



Agenda Item 2: Air navigation activities at the global and inter-regional level

2.3 RASG coordination matters

GREPECAS - RASG-PA coordination matters

Update of RASG-PA Projects

(Presented by RASG-PA Secretariat)

SUMMARY	
<p>The GREPECAS and RASG-PA Secretariat will ensure efficient coordination is maintained between the two groups as necessary to avoid duplication of effort and achieve the highest level of effectiveness. As a rule and when required, the fast track approval procedure will be used to coordinate actions between the two groups.</p>	
References:	
<ul style="list-style-type: none"> • PPRC/1 Report • RASG-PA Annual Safety Reports (ASRs) • RASG-PA/05 Plenary Meeting Report • RASG-PA/ESC/16 Meeting Report • RASG-PA website: www.rasg-pa.org 	
Strategic Objective(s)	<p><i>This working paper is related to Strategic Objective(s) A – Safety C – Environmental Protection and Sustainable Development of Air Transport.</i></p>

1. Introduction

1.1 The Regional Aviation Safety Group - Pan America (RASG-PA) mission is to enhance civil aviation safety and efficiency in the Pan American Region through the coordination and cooperation of all aviation stakeholders under ICAO’s leadership.

1.2 RASG-PA is a data-driven and results oriented organization. Therefore, as part of its work programme, produces Annual Safety Reports that provides reactive, proactive and predictive safety information of the Pan American Region.

1.3 The third edition of the RASG-PA Annual Safety Report (ASR) shows that the top three key risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss of Control In-Flight (LOC-I). All ASRs editions are available in the RASG-PA website: www.rasg-pa.org.

1.4 These three areas of risk are considered among the highest priorities of the RASG-PA work programme through development of safety enhancement initiatives (SEIs) and corresponding detailed implementation plans (DIPs), which are voluntarily led by RASG-PA members. Several of these tasks have been completed successfully, leading to the development and implementation of additional safety enhancement initiatives for which RASG-PA strongly advocates participation of stakeholders.

1.5 RASG-PA is also working, in coordination with several organizations, on various projects to enhance safety, such as:

- a) Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – *Air Traffic Management* (Doc 4444);
- b) Central American Accident and Incident Prevention Investigation Commission;
- c) Flight Information Quality Assurance (FOQA) Programme; and
- d) Bird Strike Reduction Programme (WIN-CAP).

1.6 In order to look for regional efficiency and as defined in the GREPECAS Terms of Reference, and agreed to during the First Meeting of the Programmes and Projects Review Committee (PPRC/1), this working paper provides the status of RASG-PA projects, which are to be coordinated in order to avoid duplication of resources: 1) Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – *Air Traffic Management* (Doc 4444); and 2) Bird strike reduction programme (WIN-CAP).

2. **RASG-PA Project – Consistent use of standard Spanish and English phraseology in accordance with the ICAO PANS-ATM – *Air Traffic Management* (Doc 4444)**

2.1 During the RASG-PA/05 meeting, held in Santiago, Chile, October 2012, ALTA presented WP/08, which provides the status of the RASG-PA Spanish Standard Phraseology project.

2.2 The project initiative was first presented to the PA-RAST/11 meeting, which was also held in Santiago, Chile, October 2012, which approved it for RASG-PA Executive Steering Committee (ESC) reconsideration.

2.3 The ESC approved the draft implementation plan presented for this project. The WP was then presented to the RASG-PA/05 plenary meeting with the additional information from the ESC/15 meeting.

2.4 ALTA presented the RASG-PA/05 meeting with the proposed implementation plan for raising awareness on the importance of adhering to ICAO Doc 4444 established standard Spanish phraseology. In addition, they outlined the initiative and their planned efforts, which include the preparation of a training course that will be made available for pilots, air traffic controllers, airport personnel and authorities. The goal is to be able to make the course available to training centers conducting initial training for aviation personnel who are required to use standard phraseology in accordance with Doc 4444.

2.5 During the ESC/16 meeting, which was held in Lima, Peru, March 2013, IATA, provided the ESC with a detailed description of the phraseology course that is being developed by IATA. The intent is to develop a train-the-trainer course that would provide participants with the knowledge to provide standardized phraseology courses in accordance with ICAO standards.

2.6 ALTA as leader of the project will present an update of the activity in the RASG-PA/6 plenary meeting on June 2013.

3. **RASG-PA Project – Bird Strike Reduction Programme (WIN-CAP)**

3.1 During the RASG-PA ESC/15 meeting which was held in Santiago, Chile, October 2012, IATA briefed the ESC that the project sub-committee decided to name the programme WIN-CAP: Wildlife Incident Neutralization Cooperative Action Plan. The idea is that the same collaborative model will be used in the future for different initiatives using the acronyms “CAP,” and this particular bird strike initiative is called “WIN” for “Wildlife Incident Neutralization.”

3.2 IATA presented WP/09 during the RASG-PA/05 plenary meeting in Santiago, Chile, and also delivered a presentation that provided the current status and next steps for the Bird Strike Reduction programme.

3.3 At the RASG-PA ESC/17 meeting, held in Lima, Peru, March 2013, ALTA, presented an update on the WIN-CAP Programme (Wildlife Incident Neutralization Collaborative Action Plan).

3.4 ALTA briefed the ESC that the USDA project biologist noted improvements to both locations (MPTO, Panama City, Panama, and SEGU, Guayaquil, Ecuador) which were related to previous project recommendations. The biologists are planning to do a third visit, which consists of performing local training for airports, airlines and CAA personnel in the near future.

3.5 IATA as leader of the project will present an update of the activity in the RASG-PA/6 plenary meeting on June 2013.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) note the status of RASG-PA projects *Consistent use of standard Spanish and English phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)*; and *Bird Strike Reduction Programme (WIN-CAP)* described in sections 2 and 3 of this working paper; and
- b) analyze RASGPA activities and, if there were any overlapping with GREPECAS undertakings, consider any needed action for improving coordination in order to avoid duplication of efforts.