



Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)
Quito, Ecuador, 20-21 June 2019

Agenda Item 4: Infrastructure
4.2 Coordination activities between RASG-PA and GREPECAS

IMPROVEMENTS TO THE COORDINATION BETWEEN GREPECAS AND RASG-PA

(Presented by the Secretariat)

Summary	
The GREPECAS and RASG-PA Secretariats committed to ensuring efficient coordination between the two groups as necessary to avoid duplication of efforts. As GREPECAS works to implement the GANP taking into account the ASBU and RASG-PA works to implement the GASP, in a strategic manner and developing an analysis of additional areas of cooperation in order to ensure the essential ASBU (BBB) are implemented in the most efficient and safe manner. The strategic coordination is very important in regional Projects regarding ASBU implementation.	
Action	See section 4
Objectives	A - Safety
	B - Air Navigation Capacity and Efficiency
Reference	<ul style="list-style-type: none"> • RASG-PA ESC/30 • GREPECAS/18 • GREPECAS Procedural Handbook • RASG-PA Procedural Handbook

1. Introduction

1.1 The current RASG-PA Handbook (section 9) and the GREPECAS Procedural Manual (section 16), establishes:

“GREPECAS/18 Decision 9: GREPECAS will provide RASG-PA with a working paper containing statistical information on the process and/or projects generating valuable information on the safety of air navigation systems. RASG-PA will inform GREPECAS accordingly.

The GREPECAS and RASG-PA Secretaries 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.”

1.2 During the RASG-PA ESC/30 meeting the following conclusion was formulated to support the Exchange of information between the two Regional Groups:

CONCLUSION RASG-PA ESC/30/3 SHARING OF SAFETY DATA ANALYSIS RESULTS FOR THE IMPLEMENTATION OF SAFETY IMPROVEMENTS

That, in order for States/Industry to implement safety improvements based on the Safety Data Analysis from the PA-RAST Group, the PA-RAST will show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions.

1.3 During GREPECAS/18 Meeting, Decision 9 was adopted as follows:

Se establece un grupo Ad Hoc, formado por Bolivia, Brasil, Chile Estados Unidos, Republica Dominicana, Trinidad y Tobago, liderado por la OACI para que:

a) realice el análisis de oportunidades de mejoras en la coordinación entre el GREPECAS Y RASG-PA; y

b) realice su trabajo por medios electrónicos

*c) enviar sus recomendaciones a la Secretaria de la OACI a más tardar el **31 de agosto de 2018.***

2. Discussion

2.1 The new GASP (2020-2022), Doc 10004, establishes 6 goals (Chap. 4, Par. 4.3.8), where Goal 6 links the GASP and the GANP and focuses on the need to ensure the appropriate infrastructure is available to support safe operations. Its associated target calls for all States to implement the air navigation and airport core infrastructure by 2022. The GASP indicator for this target is the number of States having implemented the air navigation and airport core infrastructure elements. This is linked to the activities outlined in the GANP (refer to Part I, Chapter 3, section 3.4).

Current Coordination Activities

2.2 The GREPECAS and the RASG-PA have conducted several coordination activities to ensure more efficiency and avoid duplication among the two groups as follows:

RASG-PA Activity	GREPECAS Activity	Status of implementation
Not-up-to-date Obstacle chart information Type A *	Consulted referred States for status and update	Ongoing- target date July 2019
Hot spot – Unstable approaches in Aruba*	Runway safety team implemented- Runway Safety Team implementation included in SAM/NACC Regional Office status list	Completed
Mid-Air Collision Group (MAC) - coordination	Large Height Deviation (LHD) by GTE- coordination	Ongoing coordination to enhance identification of causes

RASG-PA Activity	GREPECAS Activity	Status of implementation
Risk assessment accomplished	Duplication/ error of FPLs *	No Safety concern identified
Air Traffic Controller English Proficiency*	Future activity	To be implemented
Airport runway pavement improvement- enhancement of guidance*	Coordination for Guidance update	Ongoing
Sharing of Safety hotspots information	Provided to SAM IG not to ANI/WG	Ongoing action

request originator

2.3 For the importance of properly implementing the GANP, ASBU and GASP, GREPECAS and RASG-PA should agree to further coordinate in a strategic and proactive manner on the main current coordination.

