



**Thirty Fourth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(ESC/34)**

28 to 29 May 2020

Agenda Item 1: Items related to RASG-PA’s internal operation

GREPECAS – RASG-PA COORDINATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The GREPECAS and RASG-PA Secretariats have committed to ensure efficient coordination between both regional groups to avoid duplication efforts and maximize benefits to the member States of each regional group. As GREPECAS works to implement the 6th. edition of Global Air Navigation Plan (GANP) including Aviation System Block Upgrade (ASBU) and the Basic Building Blocks (BBBs), RASG-PA works to implement the ICAO Global Aviation Safety Plan (GASP). The strategic coordination of both regional groups is very important in regional Projects regarding GANP and GASP implementation.

Action:	Described in Section 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none"> • RASG-PA ESC/30, 31, 32 and 33 meetings • GREPECAS/18 and PPRC/5 meetings • GREPECAS Procedural Handbook • RASG-PA Procedural Handbook

1. Introduction

1.1 RASG-PA currently carries out activities aligned with the strategic objective “Safety” and with the ICAO Global Aviation Safety Plan (GASP). GREPECAS carries out activities in line with strategic objective “Air Navigation Capacity and Efficiency” and with the Global Air Navigation Plan (GANP).

1.2 Although each one of these regional groups performs its work in accordance with the strategic objective as well as with a different global plan, communication and coordination activities are essential among both groups in view that their projects and processes are continuously interconnected, in the sense that safety actions are to be implemented bearing in mind the impact on capacity and efficiency of the civil aviation system as well.

1.3 Throughout time, both RASG-PA and GREPECAS have developed their activities in a harmonized manner within the level of their own responsibilities and trying to avoid duplication of efforts or inefficiencies generation. For these reasons, a suitable coordination level exists between both groups.

1.4 Since the last meetings of both groups, communication and coordination currently exist within the planning and implementation processes among both groups, enhancements processes allowing each group to know the current status of all the projects and processes of the other group, increasing the opportunities especially among those where some degree of common participation exists.

2. Discussion

2.1 Currently, different information on safety is generated, such as Loss of control - in flight (LOC-I), Controlled Flight Into Terrain (CFIT), Runway Safety (RS) and Mid-air collision (MAC) that may help decision making in both regional groups. As an example, this information would help to develop/update the CAR/SAM Air Navigation Plan (ANP) and even to define other relevant regional priorities to maintain the highest level of safety in Pan America.

2.2 Likewise, the GREPECAS and RASG-PA Secretariats must continue being complementary for the sake of progress and performance, and also be facilitators of validated and updated data and information sharing, allowing the breakdown of work into smaller structures, especially in support of the implementation of ASBU. To this end, it is foreseen to hold back-to-back meetings in order to keep a continuous, coherent and safe development of the decisions or even conclusions among both groups.

2.3 In the current RASG-PA Procedural Handbook, it is established that RASG-PA will discuss safety aspects with GREPECAS (safety of air navigation systems and services). RASG-PA will also include in its reports the coordination held with GREPECAS. Likewise, the respective GREPECAS Handbook has been updated to include a section on coordination with RASG-PA.

2.4 Any improvement agreed during the coordination between both two groups shall be formalized in their respective Procedural Handbooks.

2.5 Although there has been progress regarding coordination between these groups, this coordination could increase by holding meetings (even on-line meetings) with an open agenda to discuss which areas could increase their efficiency before planning actions, on the following subjects:

- Optimize the GREPECAS Air Navigation Deficiencies Database (GANND) information with a new Air Navigation Services (ANS) deficiencies (type A deficiencies) detection programme that would transform into an interface between GREPECAS and RASG-PA, in terms of the source of deficiencies and their related risks in the States. This would help planning better GREPECAS/PPRC and RASG-PA meetings for the solution of said deficiencies.
- Likewise, safety data exchange would benefit RASG-PA, mainly in what refers to feed or complement data used to perform PA-RAST risk analysis and thence take the necessary mitigation actions in a timely manner. The activation of the new Analysis Group of GREPECAS – data analysis for the efficiency and capacity of ANS- would support directly risk analyses.

2.6 The **Appendix** shows a historical of conclusions related to this coordination of the last ESC meetings where several matters have been examined, such as improvement opportunities for coordination with GREPECAS. Within this coordination, the following elements were considered to optimize work collaboration:

Element	Coordination action
Application of linked and harmonized generic Terms of Reference (ToRs)	Applied to GREPECAS and RASG-PA.
GREPECAS/RASG-PA	Communication, coordination and mutual support between Secretariats and Working groups.
GREPECAS issues	a) Internal report (GREPECAS/RASG-PA and vice versa) b) Common website for GREPECAS and RASG-PA (including Safety management systems (SMS)) c) Ad hoc Groups d) New Data Analysis Group.
Common tasks identified between the existing regional groups – previous experiences	I.e. Aeronautical Charts Obstacles (GREPECAS/AIM), Runway safety (GREPECAS/AGA), language proficiency (GREPECAS/ATM), ANS deficiencies, FPL (GREPECAS-CNS/AIDC/AIM) and those mentioned under paragraph 2.1.

