



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)

Río de Janeiro, Brasil, 13 – 17 October 2008

GREPECAS/15 – WP/43

22/09/08

Agenda Item 5: Management of the GREPECAS Mechanism

5.2 Review of GREPECAS and its Contributory Bodies Terms of Reference and Work Programmes

EFFICIENCY AND SAFETY ENHANCEMENT

(Presented by Colombia)

SUMMARY

This working paper highlights important aspects about the future role of GREPECAS within the ANC considerations, stresses the RASG-PA value in this new scenario and seeks for the support of States to this new scenario.

1. Introduction

1.1 It has been presented to GREPECAS the working paper called INCREASING THE EFFECTIVENESS OF PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs), it has presented by the Secretariat, and it contains detailed information about the Council considerations about the terms of reference of the PIRGs.

1.2 The working paper express how ANC consider 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 but States still have the responsibility of implementation. The Commission examined the possibility of expanding the mandate of PIRGs to cover the broader Strategic Objectives and concluded that their focus should remain on air navigation issues.

1.3 Other important message that comes with the working paper is 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.

1.4 The Commission noted that flight safety issues are most adequately addressed within the framework of the GASP. The GASP implementation needs a structure and might generate specific actions by PIRGs.

2 Discussion

2.1 Regarding Safety, it is important to consider a Western Hemisphere approach, together we must pursue an important safety level and thinking in a hemispheric way we must establish the steps needed to achieve those goals. We need to think about safety in the context of a continent that is integrated by aviation at a rapid rate.

2.2 The Global Aviation Safety Roadmap Workshop carried out in Bogota, showed the interest that is being given to safety in the western hemisphere; whereas other regions built supra-national institutions, we need to start to build a credible institutions centering its attention in safety, instead of trying to work under bilateral basis, or reacting when an accident happen.



2.3 We can not be thinking too small, and it happened in Bogotá, with the creation of the RASG-PA, supported in the safety road map process that is credibled and supported by all the different actors. The RASG-PA has the momentum and it has an important opportunity for the implementation of the GASP.

2.4 UAEAC supports the ANC vision, UAEAC has analized this working paper and has noted that splitting safety and efficiency concepts is the right way to consolidated a new era of progress for the region. UAEAC holds up the development of a consistent and effective strategy, methodology and projects around safety and we consider that GREPECAS has shown the better way to increase efficiency in our CAR/SAM air navigation system.

3. Conclusion

3.1 The frame developed around this working paper denominated “INCREASING THE EFFECTIVENESS OF PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs),” establishes important modifications and seeks to accelerate Grepecas management on the air navigation plan and therefore, it is advisable that States endorse this initiative; also, all togheter must support the RASG-PA, along with the safety road map like the instrument to close the gap of the hemisphere in safety.

4. Action suggested

4.1 The meeting is invited to:

Take note of the information presented in this working paper and to give all its support to the RASG-PA and to take the appropriated messures to orient GREPECAS efforts in the efficiency frame willing by the ANC.