



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 32: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms**

**SUPPORT FOR JOINT COLLABORATION BETWEEN GREPECAS AND RASG-PA**

(Presented by Chile with the support of the Member States of LACAC<sup>2</sup> and Guyana)

**EXECUTIVE SUMMARY**

This working paper invites the Assembly to support the work of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) and the Regional Aviation Safety Group – Pan America (RASG-PA) relating to joint activities carried out for the purpose of identifying the relationship/interaction between the work programmes of both regional groups. In addition, to support the Aviation System Block Upgrades (ASBU) Project Panel Team (ASBU PPT) and the Global Air Navigation Plan Study Group (GANP-SG) in their objectives for the GANP Version 7 campaign.

**Action:** The Assembly is invited to:

- a) support the activities carried out within the framework of the coordination between GREPECAS and RASG-PA – Ongoing Meeting (Back to Back); and
- b) request the Council to promote, through the aforementioned meeting and the work of the ASBU PPT, the identification of performance objectives related to the Aviation Safety key performance area (KPA), and consequently the development of key performance indicators (KPIs) related to the said KPA, so that they are incorporated into the Global Air Navigation Plan in the earliest forthcoming edition feasible.

<i>Strategic Objectives:</i>	This working paper relates to Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	Use of annual budget of GREPECAS is proposed

<sup>1</sup> Spanish version provided by Chile.

<sup>2</sup> Argentina, Aruba, Belize, Bolivia, Brazil, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela (Bolivarian Republic of)).

<i>References:</i>	GREPECAS Procedural Handbook, Seventh Edition, V.2.1, 2020 RASG-PA Procedural Handbook, Fifth Edition, 2020 Global Air Navigation Plan Portal ( <a href="http://www4.icao.int/ganportal">www4.icao.int/ganportal</a> ) GANP ASBU Framework Campaign Report seventh edition of the GANP (ASBU PPT/Campaign Report 7th Ed. 15/04/2021)
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## 1. INTRODUCTION

1.1 With the aim of achieving the safe and orderly development of civil aviation through cooperation among Member States and other stakeholders, ICAO has established the Strategic Objectives of safety, capacity and efficiency.

1.2 The ICAO Member States, meeting at the 40th Assembly, considered that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved under the leadership of ICAO through a cooperative, collaborative and regional approach.

1.3 In Resolution A40-5, *Regional implementation support mechanisms*, the Member States also recognized that planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) serve as regional cooperative forums that determine regional priorities and develop and maintain the regional plans within their competence, based on the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP), respectively.

1.4 In the aforementioned resolution, specific reference is made to the coalescing effect of regular PIRG and RASG meetings, and to their objective of ensuring the continuous and coherent development and implementation of regional air navigation and regional aviation safety plans.

1.5 Accordingly, the Assembly, by Resolution A40-1, *ICAO global planning for safety and air navigation*, resolved that the GASP and GANP shall be implemented and kept current in close cooperation and coordination with all concerned stakeholders.

1.6 Currently, both GREPECAS and RASG-PA include mutual coordination mechanisms in their respective procedural handbooks with the overall aim of avoiding duplication of efforts and work, and implementing joint activities if necessary, including participation in established meetings.

1.7 It should be noted that the Thirteenth Air Navigation Conference (AN-Conf/13) requested ICAO to consider the establishment of a study group comprised of Member States from all regions and industry to undertake work on future editions of the GANP. Consequently, the establishment of the Study Group for the Global Air Navigation Plan (GANP-SG) was approved by the Air Navigation Commission on 12 June 2019, one of whose objectives is to strengthen the relationship with the Global Aviation Safety Plan (GASP) and Global Aviation Security Plan (GASP).

## 2. ANALYSIS

2.1 Under the agenda of the GREPECAS/19 meeting (virtual from 27 to 29 October 2021), the coordination meeting between GREPECAS and the Regional Aviation Safety Group - Pan America (RASG-PA) – Ongoing Meeting (Back to Back) was held, as specified by the ICAO Council through the Air Navigation Commission, which established a requirement that the plenary meeting of GREPECAS be carried out each year back-to-back with the RASG-PA. The preparatory work carried out by the technical

teams of both groups (25 March 2021) and the outcome of the plenary as a whole are indicative of coordinated and participatory work by the two regional groups.

2.2 Furthermore, at the aforementioned back to back meeting, the Member States, international organizations, industry and stakeholders from both regional groups approved the provisional meeting schedule for the triennium 2022 – 2025.

2.3 Taking into account the obvious symmetry in the structure of the two groups, that is, the Pan America – Regional Aviation Safety Team (PA–RAST)<sup>3</sup>, the Scrutiny Working Group (GTE)<sup>4</sup>, the Safety Monitoring and Reporting Team (SMRT)<sup>5</sup> and the Data Analysis Working Group (DAWG)<sup>6</sup>, it is possible to foresee the achievement of the expected synchrony and coordinated work between the regional groups.

2.4 In addition, the document entitled *GANP ASBU Framework Campaign Report seventh edition of the GANP*<sup>7</sup>, submitted by the Aviation System Block Upgrades Panel Project Team (ASBU PPT) to the GANP-SG, proposes, within the scope, plan and approach of the ASBU campaign, structural improvements to the forthcoming seventh edition of the GANP. One important update relates to Alignment between Global Strategic Plans and the importance of alignment between the GANP, GASP and GASeP.

2.5 Therefore, “the objective for GANP V7 is to take a first step in aligning the GANP and the GASP by means of a common safety KPA and KPIs. The approach will be subject of discussion with the GIPEG<sup>8</sup> and GASP” (ASBU PPT, *GANP ASBU Framework Campaign Report seventh edition of the GANP*, p. 18).

2.6 The resolutions and activities mentioned above are consistent with harmonized development of the Global Air Navigation Plan and the Global Aviation Safety Plan. The stakeholders involved in this important initiative deserve the recognition and support of the wider aviation community.

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<sup>3</sup> Mandate of PA–RAST: analysis of safety data and development of Safety Enhancement Initiatives/detailed implementation plans (SEIs/DIPs) designed to reduce the risk of mortality in the region. (eCRPP/2 Minutes, 2020)

<sup>4</sup> Mandate of GTE: review the problems that affect the Target Level of Safety (TLS) based on the information on Large Height Deviations (LHD) provided by States and International Organizations, Controlled Flight into Terrain (CFIT), Mid-Air Collision (MAC). (eCRPP/2 Minutes, 2020)

<sup>5</sup> Mandate of SMRT: periodically compile the status of the RASG-PA Safety Performance Indicators (SPI), produce and keep the SPI Data Dashboard of the RASG-PA updated, and prepare periodic reports with key regional safety information, to assist members in decision-making. (eCRPP/2 Minutes, 2020)

<sup>6</sup> Mandate of DAWG: provide the data analysis and reporting required by GREPECAS and specified by the Programmes and Projects Review Committee (PPRC) and be in charge of examining the received data sets, with the purpose of obtaining conclusions and/or recommendations for decision making and actions based on data, as well as enhancing the knowledge related to the different Air Navigation Services (ANS) topics in support of the States and the better performance of GREPECAS. (GREPECAS Procedural Handbook, Seventh Edition, V.2.1, 2020)

<sup>7</sup> Available at the “Repository” link of the “ASBU” menu, GANP Portal. <https://www4.icao.int/ganportal/ASBU>

<sup>8</sup> GIPEG: Global ICAO Performance Expert Group