



Agenda Item 2: Safety Oversight

2.2 Regional Safety Oversight Developments

The WHTI/GEASA Initiative

(Presented by the Secretariat)

SUMMARY

This working paper is presented to the meeting in order to encourage States to use the Western Hemisphere Transport Initiative/Group of Experts on Aviation Safety, Security, and Assistance (WHTI/GEASA), as an international cooperation tool to foster aviation projects.

References:

- WHTI Ministerial Transportation Meeting, Punta del Este, Uruguay, March 2001.
- WHTI/GEASA, Cancun, Mexico, April 2002.

1. Introduction

1.1 The Group of Experts on Aviation Safety, Security and Assistance (GEASA), chaired by Canada, was created by the Western Hemisphere Transportation Initiative (WHTI), in the Ministerial Transportation Meeting of Punta del Este, Uruguay, in March 2005, considering that safety and security are issues of common interest to all States of the Hemisphere. The GEASA concept was formalized within the ICAO framework in its Assembly Resolution A33/16.

1.2 The objective at the beginning was to enhance transportation safety and security, and to develop an action plan that would allow for an improvement of these aviation matters in the America's Regions, including identification of programs and sources of financing. This criteria was reviewed in the WHTI Ministerial meeting, Ixtapa, Mexico, May 2003, and extended to others commitments which include cooperation with other international organizations and the international funding environment, as follow:

- The provision of safety oversight on a regional basis, as an efficient use of resources, and as a measure to increase aviation safety and security in many parts of the world.
- Civil Aviation Authorities in many countries receive largely insufficient funding and support at the national level. Adequate resources are essential.

- There is a need for coordination between the Minister responsible for Transportation and the Minister responsible for Civil Aviation, when not the same;
- Continuity is an essential component in the management of civil aviation safety and security, particularly during times when government and ministers are changed;
- There is an inter-relationship between civil aviation and the economic development of any country and the resulting need for cooperation between ministries that benefit from civil aviation, such as tourism, labour, etc.;
- GEASA attendees believe in the potential effectiveness of GEASA regarding aviation safety and security within the hemisphere. Civil Aviation Administrators are requested to support the GEASA initiative.

2. Discussion

2.1 Since its creation the GEASA Group has carried out 4 meetings. The following projects and activities for the CAR/SAM Regions have been developed within its framework:

- ATS Quality Assurance programme being developed by Colombia with the assistance of Transport Canada.
- Aeronautical Phraseology Deficiencies within the ATS Quality Assurance Programme.
- AVSEC Training to prepare personnel for the ICAO audits (the funding for this project was \$65,000 USD, funded by Canadian Department of Foreign Affairs and International Trade). The outcome was: 14 workshops, 2 seminars which provided 401 participants, from the CAR/SAM Regions, with a clearer understanding and awareness of ICAO Annex 17, USAP, and AVSEC familiarization.
- PAAST Runway Incursion Prevention Programme Seminar.
- ATS QA Programme Workshop.

2.2 During the GEASA/4 Meeting, Cartagena, Colombia, May 2005, the following projects were embraced by the Group and considered important to the region; they will be proposed to the Inter-American Bank and the Organization of American States.

- Safety Management System Workshop.
- ICAO/PAIGH Project for the Production of VFR Aeronautical Charts, scale 1:1000 000 / 1:500 000.

3. Action required

3.1 Based on the above the meeting is invited to:

- a) take note of the content of this working paper;
- b) consider the GEASA group as an important means to provide support for regional technical cooperation; and
- c) participate in GEASA activities as deemed appropriate.