



International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Third GREPECAS–RASG-PA Joint Meeting
Twenty-first Meeting of the CAR/SAM Regional
Planning and Implementation Group
GREPECAS/21**

Draft Report - Asynchronous phase

Santo Domingo, November 14 to 17, 2023

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

ÍNDICE

1. Place and duration of the Meeting	4
2. Discussion of Working Papers	4
3. Opening Ceremony	4
4. Organization, Officers and Secretariat	4
5. Working languages	4
6. Agenda	4
7. Attendance	5
8. Draft Conclusions and Decisions	5
9. List of Working and Information Papers and Presentations.....	6
Agenda Item 1 - Adoption of the Provisional Agenda and Schedule	7
Agenda Item 2 - Third GREPECAS-RASG-PA Joint Meeting	7

MEETING REVIEW

1. Place and duration of the Meeting

1.1. The Third GREPECAS–RASG-PA Joint Meeting (RASG-PA/GREPECAS/3) and the Twenty-first Meeting of the Caribbean and South American Regions Planning and Implementation Group (GREPECAS/21) was held in Santo Domingo, Dominican Republic, from 14 to 17 November 2023. The joint session of the Plenary meetings of the RASG-PA and the GREPECAS was held on the afternoon of November 14, 2023.

2. Discussion of Working Papers

2.1. The discussion of the Working Papers was carried out asynchronously between October 2 to November 10, 2023. This report includes the exchanges registered in relation to the content of the Working Papers published on the site: <https://esam.icao.int/>

3. Opening Ceremony

3.1. To be completed after the meeting.

4. Organization, Officers and Secretariat

4.1. To be completed after the meeting.

5. Working languages

5.1. The working languages of the Meeting were English and Spanish. The working papers, information papers and draft report of the meeting were available to participants in both languages.

6. Agenda

6.1. The following Agenda was adopted to be in the **asynchronous session**:

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

- WP 01 - Adoption of the provisional agenda and schedule (Presented by the Secretariat)

Agenda Item 2: Third GREPECAS-RASG-PA Joint Meeting

2.1 Follow-up on the Valid GREPECAS and RASG-PA Conclusions and Decisions

- WP02 - Follow-up on the valid GREPECAS and RASG-PA conclusions and decisions (Presented by the Secretariat)

2.2 Progress report of joint GREPECAS-RASG-PA Activities

- WP03 - GREPECAS-RASG-PA Coordination (Presented by the Secretariat)

- WP 05 - GTE and PA-RAST Coordination (Presented by the GTE Rapporteur)

2.3 Air Navigation Subjects of Interest to RASG-PA and Safety Subjects of Interest to GREPECAS

- WP04 - Topics of interest for GREPECAS and RASG-PA (Presented by the Secretariat)
- P03, WP14 (Done in GREPECAS Plenary) - Leveraging ICAO'S Implementation Support Products and Services to Address the needs of GREPECAS Members (Presented by the Secretariat)

2.4 Working Session for the analysis of air navigation indicators included in the GASP and the safety indicators in the GANP

- IP 30 (Done in GREPECAS Plenary) - Working Session for the KPI's of the RASG-PA and GREPECAS, Presented by the Secretariat.

7. Attendance

7.1. To be completed after the meeting. List of participants to be completed after the meeting.

8. Draft Conclusions and Decisions

8.1. GREPECAS records its action in the form of conclusions and decisions as follows:

- **Conclusions** deal with matters, which in accordance with the Group's terms of reference require direct attention of States/Territories and/or International Organizations, or on which further action will be initiated by ICAO in accordance with established procedures.
- **Decisions** deal with matters of concern only to the GREPECAS and its Contributory Bodies organization.

