**GREPECAS Programmes and Projects Committee (PPRC) Third Virtual Meeting
(ePPRC/03)
Online, 22 – 23 July 2021**

Agenda Item 3:   Organizational and Administrative Activities of the GREPECAS

GREPECAS AND RASG-PA TECHNICAL TEAMS COORDINATION MEETING

(Presented by the Secretariat

EXECUTIVE SUMMARY
The purpose of this Information Paper is to inform the PPRC about the results of the first meeting between the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and the Regional Aviation Safety Group–Pan America (RASG-PA) technical teams, which was carried out with the objective of identifying more opportunities for collaboration and information exchange that may benefit decision-making and coordination for the benefit of air navigation capacity and efficiency and safety at a regional level.

Strategic Objectives:	• Air Navigation Capacity and Efficiency • Safety
References:	• GREPECAS Programmes and Projects Committee (PPRC) Second Virtual Meeting (ePPRC/02) • Thirty Fifth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/35) • Thirty Sixth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/36) • Global Air Navigation Plan (GANP) (Doc 9750) • Global Aviation Safety Plan (GASP) (Doc 10004)

1.   Introduction

1.1   The International Civil Aviation Organization (ICAO) Council, through the GANP (Doc 9750) and the GASP (Doc 10004), has assigned the mandate to strengthen the timely and systemic coordination between States, International Organizations and Industry at a regional level. The GREPECAS and the RASG-PA have sought comply with the above-mentioned provisions in order to make efficient use of the available resources and to avoid duplication efforts.

1.2   It is for this reason, and to be in compliance with the ePPRC/02/05 conclusion of the GREPECAS Program and the Project Review Committee (PPRC) and the ESC/35/D6 decision of the RASG-PA Executive Steering Committee (ESC) (both meetings ePPRC/02 and ESC/35 carried out in the second semester of 2020), agreed that in order to achieve timely participation and preparation in the coordinated work between GREPECAS and RASG-PA, a technical coordination meeting between their teams would be held. The technical coordination meeting took place on March 25, 2021 virtually and with simultaneous interpretation in both languages (English and Spanish).

2.   GREPECAS and RASG-PA Technical Teams Coordination Meeting

2.1   The following representatives/coordinators of the GREPECAS technical teams were present:

a)   The Latin American and Caribbean Airfield Pavement Association (ALACPA);
b)   the CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF);
c)   the GREPECAS Scrutiny Working Group (GTE); and
d)   the Data Analysis Working Group (DAWG).

2.2   Likewise, the representatives/coordinators of the RASG-PA technical teams:

a)   The Pan-American Regional Aviation Safety Team (PA-RAST); and
b)   the Safety Monitoring and Reporting Team (SMRT).

2.3   During the meeting, each technical team presented to the audience the role they play and their objectives within their regional group, the data sources they use to carry out the work, the deliverable results, the participation of various stakeholders in the teams and how the data analysis process is carried out. The presentations are available at the following link: https://www.icao.int/NACC/Pages/meetings-2021-grprasgpa.aspx

2.4   At the end of the meeting it was concluded that:

a)   Each team had a better understanding of the objectives, activities and deliverable results of the other teams, as well as their members, organization and work plan;
b)   Likewise, there was clarity of the information resources and the type of data used by each team for their respective work, considering the confidentiality agreements;
c)   The organized coordination between these teams is essential for the success of exchange of information, using the corresponding communication plan of each regional group [protocols, points of contacts (PoC), etc.]
d)   Finally, in order to strengthen the framework for mutual collaboration, it is recommended to publish a list of organizations and associations recognized by GREPECAS and/or RASG-PA.

2.5   In the concept that the results of this meeting were also presented in an Information Paper to the RASG-PA during the 36th Meeting of the Executive Steering Committee (ESC/36) which was held virtually on May 19 and 20, 2021, therefore the ESC members took note of it and agreed with its content.

2.6   Regarding the above-mentioned, the attached minutes (**Appendix**) details what was presented and agreed upon in the meeting reflecting the main result as the beginning of a better coordination and communication between the GREPECAS and RASG-PA for the benefit of the States, the International Organizations and Industry that participate in both regional groups.