2.7 Considering that RASG-PA acts as focal point for safety in Pan America, in order to develop efforts to reduce safety risk in a collective manner in coordination with all stakeholders, it is therefore necessary if a problem is detected in the air transport system, to consequently try to coordinate or initiate a project, considering firstly the following points:

- That any problem detected or initiative that is determined to resolve it, be based on evidence (data) duly validated and demonstrable (preferably by two or more sources).

- Define if the problem/initiative corresponds to RASG-PA (concerning safety) or to GREPECAS (concerning capacity and efficiency) in order not to interfere in the responsibility sphere of each of the regional groups and avoid consequently possible duplication of efforts.

3. Proposal of other improvements to optimize GREPECAS-RASG-PA coordination

3.1 The new 2020-2022 Global Aviation Safety Plan (GASP) (ICAO Doc 10004), established 6 important goals linked to the Global Air Navigation Plan (GANP), Doc 9750, which focuses on the need to ensure the appropriate infrastructure (if available) to support safe operations of ANS. The associated objectives require that all States implement the air navigation and airport infrastructure by 2022. The general GASP indicator for this target is the number of States having implemented the air navigation and airport infrastructure elements.

3.2 With regards to the type of GREPECAS-RASG-PA interaction, a new group will be activated within GREPECAS' structure that will support the collection, control, analysis and reporting of data. Said group will be named "Data Analysis Group". Currently, its terms of reference are being developed and a working programme in line with the requirements of the plans in both regions will be proposed. This will be done with the participation of States, Territories and International Organizations interested in participating.

3.3 Likewise, it will be possible to designate coordination focal points that participate in both regional groups (RASG-PA and GREPECAS) in order to provide a suitable link or interphase required to address the efficient follow-up of matters, as well as harmonization of the projects where mutual participation exists, data and information sharing, etc.

3.4 It is important to remind that a key element to improve collaboration between RASG-PA and GREPECAS is that States participate more actively in both regional groups. Likewise, it is advisable that optimization of the coordination of the activities between RASG-PA and GREPECAS be analysed. Therefore, it is proposed to review or develop its basis through a Memorandum of Understanding (MoU) on cooperation and uniformity of the Procedural Handbooks and/or terms of reference of both groups, among others.

3.5 Likewise, recommendations from the plenary RASG- PA/10 meeting are to be taken into account, proposed by the members of the Ad hoc Group (Bolivia, Brazil, Chile, Dominican Republic, United States, Trinidad and Tobago, and ICAO), that were included in the final report as follows:

- RASG-PA and GREPECAS Chairpersons to conduct a briefing after each regional group meeting to inform on updates and especially on immediate actions required by the corresponding group.
- Develop a website to facilitate coordination activities and work plan required for RASG-PA and GREPECAS.

- Trials and demonstrations will help the regions to ensure harmonization and interoperability within the regions as well as with partners in other regions. In this regard, coordination is vital.
- The ASBU and BBBs modules, while primarily focused on air navigation and under the purview of GREPECAS, contain areas in which the data-driven and results-oriented approach of RASG-PA may 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 continue with matters related to industry in a collaborative process.

3.6 Finally, it is pointed out that GREPECAS and RASG-PA are complementary in fostering the implementation of the GANP and the GASP at the regional level in order to seek achieving a sustainable growth and improve safety of the air transport system. Responsibilities shall be clearly defined between GREPECAS and RASG-PA to conduct the coordination between both regional groups in a more specific manner.

4. Suggested Actions

4.1 The Meeting is invited to:

- a) take note of the content of this Working Paper;
- b) in line with paragraph 2.7, assess the coordination of current RASG-PA projects and the Appendix;
- a) analyse the proposal of other improvements for GREPECAS and RASG-PA as detailed under section 3; and
- c) take other actions as deemed necessary.

APPENDIX

ESC meeting	Subject matter	Description
RASG-PA ESC/30 (Baltimore, United States, 8-9 Nov. 2018)	RASG-PA ESC/30/C/4 - Project Management Approach For RASG-PA	That, in order to effectively deliver what is required in RASG-PA and GREPECAS, and to use a common language for a better integration of RASG-PA and GREPECAS, ICAO would analyse the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme. This initiative was also discussed during GREPECAS/18 meeting.
	RASG-PA ESC/30/C/5 - Baseline Analysis for RASG-PA to Enhance its Performance and Coordination with GREPECAS	That, in order to optimize RASG-PA performance and its coordination process with GREPECAS, that the ICAO NACC and SAM Regional Offices use the survey results and other means to analyse a baseline analysis for RASG-PA, in order to evaluate/propose a process to enhance this coordination between RASG-PA and GREPECAS; This initiative was also discussed during the GREPECAS/18 meeting.
RASG-PA ESC/31 (Buenos Aires, Argentina, 8-9 Nov. 2018)	RASG-PA Strategic Plan (WP/05)	CANSO presented a revised version of RASG-PA's Strategic Plan to be considered. The Meeting approved the document proposal but important aspects were mentioned, among which the need to clearly make reference in the Strategic Plan to communication and coordination between RASG-PA and GREPECAS.
	Update on discussions on PIRG/RASG focal group	The Secretariat provided a summary on the status of the initiative to merge PIRGs-RASGs under consideration by the PIRG/RASG focal group, recognising finally the need for better coordination and integration between the PIRGs and RASGs, ensuring also that working arrangements at a regional level shall reflect the needs and priorities of each region. Therefore, both GREPECAS and RASG-PA regional groups will continue independently, but recognising that opportunities for a better integration are to be identified and implemented. United States mentioned that its representative is also part of the GTE and would therefore participate at the RASG-PA meetings in order to provide guidance accordingly.
	Runway Safety Go - Team Panama (WP/10)	The Secretariat informed the Meeting on a Runway Safety Team (RST) activated at the Tocumen airport in Panamá from 8 to 12 October 2018. The NACC Regional Office reminded that in the past a similar activity was held in the CAR Region with the RST in