8.2. The **Asynchronous Session Meeting** recorded its activities as Draft Conclusions and Decisions as follows:

- **List of Conclusions**

Number	Title	Page
GREPECAS/21/C1	LIST OF GREPECAS AND RASG-PA JOINT ACTIVITIES	xx
GREPECAS/21/C2	PARTICIPATION OF THE GTE IN THE PA-RAST MEETINGS	xx
GREPECAS/21/C3	NEW TOPICS OF COMMON INTEREST FOR GREPECAS AND RASG-PA	xx

- **List of Decisions**

Number	Title	Page
GREPECAS/21/D1	UPDATE OF APPENDICES ON JOINT ACTIVITIES	xx
GREPECAS/21/D2	TCAS-RA AND LHD REDUCITON	xx

9. List of Working and Information Papers and Presentations

9.1. Refer to the Meeting web page: <https://www.icao.int/NACC/Pages/meetings-2023-grepecas21.aspx>

9.2. To be completed after the meeting with IP/01 - List of Working Papers, Information Papers, and Presentations, Presented by the Secretariat.

Agenda Item 1 - Adoption of the Provisional Agenda and Schedule

1.1. Under WP/01, the Secretariat submitted for consideration the Draft Agenda, working method and schedule of the GREPECAS/21 meeting for consideration and approval of the Meeting. Under IP/01REV, details on the documentation for this Meeting were presented.

1.2. With the purpose of offering a greater space for discussion among the diverse participants, pauses between working sessions were scheduled to allow time for coffee breaks and bilateral meetings. To accommodate these spaces, the meeting was developed in a mixed format, with an initial phase of an asynchronous meeting prior to the in-person meeting, where the corresponding Working Papers (WPs) were presented with a space for comments, allowing their analysis and comments by the participants. The asynchronous phase of GREPECAS/21 Meeting (agenda items 1 and 2) were defined with timelines to follow.

Agenda Item 2 - Third GREPECAS-RASG-PA Joint Meeting

2.1 Follow-up on the Valid GREPECAS and RASG-PA Conclusions and Decisions

1.2.1. Under WP02, the Secretariat presented a follow-up executive summary that included the Conclusions and Decisions of the previous Meetings of GREPECAS and the Programs and Projects Committee (CRPP) of GREPECAS, identifying those that were part of the Second GREPECAS–RASG-PA Joint Meeting. The details of these Conclusions and Decisions can be consulted at the following link: <https://www.icao.int/NACC/Documents/Meetings/2023/GREPECAS21/GRP21WP02.pdf>

2.2 Progress report of joint GREPECAS-RASG-PA Activities

2.2.1 Under GREPECAS/21 WP/03 and RASG-PA WP/07, the Secretariats of RASG-PA and GREPECAS presented a summary of the following activities that have been developed in a coordinated manner between both groups during this year:

- A. Collaboration between the Scrutiny Working Group (GTE) and the RASG-PA Mid-Air Collision (MAC).
- B. CAR and SAM Runway Safety Team (RST) Implementation Project.
- C. Implementation of Performance Based Navigation (PBN) procedures on Visual Runway – SAM.
- D. Implementation of Performance Based Navigation (PBN) procedures on a Visual Runway – NACC.
- E. Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM regions.
- F. IATA/ICAO Project for the Mitigation of controlled flight into terrain (CFIT).
- G. General considerations on possible interference caused by the 5G network.
- H. UAS/RPAS related activities.
- I. Competency assessment of AIS personnel.
- J. Activities related to the prevention of turbulence-related accidents.
- K. Analysis of the 7th Edition of the GANP.

2.2.2. The details of each activity were attached to WP/03, which can be accessed through the following link: <https://www.icao.int/NACC/Documents/Meetings/2023/GREPECAS21/GRP21WP03.pdf> . The Paper also raises possible activities that could be discussed in the future for the collaboration of both groups. The Meeting recognized the efforts of both Groups and highlighted their ability to conduct tasks in a coordinated manner, highlighting the importance of seeking efficiencies and minimizing duplication of efforts.

2.2.3 During the discussion of the working paper, the modifications described below arose, and will be incorporated in the final version of this report.

- a) **Appendix A** - Joint Activities of the Scrutiny Working Group (GTE) – Regional Aviation Safety Team – Pan America (PA-RAST) - **IN PROGRESS**.