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APPENDIX
MINUTE OF THE CAR/SAM PLANNING AND IMPLEMENTATION REGIONAL
GROUP (GREPECAS) AND REGIONAL AVIATION SAFETY GROUP–PAN AMERICA
(RASG-PA) TEAMS COORDINATION MEETING
Online, 25 March 2021

Objective: To identify opportunities for collaboration and data exchange between the GREPECAS and RASG-PA contributory bodies/ Technical Teams.

Documentation

The documentation for this meeting was provided as presentations:

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Presentations

#	Item	Title	Date	Language	
P/01	2	Asociación Latino Americana y Caribeña de Pavimentos Aeroportuarios (available only in Spanish), *Presented by ALACPA.*	19/03/21	EN	SP
P/02	2	Comité Regional CAR/SAM de Prevención de Peligro Aviario y Fauna (available only in Spanish), *Presented by CARSAMPAF.*	19/03/21	--	SP
P/03	2	Data Analysis Working Group, *Presented by the Secretariat.*	19/03/21	EN	SP
P/04	2	Scrutiny Working Group (GTE), *Presented by the GTE Rapporteur*	23/03/21	EN	SP
P/05	2	Safety Monitoring and Report Team (SMRT) (disponible únicamente en inglés), *Presented by SMRT Coordinator.*	24/03/21	EN	SP
P/06	2	Pan America - Regional Aviation Safety Team (PA-RAST) (disponible únicamente en inglés), *Presented by PA-RAST Co-President*	25/03/21	EN	--

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This is available in the following link:

https://www.icao.int/NACC/Pages/meetings-2021-grprasgpa.aspx

Introduction

1.   Mr. Raúl Martínez, Regional Officer, Aeronautical Information Management (RO/AIM) of the ICAO NACC Regional Office and GREPECAS coordinator, welcomed the participants to the GREPECAS and RASG-PA Teams Coordination Meeting in which both CAR and SAM Regional Offices have been working closely to enhance the GREPECAS and RASG-PA coordination among their technical teams.

2.   The ICAO NACC Regional Office Deputy Regional Director, Mr. Julio Siu, highlighted the importance of the timely and systemic coordination between the two regional groups, GREPECAS and RASG-PA as mandated by the ICAO Council. The urgent need to be more efficient and practical considering that aviation industry is globally going through an unprecedented difficult time due to COVID-19, reflects that it is more important than ever to cooperate and share information and data to overcome this crisis.

Discussion

Agenda Item 1:   Meeting Opening and General Overview by the Secretariat

1.1   Under this Agenda Item, the Secretariat commented that it was inevitable to reduce and adjust air services to prevent the spread of infection. However, GREPECAS and RASG-PA must anticipate the requirements to assist proactively the CAR/SAM States.

1.2   CAR/SAM Regions will continue to work together to establish new priorities and maintain a high level of safety/efficiency through rigorous management and transparent exchange of information and data, considering the following points:

- The RASG-PA and GREPECAS will adapt to the characteristics according to the CAR or SAM Region
- Coordination should be based on regional objectives and plans to:
  - avoid duplication of efforts;
  - ensure efficiency and consistency; and
  - exchange information and data.
- ICAO Secretariats will coordinate to ensure that:
  - Responsibilities of both GREPECAS and RASG-PA are being fulfilled; and
  - Definition of the role played by the Regional Offices in this coordination.
- The GREPECAS and RASG-PA Secretariats will define:
  - which GREPECAS contributory body will support RASG-PA; and vice versa
  - the coordination activities required by the RASG-PA for:
    - o   Scrutiny Working Group (GTE)
    - o   Data Analysis Working Group (DAWG)
    - o   Latin American and Caribbean Association of Airfield Pavements (ALACPA)
    - o   CAR/SAM Regional Wildlife and Bird Hazard Prevention Committee (CARSAMPAF)

Agenda Item 2:   *Presentations by the Teams*

2.1   **GREPECAS SCRUTINY WORKING GROUP (GTE)**

2.1.1   Under P/04, Mr. Manolo Abreu Fajardo, GREPECAS Scrutiny Working Group (GTE) Rapporteur, presented to the Meeting a series of GTE background information. He made reference to the Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13), held in Santiago, Chile, from 14 to 18 November 2005, where it was concluded the creation of the GTE, as part of the Reduced Vertical Separation Minimum (RVSM) post-implementation evaluation strategy in the CAR/SAM Regions.

