



**Agenda**

**Item 5:**

**Safety**

**COORDINATION GTE and RAGS-PA**

(Prepared by Uruguay)

**SUMMARY**

This working paper presented by Uruguay evaluates the changes of the seventh edition of the Global Air Navigation Plan (GANP) analyzing the 4 performance indicators and the need for coordination between GREPECAS and RASG-PA.

**References:**

- ICAO Assembly, at its 41st session
- Twenty Third Meeting of the Scrutiny Working Group (GTE/23) of the Regional Planning and Implementation Group CAR/SAM (GREPECAS).

**1. Background**

1.1 At the recent ICAO Assembly, at its 41st session, the seventh edition of the GANP was presented with some changes. In particular, the key safety performance area of the GANP performance framework is updated to contribute to consistency and consistency in the performance management aspects shared by the GANP, the Global Aviation safety Plan (GASP, Doc. 10004), and *the Global Aviation Security plan* (GASeP, Doc. 10118).

1.2 This highlights the importance of having a strong air navigation system, achieving the expected levels of safety in addition to connecting the essential services described in the framework of the Basic Building Blocks (BBB) with the Protocol Questions (PQ) of the Universal Safety Oversight Audit Programme (USOAP).

**2. Analysis**

2.1 GREPECAS, Regional Planning and Execution Group CAR/SAM, is responsible for the development and maintenance of air navigation plans and provides the planning and implementation of air navigation systems within specific areas, according to globally and regionally agreed planning frameworks.

2.2 While the Regional Aviation Safety Group - Pan America RASG-PA supports the implementation of ICAO's GASP Global Aviation Safety Plan and complies with the approval of the ICAO Council of Regional Aviation Safety Groups (RASG), with the aim of addressing global aviation safety issues from a regional perspective.

2.3 The GREPECAS Scrutiny Working Group (GTE) and the Pan American Regional Safety Team (RASG-PA) have been tasked with avoiding duplication of efforts in upper airspace risk mitigation activities between both groups and aims to strengthen the coordination of reported events in order to mitigate safety risks in North America, Central America and the Caribbean (NACC) and South America (SAM).

2.4 The exchange of data will be carried out under the confidentiality reference framework that governs each of the groups, understanding that the information exchanged will only be used to improve the operational safety of the airspace of the CAR/SAM Regions.

2.5 The exchange of data between the GTE and the RASG-PA shall be done in such a way that does not compromise the future availability of the data, taking into consideration the need to use the data only to identify regional trends, systematically analyse the causes, without specifying any airspace, operator or service provider.

2.6 Uruguay participated in the Twenty-Third Meeting of the Scrutiny Working Group (GTE/23) of the Regional Planning and Implementation Group RAC/SAM (GREPECAS) where it was concluded:

***GTE/23/1 COORDINATION GTE PA-RAST***

*That, considering the benefits and also the challenges identified in the exchange of data between the GTE and the PA-RAST, as part of the cooperation mechanism between GREPECAS and RASG-PA, the scrutiny group agrees:*

*(a) The exchange of data between the PA-RASP and the GTE in accordance with the approved terms of reference is further encouraged;*

*(b) Additional data exchange mechanisms are identified, including the participation of the GTE secretariat in PA-RAST meetings held at ICAO offices;*

*(c) Report to the PIRG and RASG of the Pan American Region on the progress and challenges identified in the exchange of these data.*

**3. Suggested actions**

3.1 It is suggested to the Meeting:

- a) Take note of the information submitted for further dissemination to ANSPs/States;
- b) work on data exchange between GTE and PA-RAST, given the relationship between TCAS RA and LHDs data; and
- c) increase and standardize training based on performance indicators in the region.