The collaboration between RASG-PA and GREPECAS ensures avoiding duplication of efforts by mitigating the same security issues. RASG-PA is interested in mitigating the risk of mid-air collisions (MAC), while GREPECAS seeks to do the same, but for flights in RVSM airspace. Regional monitoring agencies provide validated large height deviation (LHD) data to GREPECAS through GTE, and FAA/CAST contributes important TCAS-RA data through RASG-PA that provides additional visibility to operational information. Combined, these data can help states reduce the occurrence of LHD. CAST/ASIAS data cannot be shared virtually and, rather than identifying mechanisms to present data virtually, collaboration between the two groups can be achieved through the MAC High Risk Category (HRC) team during PA-Meetings. RAST, which the FAA/CAST is a part of.

- b) **Appendix B** - CAR/SAM Runway Safety Team (RST) Implementation Project - **IN PROGRESS**.
- c) **Appendix C** - Implementation of Performance Based Navigation (PBN) procedures on Visual Runway – SAM- **IN PROGRESS**.
- d) **Appendix D** - Implementation of Performance Based Navigation (PBN) procedures on a Visual Runway – NACC. - **IN PROGRESS**.
- e) **Appendix E** - Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM regions - **IN PROGRESS**.
- f) **Appendix F** - IATA/ICAO Project for the Mitigation of controlled flight into terrain (CFIT)- **IN PROGRESS**.

The IATA/ICAO Controlled Terrain Impact Mitigation (CFIT) project description should be updated to reflect the current status of the project. The project is currently a PARAST collaboration led by the FAA (champion), the surveys for the operators were carried out by IATA and ALTA, and those for the states were carried out by the ICAO (NACC and SAM). The project status should also reflect that in addition to IATA (GADM) data, the equipment also relies on US CAST (ASIAS) data. Other suggested changes to the appendix:

Title: RASG-PA Project for Controlled Impact Against Terrain (CFIT) Mitigations

Scope and Objective: RASG-PA is committed to promoting a collaborative approach to address key safety issues in the Pan American Region through a data-driven approach, involving all aviation stakeholders from industry and government. RASGPA, through collaboration with its members, identified a safety risk attributed to controlled impact into terrain (CFIT) and created a team to address this risk composed of members such as IATA, US CAST and ALTA, among others. In efforts to continue reducing the number of CFIT accidents, the CFIT team - through RASG-PA, in collaboration with the ICAO NACC and SAM Regional Offices, called on States and Industry stakeholders to ensure the updating databases and terrestrial systems. Continued monitoring and

implementation of the CFIT Detailed Implementation Plan (DIP) is necessary for all aviation stakeholders.

Next steps or actions. The RASG-PA CFIT team has issued RASG-PA Safety Advisories (RSA-07 and RSA-07b) aimed at reducing CFIT events in the LATAM/CAR region. IATA, ALTA and ICAO SAM and NACC will survey States and Operators to measure the adoption of RSA recommendations.

g) Appendix G - General considerations on possible interference caused by the 5G network - **CONCLUDED.**

h) Appendix H - UAS/ RPAS related activities - **IN PROGRESS.**

Scope and Objective: Support CAR and SAM States in the development of the corresponding regulation and integration in Traffic Management (UTM) operations of Unmanned Aircraft Systems (UAS).

Next steps or actions: Support the CAR region activities carried out through the NACC/WG Working Group and the activities planned by the SAM region through the Regional Safety Oversight Cooperation System (SRVSOP) and recommended by the SAM Office. LAC APP Support Project II – RoC 142 – Support to the SRVSOP for UAS so that the SRVSOP can continue with the implementation of UAS integration.

i) Appendix I - Competency assessment of AIS personnel - **IN PROGRESS.**

j) Appendix J - Activities related to the prevention of turbulence-related accidents - **IN PROGRESS.**

Under project achievements and deliverables should include the turbulence toolkit developed by PA-RAST (RASG-PA Toolkit).

