



Agenda Item 2: Review of the GREPECAS Terms of Reference

(Presented by the Secretariat)

Summary

This working paper presents the GREPECAS Terms of Reference of the CAR/SAM Regional Planning and Implementation Group.

1. Introduction

1.1 The Terms of Reference of GREPECAS are in agreement with the work that the Group must develop. Nevertheless, according to the requirements of the ICAO Council, the Air Navigation Commission is analysing the Terms of Reference of the Regional Planning and Implementation Groups (AN-WP/8277, included as **Appendix A**). It is expected that this work can be finished during the first semester of the current year. Therefore, the revision of the Terms of Reference, in this opportunity would be unnecessary in the understanding that they should be aligned with the actions to be adopted by the ICAO Council. The GREPECAS Terms of Reference are presented in **Appendix B** to this working paper.

2. Action by the Meeting

2.1 The Meeting is invited to take note of this working paper and wait the decision of the ICAO Council regarding the amendment to the Terms of Reference of PIRGs to proceed accordingly.

APPENDIX A



International Civil Aviation Organization

WORKING PAPER

AN-WP/8277

26/11/07

AIR NAVIGATION COMMISSION

AN Programme D3-FWK-IPP: Air Navigation Integrated Programme

**INCREASING THE EFFECTIVENESS OF PLANNING AND
IMPLEMENTATION REGIONAL GROUPS (PIRGs)**

(Presented by the Chairman of the Ad Hoc Working Group on PIRGs)

SUMMARY

The most recent review of the terms of reference of planning and implementation regional groups (PIRGs) took place in 2002. However, in February 2006, the Council agreed that it was time to reconsider the format and method of processing the ANC reports, as well as the terms of reference of the PIRGs and that a report be presented on this subject to the Council ([C-DEC 177/1](#) refers). During the review by the ad hoc working group that was established by the Commission, it was agreed that the terms of reference are current. Nevertheless, the ad hoc working group suggested certain measures to increase the efficiency of PIRGs, such as the participation of ANB experts in the work of sub-groups, and to open the membership of PIRGs to all respective accredited States. Also, it was agreed that security matters require a different type of expertise and cannot be addressed by the PIRGs. It was recognized that PIRGs deal with safety issues within the context of air navigation planning matters and identified deficiencies, and should continue to do so. In terms of the current format of the PIRG reports, as this is developed essentially to serve the needs of the States, no change is envisaged. With regard to reporting to the Council on PIRG reports, it is proposed that a consolidated report to the Council, in PowerPoint format, containing the ANC analysis of the regional air navigation developments and the status of the resolution of air navigation deficiencies be presented annually.

Action by the Air Navigation Commission is in paragraph 7.

REFERENCES

[AN-WP/8121](#)

[ANC 171-13](#)

[C-DEC 177/14](#)

[C-DEC 177/1](#)

1. INTRODUCTION

1.1 On 20 February 2006, during its review of the report of the sixteenth meeting of the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/16), the Council agreed that it was time to reconsider the format and method of processing the reports of the Air

Navigation Commission, as well as the terms of reference of the PIRGs ([C-DEC 177/1](#)). It was recorded in the Council Decision that a report would be presented to the Council regarding the new approach to PIRG reports and the terms of reference of the PIRGs.

1.2 An initial review was undertaken by a small working group consisting of members of the Secretariat and members of the Commission. The outcome of the review by this group was made in a report to the Commission on 14 March 2006 ([ANC 171-13](#); [AN-WP/8121](#) refer). An interim oral report was also made on 17 March 2006 by the President of the Air Navigation Commission to the Council ([C-DEC 177/14](#) refers) and, furthermore, the matter was brought to the attention of the fifth meeting of All Planning and Implementation Regional Groups (ALLPIRG/5, Montreal, 23 and 24 March 2006). At that time, the President of the Commission reported that, inter alia, the Commission recognized that the work being carried out by PIRGs, as well as their reporting processes, should be related to the Business Plan of the Organization, the revised Global Air Navigation Plan and the working methods of the Secretariat and the Commission.