2.1.2   In order to carry out the corresponding safety assessment, experts in Air Traffic Services (ATS) safety management of the CAR/SAM Monitoring Agency (CARSAMMA) and the GTE meet annually to fulfil their functions (Terms of Reference), which consider the submission of the data required by the States/Territories that provide Air Traffic Management (ATM) in the RVSM airspace of both regions.

2.1.3   The Rapporteur also reported that, considering its connection with the CAR/SAM Regions Air Navigation Service Providers (ANSPs), the GTE is exploring the possibility of expanding the scope of its analysis developing the means to summarize and communicate the content of the relevant databases to the GTE for the safety assessment corresponding to data on:

-        aircraft movement in the RVSM airspace of the CAR/SAM Regions.
-        the approval/cancellation of aircraft/aircraft operators to operate in RVSM airspace by the States of the CAR/SAM Regions.
-        important altitude deviations in the RVSM airspace of the CAR/SAM Regions

2.1.4   Consequently, the CARSAMMA work process depends on the submission of the data required by the States/Territories that provide ATS in RVSM airspace of the CAR/SAM Regions to the GTE.

2.1.5   Finally, the GTE informed on their analysis of the sensitive data from RVSM airspace, specifically Large Height Deviations (LHD) and certification of aircraft to operate in RVSM, this data is collected by each State through CARSAMMA investigation processes, to prepare the reports that allow identifying the possibilities of improvements to the security of the RVSM operations.

2.2   **LATIN AMERICAN AND CARIBBEAN ASSOCIATION OF AIRFIELD PAVEMENTS (ALACPA)**

2.2.1   Under P/01, Mr. Fernando Ratto, President of the Latin American and Caribbean Association of Airfield Pavements (ALACPA), presented to the Meeting a profile of the Organization since its creation in 2002, which as a specialized technical forum allows the exchange of information and knowledge on airport pavements, and related issues, contributing with States, operators and industry, in compliance with ICAO Standards and Recommended Practices (SARPs), in order to maintain safety and efficiency at airports

2.2.2   The main objectives of ALACPA were indicated, among which the first one is to interact with authorities, organizations, companies, entities, professional associations, etc. related to airport pavements, to collaborate with States in complying with the associated ICAO SARPs. The promotion of researches, studies, workshops, seminars, symposia, etc. related to design and building materials used in paving, maintenance, conservation and Pavement Management Systems (SGP) for airport use are also promoted in order to compile, analyse and disseminate statistical, technical, economic, legal and educational data and all those concerning the development and improvement of airport pavements to promote the development and exchange of experiences, knowledge and technology transfer.

2.2.3   The publication of a list of organizations and associations recognized by GREPECAS and/or RASG-PA was suggested, which will include ALACPA, within the framework of the mutual collaboration regulation, with the aim of strengthening the associations when obtaining data from operators.

2.3   PAN AMERICA - REGIONAL AVIATION SAFETY TEAM (PA-RAST)

2.3.1   Mr. Daniel Vieyra Soares, PA-RAST Co-chairman, under P/06, presented the work plan of this team, which is based on collaboration and data analysis on safety in Pan America. For this reason, strategies are developed to identify safety improvement opportunities and initiatives through Detailed Implementation Plans (DIP), and as a secondary task, Collaborative Safety Teams (CSTs) are promoted, summarizing that the main objective of the PA-RAST is providing assistance to promote the reduction of the risk of fatalities.

2.3.2   The current PA-RAST work plan is in line with the ICAO Global Aviation Safety Plan (GASP) by addressing High risk categories of occurrences (HRCs), which are related to a higher rate of fatalities and accidents becoming the main PA-RAST projects since its creation [Controlled Flight into Terrain (CFIT), Loss of Control in Flight (LOC-I), Mid-air Collision (MAC) and Runway Excursions and Incursions (RE and RI)].

2.3.3   Likewise, PA-RAST began to develop subcategories or Additional Risk Categories (ARCs) based on the information provided by various stakeholders, seeking a more proactive approach [Go-around procedures, Aircraft misconfiguration, wrong surface alignment (on take-off and landing) and severe meteorology events].

