



**Agenda Item 5: Items related with the organization of GREPECAS**

**5.1 Review of GREPECAS terms of reference and work programme of the Programmes and Projects review committee**

**REVIEW OF GREPECAS TERMS OF REFERENCE AND WORK PROGRAMME OF THE PPRC**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents information on actions and progress in the working programme of the Programme and Projects Review Committee of GREPECAS.	
<b>REFERENCES</b>	
<ul style="list-style-type: none"><li>• Report of the First Meeting of the Programmes and Projects Review Committee (PPRC/1) of GREPECAS, Mexico City, Mexico, 25 to 27 April 2012.</li><li>• Report of the Second Meeting of the Programmes and Projects Review Committee (PPRC/2) of GREPECAS, Lima, Peru, 16 to 18 July 2013.</li><li>• Report of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17), Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014.</li></ul>	
<i>ICAO Strategic objectives:</i>	<i>A - Safety</i> <i>B – Air navigation capacity and efficiency</i>

**1. Introduction**

1.1 During the First Meeting of the Programmes and Projects Review Committee (PPRC/1) the Terms of Reference and Work Programme of the Programmes and Projects Review Committee (PPRC) were approved through Decision CRPP/1-3. In the Terms of Reference and Work Programme a list of States selected by the Directors of Civil Aviation to form PPRC membership, and some editorial corrections and improvements were incorporated. Furthermore, an additional introductory paragraph in the Terms of Reference on the mandate, objectives and role of the PPRC was also inserted.

1.2 The Second Meeting of the Programmes and Projects Review Committee (PPRC/2) considered the inclusion of two additional tasks in the Work Programme. The first task corresponds to the collection, monitoring and notification of the implementation performance measurements for its presentation in the web sites of both ICAO CAR and SAM Regional Offices in a *regional performance dashboard*. The second task to ensure that the programmes and projects be aligned with the ASBU modules. In this regard, decision 2/7 *Revised Terms of Reference and Work Programme of the Programmes and Projects Review Committee (PPRC)* was formulated. GREPECAS/17 Meeting approved the Sixth Edition of the GREPECAS Handbook (Version 1.2) containing the amendments of the CRPP work programme.

## 2. **Analisis**

2.1 Some actions for improvements of the Work Programme of the Programmes and Projects Review Committee of GREPECAS are presented below, with regards to the measurement of progress on the implementation goals for the air navigation improvements adopted by the GREPECAS as well as GREPECAS RASG-PA coordination.

### ***Measurement of progress on the implementation goals for the air navigation improvements adopted by the GREPECAS***

2.2 To provide support to PPRC in the collection, monitoring and reporting of progress in the operational improvement implementation in the CAR/SAM Regions through the Regional Offices, GREPECAS/17 meeting approved the form presented by the Secretary to follow-up on the progress on indicators and targets established in the Bogota and Port-of-Spain Declarations, which is presented as **Appendix** to this working paper and which resulted in Conclusion 17/7 *Approval of the forms to follow-up on the progress on indicators and targets for the CAR/SAM Regions*.

2.3 In this sense the ICAO Regional Offices NACC and SAM shall implement this form to be able to report progress and its inclusion in the Regional Performance Dashboard of CAR and SAM Regions.

### ***GREPECAS RASG-PA Coordination***

2.4 With the aim to follow-up the coordination between GREPECAS and RASG-PA, the PPRC meetings follow-up the matter, since GREPECAS meetings take place every three years.

2.5 Considering that the secretary of GREPECAS participates in RASG-PA meeting as well as RASG-PA secretary participates in GREPECAS meetings, the continuous coordination between them is ensured in order to avoid duplications and ensure alignment and harmonization of priorities, plans and actions.

2.6 Despite the fact that we all know the GREPECAS has as objective the air navigation planning and implementation of air navigation systems and services implementation identified in the CAR/SAM Regions Air Navigation Plans, and that the mission of the RASG-PAs is to identify risks in aviation safety and coordinate actions to mitigate such risks both mechanisms could deploy initiatives that impacts to both processes. For example many of the operational improvements, have a significant impact on operational safety and some risk mitigation actions are operational improvements that are being pushed by GREPECAS, therefore to always maintain and strengthen adequate coordination and communication between both mechanisms is essential.

2.7 In order to increase the necessary coordination between GREPECAS and RASG-PA the Chairmen and Vice-Chairmen of GREPECAS could be invited to participate in the meetings of the RASG-PA and in the same way the Chairmen and Vice-Chairmen of the RASG-PA could be invited to participate in GREPECAS and PPRC meetings.

2.8 In this sense the Meeting is invited to analyze the feasibility that the President and Vice-President of GREPECAS attend the RASG-PA Meeting and that the RASG-PA Secretariat inform its member States the viability that the RASG-PA President and Vice-President participate in the GREPECAS and PPRC meetings, as well as to identify any other initiative that encourages coordination between both mechanisms.

### **3. Suggested actions**

3 The Meeting is invited to:

- a) Take note on the information presented in this paper;
- b) Evaluate the proposed actions of section 2 of this working paper; and
- c) Analyze other considerations respectively, as deemed appropriate by the Meeting.

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## APPENDIX

**FORM TO FOLLOW UP ON THE PROGRESS ON INDICATORS AND TARGETS FOR THE  
CAR/SAM REGIONS BY GREPECAS**

Indicators		CAR		SAM	
		Current Value	Goal December 2016	Current Value	Goal December 2016
<b>1. PBN TERMINAL</b>	% of international aerodromes with APV, in accordance with Resolution A-37/11	N/A	N/A		100%
	% of runways with APV instrument approach with Baro VNAV, in accordance with Resolution A-37/11		80%	N/A	N/A
<b>2. PBN EN-ROUTE</b>	% of ATS routes with PBN	N/A	N/A		60%
	% of international aerodromes with PBN SIDs/STARs	N/A	N/A		60%
<b>3. CDO</b>	% of international aerodromes/TMAs with CDO	N/A	N/A		40%
<b>4. CCO</b>	% of international aerodromes/TMAs with CCO	N/A	N/A		40%
<b>5. Fuel / CO<sub>2</sub> savings</b>	Reduction of emissions based on IFSET		Annual reduction of 40,000 Tons of CO <sub>2</sub>		Annual reduction of 40,000 Tons of CO <sub>2</sub>
<b>6. ATFM</b>	% of Area Control Centres (ACCs) providing Air Traffic Flow Management (ATFM) service		100% (by December 2018)		100%
<b>7. AIM</b>	% of elements (AIS to AIM roadmap) required for AIS-to-AIM transition that have been implemented in Phase I		100%		100%
<b>8. AMHS interconnection</b>	% of AMHS interconnections at regional level	N/A	N/A	15%	100%

Indicators		CAR		SAM	
		Current Value	Goal December 2016	Current Value	Goal December 2016
<b>9. Interconnection of automated systems (ATS inter-facility data communications – AIDC)</b>	% of automated system interconnections		50% of ACCs with at least 1 interface (AIDC/OLDI)		100%
<b>10. Implementation of domestic IP networks</b>	% of SAM States with IP communication networks implemented	N/A	N/A		80%
<b>11. Aerodromes Certification</b>	% of certified international aerodromes		48%		20%