1.3 ALLPIRG/5 reviewed the role of PIRGs in the context of the Global Air Navigation Plan, aviation safety and aviation security. The ad hoc working group recalled that PIRGs had been providing excellent feedback to ICAO in terms of the issues to be addressed in order to translate Standards and Recommended Practices (SARPs) into implementation plans.

2. WORK PROGRAMME AND TERMS OF REFERENCE OF PIRGS

Work programme

2.1 The ad hoc working group met with the Secretaries of the PIRGs during the Full Senior Management Group Meeting (Montreal, 16 to 18 May 2007). It was agreed that PIRGs are primarily responsible for the development and maintenance of regional air navigation plans as well as the identification and resolution of air navigation deficiencies and that the current terms of reference of PIRGs are in line with the work performed by the planning groups. It was noted that PIRGs are a planning and coordination mechanism and that, while implementation is the responsibility of States, PIRGs could play a significant role in supporting the implementation of SARPs. Furthermore, the ad hoc working group recognized the importance of providing technical expertise and guidance to Regional Offices so as to enhance integration of Regional Offices and Headquarters, and consequently endorsed the participation of ANB experts in the work of relevant sub-groups.

Terms of Reference

2.2 It was noted that Security was included in the terms of reference of only two PIRGs – CAR/SAM Regional Planning and Implementation Group (GREPECAS) and AFI Planning and Implementation Regional Group (APIRG) – with GREPECAS doing limited work in this field. It was recognized that security matters are of a different nature and scope and require a totally different kind of expertise, and therefore do not fit into the activities of PIRGs. Consequently, it was agreed that security-

related items should not be included in the work programme of PIRGs and that the terms of reference of GREPECAS and APIRG should be amended accordingly.

2.3 Regarding the inclusion of Flight Safety in the work programme of PIRGs, the majority of members agreed that the involvement of PIRGs in flight safety issues is not feasible in the current regional air navigation planning structure. To include this item in the region would require a different mechanism to accommodate experts provided by States and other bodies, such as maintenance organizations, airline/cargo operators and pilots' associations. However, there is a need to address specific flight safety issues in line with the methodology of the Global Aviation Safety Plan (GASP). It was agreed that PIRGs should continue to concentrate their efforts, at this time, on air navigation issues. The ad hoc working group noted that flight safety issues would be more adequately catered for by GASP. The regional, sub-regional and State action plans, resulting from the application of GASP, might generate specific actions by PIRGs.

2.4 Referring to environmental matters, the ad hoc working group noted that PIRGs address the environmental benefits of CNS/ATM systems within the context of the ATM operational concept, and endorsed this approach.

3. MEMBERSHIP OF PIRGS

3.1 With regard to the membership of PIRGs, the ad hoc working group agreed that all States of the regions should be members of the respective PIRG. This will ensure proper balance in the working methods of the PIRGs and a harmonized approach to regional planning. It was proposed that the terms of reference be amended accordingly

4. FORMAT OF PIRG REPORTS

4.1 The ad hoc working group noted that the PIRG reports were intended to be stand-alone documents developed essentially to serve the needs of States, and consequently agreed that the present format and style meet their requirements. Furthermore, the ad hoc working group noted that the agenda of these PIRG meetings has been standardized and aligned with the Strategic Objectives of the Organization.

5. REVIEW OF PIRG REPORTS BY ANC AND THE COUNCIL

5.1 *ANC Review:* The outcome of PIRG meetings is significant and has to be analysed in a structured manner in order to address the issues and deficiencies raised therein by including it in the work programme at Headquarters through the ICAO Knowledge Sharing Network (IKSN), the successor to the Air Navigation Integrated Programme (ANIP). To implement such an environment, the Commission

developed a *gate process* which is supported by an issue form, a workflow and a list of accredited sources. To meet this gate process, subsequent to each PIRG meeting, the pertinent Regional Office, in coordination with the relevant section at Headquarters and, if required, with concerned State(s), should submit the duly completed issue form to the Planning and Global Coordination Office (PCO) for further action with the Commission. The issue form is to be submitted for only those conclusions which call for action specifically by Headquarters on matters that would involve further development of requisite provisions and guidance material. It may be noted that the process of raising issues is no different for ANC panels, AN study groups or any other body on the accredited sources list.