GANP Basic Building Blocks (BBB) and Aviation System Block upgrades (ASBUs) from GANP

2.4 While not all ASBU modules have a direct connection between GREPECAS and RASG-PA, there are certain priorities for some ASBU modules and the implementation for BBB, where cross collaboration between GREPECAS and RASG-PA (see Goal 6, Doc 10004) is important to have the ANS implementation by GREPECAS and the risk assessment by RASG-PA.

2.5 From the GANP, several modules are prioritized in Block 0 modules:

1.	APTA	Airport Accessibility
2.	NOPS	Network Operations
3.	DAIM	Digital Aeronautical Information Management
4.	FF-ICE	Flight & Flow Information for a Collaborative Environment
5.	FRTO	Free Routes Operations
6.	ASUR	Alternative Surveillance
7.	TBO	Trajectory Based Operation

2.6 An analysis of the priority ASBU modules and the data analysis of the RASG-PA through PARAST can show where both groups can collaborate to support ASBU implementation. The coordination of a combined analysis of the GANP, ASBUs and GASP and determination of where each group's strengths and resources jointly support implementation activities serves as a framework to ensure safety while gaining the expected operational benefits.

3. Improvements to GREPECAS-RASG-PA Coordination - Proposal

3.1 Apart from the mandatory WP from each Regional Group as established in their respective procedural handbook, the following improvements for enhancing the coordination were identified by the Ad hoc- Group established by GREPECAS/18:

- The RASG-PA plenary meeting should be held before the GREPECAS, in order to prepare and provide safety-based information (at the next GREPECAS meeting) related to issues

from the PA-RAST (MAC, CFIT and LOC-I) that may help decision making within GREPECAS, this could help the PIRG to develop or update the CAR/SAM air navigation plan or even define other relevant regional priorities to maintain the highest level of safety in the Pan American Region.

- The PIRGs (GREPECAS) and RASG (RASG-PA) should be complementary, but the RASG should support GREPECAS with updated information to facilitate the breakdown of work into smaller structures (WBS), especially in support of ASBU tasks (blocks 1,2,3 and 4). This type of update, before the GREPECAS meeting, will help maintain a continuous, coherent and safe development of the GREPECAS CAR / SAM air navigation plan through its decisions or even conclusions.
- The GREPECAS GTE, in addition to preparing its annual executive report for GREPECAS that contains statistical information related to LHD with recommendations and mitigation measures, could in addition use the GANDD.
- Improve GANND and transform it into an interface between GREPECAS and RASG-PA, in terms of the source of the deficiencies and the risks related to the States. This would help GREPECAS to plan better (PPRC) and RASG.

These recommendations, among others proposed by the members of the ADHOC group, will be included in the report that the secretariat is drafting.

- a) As regions begin to implement the ASBU modules, they are encouraged to develop trials and demonstrations to validate the interoperability of regional implementation. Trials and demonstrations will aid the regions in ensuring harmonization and interoperability within the Regions as well as with partners in other regions. It is in this regard that coordination is very vital. The above modules, while primarily air navigation focused and under the purview of GREPECAS, contain areas in which the data-driven and results oriented focus of RASG-PA can provide greater fidelity to any trial and validation. Using the vast quantity of data and analytical capability of operational safety, RASG-PA may be able to provide initial modelling that will support the implementation of the ASBU Modules. GREPECAS and RASG-PA may be able to maintain relationships with industry during all the relationships in a collaboration process.
- b) RASG-PA and GREPECAS Chairmen to conduct a briefing after each regional Group Meeting to inform the updates and particularly immediate actions required by the corresponding group.
- c) Commonly develop a Website for facilitating the common coordination activities and work plan that require RASG-PA-GREPECAS coordination.

4. Suggested Actions

4.1 The Meeting is invited to:

- a. take note of the content of this Paper;

- b. analyse the improvement proposal for RASG-PA – GREPECAs as detailed under section 3; and
- c. agree on other actions as needed

— END —