



**Thirty Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(ESC/38)**

Lima, Peru, 24 to 25 May 2023

Agenda Item 3: RASG-PA – GREPECAS Coordination

RASG-PA-GREPECAS COORDINATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
GREPECAS and RASG-PA have committed to ensuring efficient coordination to avoid duplicating efforts and maximize benefits to the Member States of these Regional Groups. While GREPECAS works to implement the 7th. Edition of the Global Air Navigation Plan (GANP) considering the Aviation System Block Upgrades (ASBU) and the Basic Building Blocks (BBB), the RASG-PA works to implement the Global Aviation Safety Plan (GASP).). The strategic coordination between both Regional Groups is fundamental in the regional projects related to the implementation of the GANP and GASP.	
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"> • Previous RASG-PA ESC meetings • • RASG-PA 12 Meeting • • GREPECAS/20 and eCRPP/04 meeting • • GREPECAS Procedures Manual • • RASG-PA Procedures Manual

1. Introduction

1.1 The Regional Aviation Safety Group - Pan America (RASG-PA) currently carries out activities aligned with the strategic objective “Operational Safety” and with the Global Aviation Safety Plan (GASP). For its part, the CAR/SAM Regional Planning and Execution Group (GREPECAS) establishes actions focused on the ICAO strategic objective “Air navigation capacity and efficiency” and with the Global Air Navigation Plan (GANP).

1.2 Taking into account that each regional group carries out its work according to its respective strategic objectives, the implementation of the global plans and the respective regional plans, communication and coordination activities are developed that are essential between both, because their projects and processes continuously they are interconnected, in the sense that safety actions must be implemented taking into account the impact on the capacity and efficiency of civil aviation systems.

1.3 Over time, both RASG-PA and GREPECAS have harmonized activities within the scope of their own responsibilities, avoiding duplication of efforts or generation of inefficiencies, due to the high existing level of coordination.

1.4 There are currently aspects of improvement that allow each group to know the current status of all the projects and processes of the other group in communication and coordination in terms of planning and execution between the groups, increasing the opportunities in which there is some degree of joint participation.

2. Discussion

2.1 Firstly, it is important to mention that during the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty Second Scrutiny Working Group (GTE) Meeting (GTE/22), held at the ICAO NACC Regional Office, from 26 to 30 September 2022, IATA presented WP/10, which was discussed and the Meeting adopted the Terms of Reference. (ToRs), which formalized the collaboration methodology for the review of safety data/information related to Large Height Deviations (LHD) and other Traffic Accidents/Incidents, between the GTE and the PA-RAST, as well as the notices resolution of the avoidance system (TCAS-RA), supporting the cooperative work between GREPECAS and RASG-PA, avoiding duplication and with the objective of strengthening the coordination of reported events and mitigating safety risks in the Regions NAM/CAR/SAM (Conclusion GTE/22/04: SUPPORT FOR *GREPECAS/RASG-PA COLLABORATION* shown in **Appendix** to this WP).

2.2 With the generation of such diverse information in safety, such as: loss of control in flight (LOC-I), impact with terrain without loss of control (CFIT), runway safety (RS) and collision in the air (MAC), this information currently contributes to decision-making in GREPECAS and RASG-PA. To cite an example, such information supports the development/update of the CAR/SAM Air Navigation Plan (ANP) and even defines other relevant regional priorities to maintain the highest level of operational safety in Pan America.

2.3 On the other hand, the GREPECAS and RASG-PA Secretariats must complement each other in favour of progress, performance and be facilitators in the sharing of data and validated and updated information that allows the breakdown of work in smaller structures, in support of the implementation of Aviation System Block Improvements (ASBU), for this reason it is considered important to maintain the "Back to Back" Meetings in the same way as it has been done in the two previous meetings and subsequently seek a continuous, coherent development and certain of the decisions or even conclusions between both GREPECAS and RASG-PA groups.

2.4 The latest version of the RASG-PA Procedures Manual establishes that RASG-PA will discuss operational safety aspects with GREPECAS (of air navigation systems and services), as well as RASG-PA will report coordination issues carried out with GREPECAS. And in the same way, in the respective GREPECAS Procedures Manual, a continuous update is formalized, especially with regard to coordination with RASG-PA.

2.5 Coordination between groups could be expanded by holding meetings with an open agenda to discuss areas that could increase their efficiency before planning actions, such as:

- The optimization of the information from the air navigation deficiencies database (GANDD), through a new ANS deficiencies detection program in the States (type A deficiencies, detected by the Users), as an interface between GREPECAS and RASG-PA, evaluating the risks, the above would help to plan the GREPECAS, PPRC and RASG-PA meetings for its solution.
- The exchange of safety data for the RASG-PA, based on agreements between States, mainly in what refers to feeding and/or complementing the data used to carry out risk analysis of the PA-RAST to the efficiency and capacity of ANS and thus take the required mitigation actions in a timely manner. With the support of the GREPECAS Data Analysis Group (DAWG).
- Follow-up of Conclusions/Decisions of GREPECAS or RASG-PA, or joint GREPECAS/RASG-PA whose actions are transversal to both Regional Groups