5.2 *Council Review*: To further improve the way that the Council reviews the work of its PIRGs, the need for an executive summary of the outcome of each PIRG meeting, taking all the elements into consideration, was identified. This action will also avoid duplication and will differentiate between the technical review by the Commission and the overall decision-making process of the Council. The ad hoc working group proposes that, at the end of each year, the Commission present to the Council a consolidated report, in PowerPoint format, containing the ANC analysis of the regional air navigation developments and the status of the resolution of air navigation deficiencies.

6. SUMMARY

6.1 The Ad Hoc Working Group on PIRGs agreed that:

- a) the current terms of reference of PIRGs are sufficient, with the exception of security matters that should be excluded for APIRG and GREPECAS;
- b) PIRGs should deal with safety issues within the context of air navigation planning matters and identified air navigation deficiencies;
- c) from the point of view of States, the current content of PIRG reports reflects the standard agenda of the meetings and provides States with valuable information in the form of stand-alone documents;
- d) to avoid duplication in the technical review by the Commission and the overall decision-making review of the Council, the Commission present, on an annual basis, a consolidated report to the Council, in PowerPoint format, containing the ANC analysis of the regional air navigation developments and the status of the resolution of air navigation deficiencies;
- e) all ICAO Member States of the regions should be members of the respective PIRG;
and
- f) ANB experts participate in the work of relevant sub-groups so as to provide technical expertise and guidance to Regional Offices.

7. ACTION BY THE AIR NAVIGATION COMMISSION

7.1 The Air Navigation Commission is invited to:

- a) note the work conducted by the Ad Hoc Working Group on PIRGs;
- b) agree to recommend to the Council that the terms of reference of the APIRG and GREPECAS be amended to exclude security matters;
- c) agree to recommend to the Council that all ICAO Member States of the regions be included in the membership of the respective PIRG;
- d) agree that the Commission present, on an annual basis, a consolidated report to the Council, in PowerPoint format, containing the ANC analysis of regional air navigation developments and the status of the resolution of air navigation deficiencies;
- e) agree that the current content of PIRG reports should remain unchanged; and
- f) agree that the President of the Commission should present an oral report to the Council on the subject.

C. A. Cirilo
Rapporteur
Ad Hoc Working Group

APPENDIX B**TERMS OF REFERENCE OF GREPECAS**

1. The Terms of Reference of the Group are:
 - a) continuous and coherent development of the CAR/SAM Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;
 - b) facilitate the implementation of air navigation systems and services as identified in the CAR/SAM air navigation plan with due observance to the primacy of air safety and security; and
 - c) identification and addressing of specific deficiencies in the air navigation field.
2. In order to meet the Terms of Reference the Group shall:
 - a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the CAR and SAM Regions;
 - b) assist the ICAO Regional Offices providing services in the CAR and SAM Regions in their assigned task of fostering implementation of the CAR/SAM Regional Air Navigation Plan;
 - c) in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety and security, and propose corrective action;
 - d) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;
 - e) promote, support and facilitate the regional implementation of AVSEC provisions;
 - f) develop amendment proposals for the update of the CAR/SAM Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;
 - g) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of cost/benefit analysis, business case development, environmental benefits and financing issues;

- h) examine human resource planning and training issues and ensure that the human resource development capabilities in the region are compatible with the CAR/SAM Regional Air Navigation Plan;
- i) review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments;
- j) invite financial institutions, as required, on a consultative basis and at a time it considers appropriate in the planning process to participate in this work;
- k) ensure close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources; and
- l) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the GREPECAS only when the Secretary and the Chairperson, through the Administration Coordination Group (ACG), are convinced that it is necessary to do so.

3. Composition

Antigua and Barbuda (*representing Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and Grenadines*), Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, France, Haiti, Jamaica, Mexico, Panama, Paraguay, Peru, Trinidad and Tobago, United Kingdom, United States, Uruguay and Venezuela.

4. Chairman – Normando Araujo de Medeiros (Brazil)
Vice-Chairman – Oscar Derby (Jamaica)
Second Vice-Chairman – Jacques Borsiquot (Haiti)