



Twelfth Regional Aviation Safety Group — Pan America Meeting (RASG-PA/12)

Salvador, Bahia, Brazil, 14 – 15 November 2022

Second GREPECAS–RASG-PA Joint Meeting

Salvador, Bahia, Brazil, 15 November 2022 (13h00 local time)

Agenda Item 8: Aspects of Coordination between RASG-PA and GREPECAS

COUNCIL REVIEW OF PIRG AND RASG REPORTS

(Presented by Secretariat)

EXECUTIVE SUMMARY

The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2021 to March 2022 including the Report of the Nineteenth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19, 27 to 29 October 2021). and the Review of the Report of the eleventh meeting of the Regional Aviation Safety Group Pan America (RASG-PA/11, 28 October 2021 and on 4 November 2021) AN WP/9536 to the Council.

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| <i>Action:</i> | Suggested actions are presented in Section 5. |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection |
| <i>References:</i> | <ul style="list-style-type: none"> • WP/9536 • C-WP/15370 |

1. Introduction

1.1 Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) have established regional priorities, implementation indicators and targets in aviation safety and air navigation for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). They also address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

1.2 A consolidated annual report on the progress and outcomes of the PIRG and RASG activities, as well as progress made in the regional implementation of the GANP and GASP is first

presented to the ANC and thereafter to the Council. The Council considered this item on Monday 13 June 2022 (C-DEC 226/10) on the basis of C-WP/15370.

2. Discussion

2.1 The Commission noted that the majority of regional PIRG and RASG meetings during this reporting cycle were held via virtual meeting arrangements by the Regional Offices. These arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and the related global travel and meeting restrictions which prevented face-to-face meetings.

2.2 During the development of a common methodology to report and manage common challenges, the Commission considered that the criteria to categorize a regional challenge as a global challenge should include, inter alia, interoperability issues that affect adjacent regions, a challenge reported by more than one region or items related to ICAO provisions. It was agreed that the ANC should have the flexibility to identify any other circumstance that may have a global impact. Challenges other than technical such as a lack of human/financial resources within States or political issues will be referred to the Council for consideration (AN-WP/9503 refers).

2.3 With regard to the overall reporting of the progress made with the elimination of all reported global challenges identified in previous reporting periods, the Commission agreed to develop a new table that will provide the Council with a dashboard-type snapshot of the actions taken to date.

2.4 The GREPECAS/19 and the RASG-PA/11 reports (AN-WP/9536) were reviewed by the Commission as per the procedures established in 2015, related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers).

3. Review of the GREPECAS/19 Report

3.1 The Commission noted with satisfaction the quality and usefulness of the GREPECAS/19 and RASG-PA/11 Reports, which reflect very good progress in the regions. The Commission noted as in other regions, an increase in the number of participants in the GREPECAS meeting since the introduction of virtual meetings. It was noted that several regional guidance and assistance documentation were developed as preventative measures for Air Traffic Services (ATS) and Air Navigation Services (ANS) personnel to mitigate the COVID-19 pandemic impact. With regard to the updating of the CAR/SAM Regional Air Navigation Plan (RANP), the Commission noted the work thereon undertaken by the GREPECAS, specifically the development of Volume III, but also the updates needed on Volumes I and II.

3.2 With regard to implementation performance, the Commission noted that CAR/SAM States have reached an agreement on an initial list of key performance indicators (KPIs) to be used for performance monitoring together with the implementation of a Prototype GREPECAS Dashboard for presenting the status of ANS implementation in the CAR/SAM Regions. It was noted that the GREPECAS implementation mechanism was enhanced through the strengthening of regional entities such as the CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF), the Latin American and Caribbean Association of Airfield Pavements, (ALACPA) and Scrutiny Working Group (GTE), and that more involvement of industry Partners like ACI was encouraged. The Commission noted that many States of the CAR/SAM Region benefitted from webinars to assist them in addressing the corrective action plans developed, following the global campaign for Notice for airmen (NOTAM) improvement. Similarly, as part of the achievements of the GREPECAS, the Commission noted that several regional documents were

approved for SNOWTAM Emission and the Guide for the GREPECAS Airport Collaborative Decision Making (A-CDM) implementation.

3.3 The Commission noted that operations in the Reduced Vertical Separation Minimum (RVSM) airspace have been maintained within the acceptable level of safety and that the Region continues to work to improve its performance. It was noted that the coordination errors between air traffic control (ATC) units, were identified as the main causes of large height deviations (LHD) observed in the CAR/SAM Region. This is addressed through the implementation of ATS interfacility data communications (AIDC), air traffic services (ATS) message handling system (AMHS), automatic dependent surveillance — broadcast (ADS-B) as well as the surveillance data exchange.

3.4 The Commission was informed that additional initiatives to improve the RVSM performance in the Region includes the harmonization of the Manual for Point of Contacts (PoCs) accredited to the CAR/SAM Monitoring Agency (CARSAMMA) with the guidelines of CARSAMMA in order to improve functional duties of the PoCs and optimize the quality of data provided by the States to CARSAMMA. The Commission noted, with satisfaction that, overall, there was a significant reduction in the number of identified air navigation services (ANS) deficiencies in the GREPECAS member States.

3.5 The Commission noted GREPECAS/19's request to consider the need to update and harmonize the procedure for the collection of data on ANS deficiencies and the concerns raised that some States in the Region do not provide the requested data or do not submit them properly, making it difficult for GREPECAS to have sufficient and complete data to properly assess progress. The Commission noted the need to establish a reliable data source to develop harmonized ANS indicators for common acceptance and reporting of ANS implementation.

4. Review of the RASG-PA/11 Report

4.1 The Commission noted the concern raised by the RASG-PA/11 regarding the mismatch between the frequency of the Universal Safety Oversight Audit Programme (USOAP) audit cycle and the frequency for RASGs to report the level of progress of regional implementation of the GASP. It was noted that there is incompatibility between the references to achieve the GASP targets that depend on the increase in effective implementation (EI) and the frequency of the USOAP audit cycle (which currently constitutes the only recognized mechanism for measuring such progress) and the frequency with which RASGs are required to report the level of progress of regional implementation.

4.2 The Commission noted that a regional initiative is implemented, which allows to measure some indicators without the need to wait for the next USOAP audit cycle and enables the Regional Office to prioritize and plan assistance missions. The Commission welcomed the opportunity offered to address this concern with the ongoing work of the GASP Study Group (GASP-SG) in relation to the RASG-PA suggestion to consider allowing regional groups to report GASP implementation using EI or alternative means.

4.3 The Commission requested the Secretariat to further consider the suggestion from RASG PA to the GASP-SG to allow regional groups to report GASP implementation progress using EI or alternative means.

5. Suggested Actions

5.1 The meeting is invited to:

- a) note the actions taken by the Council related to the review of the GREPECAS/19 and RASG-PA/11 report review; and
- b) take action as appropriate.

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