2.6 Within the current coordination, the elements have been optimized to expand work collaboration:

- Common tasks among the Regional Groups- previous experiences Eg. Obstacles on Aeronautical Charts of (GREPECAS/AIM), Runway Safety (GREPECAS/AGA),
- Language Competence (GREPECAS/ATM)
- ANS deficiencies,
- FPL (GREPECAS-CNS/AIDC-AIM)
- those mentioned in **paragraph 2.1**
 - Generic, liaison and harmonized ToR Applied to GREPECAS and RASG-PA
 - Communication, coordination and mutual support between Secretariats and Working Groups.
 - Internal report (GREPECAS and RASG-PA and vice versa)
 - Independent websites for GREPECAS and for RASG-PA (including SMS)
 - Ad-hoc groups
 - Data Analysis Groups

2.7 In addition, work is being done on the review of the following GREPECAS/20 Conclusions:

- a) GREPECAS/20/16: *GASP-GANP AD-HOC GROUP*
- b) GREPECAS/20/17: *MANAGEMENT OF OPERATIONAL SAFETY KPIS IN THE GREPECAS / RASG-PA JOINT WORK FRAMEWORK*

These conclusions refer to the joint work that both Regional Groups must carry out to study the feasibility of including, in Volume III, the Key Performance Indicators (KPI) for the key area of operational safety (KPA: safety) included in the seventh edition of the GANP.

2.8 The Secretariat has reviewed the requirements of the Key Performance Indicators (KPIs), of the Safety area, included in the Seventh Edition of the GANP jointly. This action has found that the objectives of the KPIs coincide with tasks undertaken by RASG-PA, in the areas covered by the three KPIs, for which reason it has been agreed that, for Vol. III of the e-ANP CAR/SAM, The inclusion of these Safety KPIs will be supported by the RASG-PA tasks, in order not to overlap efforts and have a single indicator. Considering the above, the meeting could consider issuing the following conclusion:

CONCLUSION ESC/38/XX		FOLLOW-UP TO THE GREPECAS/20-16 AND GREPECAS/20-17 CONCLUSIONS	
What: That, considering that the Conclusions of GREPECAS/20, mentioned in literals a) and b) of paragraph 2.6 make references to the KPIs introduced by the Seventh Edition of the GANP for the Safety area, the Meeting urges: a) the inclusion of the three KPIs of the Safety KPA, in Vol. III of the e-ANP CAR/SAM be supported by the work carried out by the RASG-PA Regional Group; b) Establish as baselines, of these KPIs, in Vol. III of the CAR/SAM e-ANP, the indicators that RASG-PA currently has. c) Urge the GREPECAS Secretariat to circulate this proposed Conclusion for its approval via FAST-TRACK; d) Consider the Conclusions GREPECAS/20-16 and GREPECAS/20-17 concluded or finalized		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: Because the RASG-PA has a work of evaluation and follow-up of these KPIs proposed by the Seventh edition of the GANP, and relying on this work will avoid double effort and generate two indicators that could be objects of discrepancies.			
When: GREPECAS-RASG-PA Back to Back Meeting		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:			

2.9 The agreements indicated in the previous numeral lead us to terminate the Conclusions GREPECAS/20/16 and GREPECAS/20/17.

3. Proposal for GREPECAS-RASG-PA coordination improvements.

3.1 The Global Aviation Safety Plan (GASP) establishes objectives linked to the Global Air Navigation Plan (GANP) such as Objective 6 of the GASP, which focuses on the need to guarantee adequate infrastructure (if available) to guarantee safe operations in air navigation.

3.2 Keep the coordination focal points updated for their participation in both RASG-PA and GREPECAS groups, providing a link or interface to address the effective follow-up of issues, as well as the harmonization of projects where there is mutual participation, data sharing and information etc.

3.3 A key element for the collaboration between RASG-PA and GREPECAS is that States actively participate in these regional groups; Likewise, it is recommended that the coordination of activities between RASG-PA and GREPECAS be optimized, proposing that memorandums of understanding

(MoU) be developed for the cooperation of these regional groups, with the States and other entities or International Organizations, regarding the sharing of Data that could be sensitive in both groups.

3.4 Finally, it is emphasized that GREPECAS and RASG-PA are complementary in promoting the implementation of the GANP and GASP at the CAR/SAM regional level, in consideration of achieving sustainable growth and improving air transport safety. The responsibilities must be clearly defined between the respective GREPECAS and RASG-PA Secretariats, in terms of what is described in the Procedures manuals of each Group, specifically in their Terms of References (ToRs), to carry out the coordination and actions leading to specific way.

4. Suggested actions

4.1 The Meeting is invited to:

- a) Take note of the content of this Working Paper;
- b) review the conclusion proposed in paragraph 2.8 and, if they consider it appropriate, approve it;
- c) analyse new improvement proposals for the GREPECAS - RASG-PA interaction;
and
- d) take other actions as deemed necessary.

APPENDIX

DRAFT CONCLUSION	
GTE/22/04	SUPPORT FOR GREPECAS/RASG-PA COLLABORATION
<p>What:</p> <p>That, In order to strengthen the collaboration between GREPECAS and RASG-PA, promoting the exchange of information that supports the mitigation of safety events identified in the CAR/SAM Regions</p> <p>a) GTE endorse the adoption of the Terms of Reference for the collaboration between the GREPECAS and the RASG-PA as presented in the Appendix of GTE/22 — WP/10; and</p> <p>b) the rapporteur of the GTE inform GREPECAS/20 meeting of the favourable opinion on the aforementioned terms of reference.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To promote the sharing of information to enhance safety in the CAR/SAM Regions</p>	
<p>When: GREPECAS/20</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>GTE Rapporteur</p>