2.3.4   Regarding the CSTs, Mr. Soares mentioned that since 2014 this initiative was taken to promote the way in which the information analysis is carried out, how to identify the situations of interest (hot-spots and other safety problems) and to study priority for risk mitigation, so that the corresponding local studies are carried out through the CSTs.

2.3.5   The PA-RAST members are representatives from the States and the industry who are directly involved with the analysis of safety data, who participate in a collaborative context and focus on identifying these points of interest for safety improvement in Pan America.

2.3.6   It was specified that the main source of information is the data from the International Air Transport Association (IATA) and the Commercial Aviation Safety Team (CAST) of United States Federal Aviation Administration (FAA). The data is essentially used to identify safety priorities and opportunities for improvement, without rating the States, proposing as a final result the publication of safety advisories.

2.3.7   It was mentioned that work will continue on HRC projects with the CSTs, having identified mainly to:

a)   Develop a recommendation on CFIT that allows addressing differences in aircraft anti-collision warning systems.
b)   Continue working with the GTE for points of interest on MAC issues (both at high altitudes and in approach and take-off procedures) in order to establish a validation process for these observations.
c)   Evaluate landings in touchdown areas on shorter runways and begin to discuss an implementation plan.

2.3.8   Finally, he stated that the deliverables of these projects are to provide a calculation of indicators for the SMRT, generate safety advisories and update various guidance material for airlines and pilot training, as well as continue with the concept of collaboration so that more CSTs can be established in the States.

2.4   SAFETY MONITORING AND REPORT TEAM (SMRT)

2.4.1   Under P/05, Mr. Marco Lopez Zeledón, SMRT coordinator, informed the Meeting that this group was recently created, and its purpose is to periodically collect the status of the safety performance indicators from the PA-RAST and from the NACC and SAM Regional Offices, in order to outline them in a dashboard that will soon be published on the RASG-PA website.

2.4.2   He mentioned that the group is made up of representatives from States and International Organizations. To date, there are eight states (Argentina, Brazil, Colombia, Costa Rica, Cuba, Mexico, United States and Venezuela) and Organizations such as ALTA, EANA, IATA and ICAO. This staff is trained in data analysis and interpretation to facilitate the preparation of the deliverables that the SMRT is in charge of.

2.4.3   The first deliverable is the indicators dashboard, which will be constantly updated and monitored by the SMRT so that if any of the indicators shows an increase in activity that affects safety, it be communicated to PA-RAST and the Regional Offices so that the corresponding mitigation actions can begin to be developed.

2.4.4   Another deliverable is to prepare the RASG-PA Annual Safety Report (ASR) every year (the most recent one is already published in the RASG-PA webpage). One of the objectives for this year is to digitize all the information contained in this document (graphs, tables, indicators, etc.) so that all this information can be accessed independently of its publication in PDF format.

2.4.5   A third deliverable is the development of Emerging Risk Issues Registry related to COVID-19. In this regard, the information was collected according to the areas that have an impact (operations, air traffic, airworthiness, etc.), generating a table to be published in digitized format.

2.4.6   Mr. Lopez stressed that all SMRT activities are coordinated through the Regional Offices, he also welcomed all those representatives from the States and International Organizations who wish to participate in the SMRT to submit their requests through the Regional Offices; for this purpose, personnel with the appropriate profile and characteristics that allow the use of data analysis tools is required.

2.5   CAR/SAM REGIONAL BIRD/WILDLIFE HAZARD PREVENTION COMMITTEE (CARSAMPAF)

2.5.1   Under P/02, Mr. Yeiner Molina, President of the CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF), mentioned that since its foundation in Santiago, Chile, in October 2003, this Committee coordinates and takes actions to reduce the number of aviation incidents and/or accidents resulting from aircraft collisions with wildlife, through the identification, analysis, development, investigation and dissemination of topics related to this issue and that implies a violation to safety, seeking to prevent and reduce the effects of possible interactions between aircraft and wildlife.

