



INFORMATION PAPER

PA-RAST/32 — IP/03
25/04/18

**Thirty Second Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/32)**

Ottawa, Canada, 8 to 10 May 2018

Agenda Item 2: Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions

GREPECAS MEETING REPORT

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This information paper presents a summary of the report of the last GREPECAS meeting that took place in April 2018, following the mandate related to the coordination between the PIRGs and the RASGs for the elimination of reprocessing and improve the effectiveness of the groups in the Pan-American region

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Report of GREPECAS 18 • RASG-PA procedural handbook

1. Background

1.1 The Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18) was held in Punta Cana, Dominican Republic, from 9 to 14 April 2018, at the “. The Meeting highlighted that aviation continued to be the safest means of collective transportation, although still vulnerable despite technological developments in aviation. During the meeting it was recognized that the GREPECAS mechanisms had been of great value to the CAR/SAM Regions, the results being reflected in air navigation improvements, increased safety levels, and environmental benefits in these Regions.

2. GREPECAS report

2.1 During the GREPECAS were analysed several issues related to the implementation of air navigation that have a direct relationship with aviation safety in the Pan American region, these matters are included in the final report, attached to this working paper, among the issues addressed during the meeting we have the following:

2.2 Regional activities of RASG-PA: The Meeting took note of the progress achieved, the status of implementation of the projects and deliverables of the Regional Aviation Safety Group – Pan America (RASG-PA), including adjustments made in 2016 to the RASG structure and the results obtained by the RASG-PA. In the results, a recommendation made to ICAO regarding FDAP on amendment 6 to Annex 6, Part I, paragraphs 3.3.1 and 3.3.2, on broadening the flight data monitoring programme (FDMP)/flight data analysis programme (FDAP), and b) publication of the Annual Regional Safety Report, was highlighted.

2.3 Coordination activities between GREPECAS and RASG-PA: The Meeting took note of coordination activities carried out between RASG-PA and GREPECAS pursuant to the mandate of the ICAO Council, and identified coordination opportunities, mainly with respect to the runway excursions (RE) analysed by RASG-PA, the work of the RST concerning GREPECAS F projects, the benefits derived from the implementation of ATS routes by GREPECAS and their impact on reducing TCAS RAs analysed by RASG-PA, the runway safety team (RST) mission to Aruba, and the work done by the GREPECAS Scrutiny Group (GTE) to analyse LHDs outcomes with the PA-RAST MAC group, amongst other activities. A decision (GREPECAS 18/9) was made related to this matter to improve the coordination between RASGPA and GREPECAS.

2.4 Support to safety management implementation: ICAO reminded the Meeting that the 39th Assembly had expressed the need to provide more support for ICAO to assist States in the implementation of SSP and all activities related to safety oversight. A Conclusion (GREPECAS 18/13) was made related to this matter to improve implementation of Safety Management.

2.5 Cyber security and cyber Resilience: The Meeting took note of the results of the Civil Aviation Cyber Security Workshop, held in Montego Bay, Jamaica, on 20-23 March 2018. These results took into account action taken by the Cyber Security Programme of the ICAO and LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG).

2.6 Airport planning and ACDM project proposals for the SAM Region: The Secretariat presented two proposals for future projects on Airport Planning and Airport CDM for the SAM Region and invited the States to participate actively in their preparation.

2.7 Follow up on the results of the GREPECAS Scrutiny Group (GTE): The Meeting took note of the GTE report, which showed that RVSM airspace operations remained within the acceptable level of safety. The analysis of reported LHDs revealed that 94% of events were still attributable to coordination errors between adjacent ATC units. Although an average 13% downward trend was observed in the last two years, it was estimated that concrete actions were required from States/international organisations to mitigate these occurrences. Measures such as AIDC implementation and RADAR data exchange had proven effective.

2.8 The final GREPECAS report details all the issues addressed during the last meeting, including all the conclusions and decisions that may be relevant to RASGPA.

3. **Conclusion**

3.1 The PA-RAST is requested to:

- a) take note of the information presented in this working paper; and
- b) to analyse the Appendix to the working paper (GREPECAS 18 report).

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