigation system of the CAR Region.
- c) Suggest any other action deemed necessary.

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