k) Appendix K - Analysis of the 7th Edition of the GANP - **IN PROGRESS.**

2.2.4 Finally, based on the above, the Meeting approved the following Conclusions and Decision:

CONCLUSION GREPECAS/21/C1	LIST OF GREPECAS AND RASG-PA JOINT ACTIVITIES
<p>What:</p> <p>That,</p> <p>The GREPECAS and RASG-PA Plenary Meetings approve the updated list of joint activities for submission to the Air Navigation Commission (ANC):</p> <p>a) Collaboration between the Scrutiny Working Group (GTE) and the RASG-PA Mid-Air Collision Working Group (MAC);</p> <p>b) CAR and SAM Runway Safety Team (RST) Implementation Project;</p> <p>c) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – SAM;</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" 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>

<ul style="list-style-type: none"> d) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – NACC; e) Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM regions; f) IATA/ICAO Project for the mitigation of CFIT type accidents; g) Activities related to Unmanned Aircraft System(s) (UAS)/ Remotely Piloted Aircraft System (RPAS); h) Aeronautical Information Service (AIS) personnel competency evaluation; and i) Activities related to the prevention of turbulence related accidents; 	
Why: To include the progress and next steps of the coordinated activities in the GREPECAS and RASG-PA reports and submit to the ANC and the ICAO Council.	
When: Immediate	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Responsible: RASG-PA/GREPECAS

CONCLUSION GREPECAS/21/C2		PARTICIPATION OF THE GTE IN THE PA-RAST MEETINGS	
What: In order to facilitate data exchange, GTE members who have data participate, at least, in the PA-RAST meetings held in the Regional Offices (twice per year).		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To facilitate the data exchange process between the GTE and the PA-RAST.			
When: Immediately		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		Responsible: GTE and PA-RAST	

2.2.5 Under GREPECAS/21 WP/05, the Secretariats of RASG-PA and GREPECAS presented 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 (TCASRA) data, proposing actions to maintain and improve this collaboration. The Working Paper received support from members of both groups during the asynchronous phase, where the following Conclusion was agreed upon:

DECISION

GREPECAS/21/D2		TCAS-RA AND LHD REDUCITON	
What: To address the challenges identified in terms of data exchange between the GTE and PA-RAST, in order to make the most of their collaboration, the GTE and PA-RAST to 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 and Anti- Collision Alarm System – Resolution Notice (TCAS-RA) and Major Altitude Deviations (LHD).		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To foster data exchange between the GTE and the PA-RAST.			
When: GREPECAS/21		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		Responsible: RASG-PA/GREPECAS	

2.3 Air Navigation Subjects of Interest to RASG-PA and Safety Subjects of Interest to GREPECAS

2.3.1 Under WP 04, the meeting identified the topics of interest for both Groups RASG PA and GREPECAS considering that operational safety risks arise during the delivery of air navigation services or the conduct of an activity (e.g., operation of an aircraft, airports or of air traffic control). Operational interactions between people and technology, as well as the operational context in which aviation activities are carried out, are taken into consideration to identify performance limitations and hazards.

2.3.2 The Uruguay and Brazil reported that supports that both GREPECAS and RASG-PA collaborate fully on these new topics of interest. Similar support was received from members of both groups during the asynchronous phase, where the following Conclusion was agreed upon:

CONCLUSION GREPECAS/21/C3		NEW TOPICS OF COMMON INTEREST FOR GREPECAS AND RASG-PA	
What: That, GREPECAS and RASG-PA fully collaborate on these new topics of interest: a) that the Secretariats of GREPECAS and RASG-PA provide support on issues related to both regional groups, to avoid duplication of efforts; b) fostering fora or spaces for conversation on topics in which air navigation and safety are transversal and interacting; and c) that the Secretariats of both regional groups promote joint work in the States on issues that interact air navigation with safety, to optimize States resources.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	

Why: To promote the scope of improvements in the analyses and work between GREPECAS and RASGPA.	
When: GREPECAS/22	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	Responsible: RASG-PA/GREPECAS

2.3.3 Under WP/14, xxx

2.4 Working Session for the analysis of air navigation indicators included in the GASP and the safety indicators in the GANP

2.4.1 During this session an exercise was carried out on the RASG-PA and GREPECAS Indicators, based on the IP/30, presented by the Secretariat, highlighting the following results:

XXXXXX