2.5.2   For the deliverables of this Committee, there is support by the Civil Aviation Authorities, to manage aircraft operators, airport operators, among others. For obtaining CARSAMPAF information, the Committee integrates, analyses and develops the following points to consider:

- Incident statistics in key States and Organizations
- Information collected through Committee workshops and meetings
- Information through regional surveys
- Fauna-related safety reports
- Reports of expert personnel in the field
- Database of responsible personnel in States, airports, aviation companies and companies that provide wildlife control services
- Training requirements recommended by ICAO, accepted by the States
- ICAO standards and technical documents
- State Standards and Programmes

2.5.3   The Committee has the following main Programmes that allow providing important deliverables:

- • Information training, dissemination and exchange programme:
  - ▪ Online training course.
  - ▪ PATMA Mobile Application
  - ▪ Digital publication of CARSAMPAF Magazine (annual)

- Support program for Airport Operators
  - Updating of the Aerodrome Safety Management System (SMS) - FAUNA Guide Manual document
- Advisory and support programme for the States
  - Publication of the regional overview/statistics for the Regional Safety Oversight Cooperation System (SRVSOP) of the CAR SAM Region
  - Formation of the regional panel of bird and fauna danger
  - Update document of the evaluation of the status of conformation and creation of the National Committees and Programmes

2.6   DATA ANALYSIS WORKING GROUP (DAWG)

2.6.1   Under P/03, ICAO presented the creation of the GREPECAS Data Analysis Working Group (DAWG), which was approved in February 2021. It is a group of experts with computational and statistical skills, who will provide GREPECAS with advice on decision-making, based on the statistical analysis of data.

2.6.2   In order to perform the data analysis required by GREPECAS, the data sources used for the Group work come from official sources from States, ICAO, International Organizations and the industry, as well as ANSPs for air traffic information, aerodromes and reports (ex. GTE), following the guidelines for the protection and use of data (ICAO cybersecurity)

2.6.3   The participation of DAWG representatives of the CAR and SAM States, GREPECAS contributing bodies, International Organizations and the industry was requested, so that the DAWG could elect a Rapporteur who acts as general coordinator and representative of the group. Additionally, the DAWG would be composed of a minimum of five members.

2.6.4   The DAWG will present its results and expected deliverables as follows:

   a)   ANS regional dashboards that represent the analysis and results of interest;
   b)   conclusions and recommendations of the DAWG to the Programmes and Projects Review Committee (PPRC) or GREPECAS regarding its analysis;
   c)   develop an annual report to monitor the status of the GANP Key Performance Indicators (KPIs) to GREPECAS;
   d)   document and inform the PPRC of a data analysis plan as a roadmap on how to organize and analyse the data and results obtained;
   e)   present documents of the analysis and their graphs; and
   f)   update the dashboard to the PPRC regarding the data received from the designated sources.

Agenda Item 3:   *Data analysis that each team generates or manages to share with the other team to facilitate and/or improve its work*

3.1   Under this Agenda Item, it was indicated that each GREPECAS technical team/contributory body exchanged their views and took into account the objectives, activities and deliverable results of the other RASG-PA groups. In addition, each team took note of the information resources and the type of data that the other teams use for their processes and, if possible, consider confidentiality agreements.

3.2   From this exchange and from now on, each technical group through its respective Regional Group may conduct an agreement the necessary coordination [protocols, Points of Contact (PoCs), etc.] between the groups, using the communication means corresponding to GREPECAS and RASG-PA, and new opportunities that can be identify to share and use the results with other teams.

Agenda Item 4:   *Conclusions and closing remarks by the Secretariat*

4.1   The Meeting concluded the following:

a)   The technical teams/contributory bodies got a better understanding of what each team does, their members, their work plan, activities, deliverables and data sources. All this information is very useful to enhance the coordination and activities among the teams.

b)   The Meeting could identify new opportunities for collaboration and data exchange between the GREPECAS and RASG-PA contributory bodies/technical teams.

c)   The organized coordination among the Regional Groups for their teams is critical for the successful of the exchange of information among the teams, using the corresponding communication plan of each group.

d)   The publication of a list of organizations and associations recognized by GREPECAS and/or RASG-PA is recommendable, within the framework of the mutual collaboration regulation, with the aim of strengthening the associations when obtaining data from operators.

4.2   Finally GREPECAS Chairperson, Mr. Héctor Porcella from Dominican Republic, thanked all the participants of RASG-PA and GREPECAS teams for the successful results achieved by this coordination meeting, where the main outcome is the start of an enhanced coordination and communication among the two Regional Groups for the benefit of the States and the regions.

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