ESC meeting	Subject matter	Description
		<p>Aruba, recognizing the importance of this type of activities. Therefore, it was observed that a better collaboration with GREPECAS is necessary, especially in activities related with AGA and ANS when overlapping is possible. The fact that consecutive or simultaneous meetings between GREPECAS and RASGPA are not the solution was also mentioned, nonetheless, it is essential to improve coordination mechanisms.</p>
	<p>Air Traffic Controllers language proficiency requirements (WP/12)</p>	<p>The Secretariat presented an analysis on the compliance level of language proficiency requirements in South American States as well as a proposal of a cooperation process between ICAO and IFATCA to improve said aspect. It was mentioned that given that GREPECAS has a similar initiative, the Secretariat of each groups should coordinate to ensure that efforts are not duplicated. Therefore, it was decided that RASG-PA's Secretariat would coordinate with GREPECAS' Secretariat on the initiatives of both groups on this matter.</p>
	<p>Proposal for supporting RASG-PA activities regarding runway safety initiatives (WP/19)</p>	<p>A proposal was presented by ALACPA to keep the validity of the "RASGPA Guidelines for runway maintenance" in line with Annex 14. The Meeting pointed out that initiatives related with runways are also collaboration opportunities between RASG-PA and GREPECAS, and that both groups should be aware of the other's activities, bearing in mind that a holistic approach is required on runway safety between RASG-PA and GREPECAS and that this project may be a great opportunity to approach both groups.</p> <p>ALACPA is a regional group created by GREPECAS and oriented towards pavement maintenance in the airport's movement area. In view of the activities it carries out, it should be kept within GREPECAS and its annual report should be presented to GREPECAS and copied to RASG-PA.</p>
	<p>Turning VFR approaches into IFR using PBN</p>	<p>ATR informed on PBN and its benefits for safety and efficiency, proposing to work in conjunction with the Secretariat and present a case to the ESC/32, pointing out again that many crossroads between RASG PA and GREPECAS would need further coordination efforts. Therefore, it was mentioned that ATR's proposal is on the safety side, but efficiency aspects would also arise, and</p>

ESC meeting	Subject matter	Description
		GREPECAS will be likely identified as a stakeholder in the project. The Meeting agreed to wait until the project is presented in order to define which of the regional groups would lead its development and implementation.
RASG-PA ESC/32 (Lima, Peru, 19-20 March 2019)	RASG-PA/GREPECAS Air Traffic language (WP/12) Controllers proficiency (WP/12)	An update on the Cooperation Programme between ICAO SAM Regional Office and IFATCA for language proficiency instructors' qualification in Colombia, which would begin in April 2019. Likewise, it was mentioned that there were no projects scheduled in GREPECAS concerning this matter, therefore there was not duplication of efforts. Nonetheless, it was mentioned that GREPECAS would be kept informed on the progress of said programme.
	Tuning Visual Flight Rules (VFR) approaches into Performance-Based Navigation (PBN)	ATR and the Secretariat informed the Meeting on the development status of RNAV non-precision approach procedure for a VFR runway in the region in order to show the safety and connectivity benefits. To that end, some important factors were discussed, such as the minimum infrastructure criteria required to select an airport and data availability in this type of operations. Finally, the Meeting agreed again that this project represents a great opportunity to test interfaces between RASG-PA and GREPECAS.
RASG-PA ESC/33 (Mexico City, 11-12 Sep. 2019)	PA-RAST Results presentation (WP/06)	PA-RAST presented the status of its work on the four high risk categories (LOC-I, CFIT, MAC and RE), and it was agreed concerning MAC activities that PA-RAST would convey safety information to GREPECAS/GTE to start a data-based approach with the regional PIRG.
	Governance structure of RASG-PA and improving efficiency and effectiveness of the RASG-PA (WP/07 and WP/10)	The Secretariat informed that it was necessary to review its role during RASG-PA meetings, as well as the administrative support to RASG-PAs activities (PA-RAST, etc.), requesting the ESC to consider alternate approaches. One of the examples mentioned is that holding some PA-RAST meetings at the ICAO regional offices could facilitate parallel meetings of other regional initiatives technical groups (GREPECAS/GTE, SRVSOP, etc.).