



Agenda Item 3: 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, the Council, when reviewing the effectiveness of planning and implementation regional groups (PIRGs) on 18 March 2008 (C-DEC 183/9 refers), requested the Air Navigation Commission to initiate a study aimed at identifying a regional mechanism to address inter alia safety issues. Further to the Council's request the Commission continued its development of new structures for addressing safety issues through an ad-hoc working group that had been established to consider this subject.

1.2 On 6 October 2009, the Commission (182-5) reviewed the concept for the establishment of Regional Aviation Safety Groups (RASGs) as presented in AN-WP/8401 and decided that the concept of RASGs be transmitted to States and appropriate international organizations for comments before a recommendation is made to the Council. It was highlighted during the discussions that the proposal for RASGs would not fundamentally change the efforts that are presently underway in several ICAO regions.

1.3 On 29 April 2010, the Commission (184-5, AN-WP/8454 and Addendum No. 1) reviewed the outcome of consultation with States and appropriate international organizations. As a result of supportive comments received for the establishment of RASGs the Commission recommends to the Council the establishment of RASGs in all regions.

Coordination between PIRGs and RASGs

1.4 A concern arose related to the parallels that were being drawn between the PIRG framework and the RASGs. It was noted that while the PIRGs did touch on some safety issues, they had been developed to deal with air navigation plans at a regional and global level with ICAO playing a key leadership role. In contrast, safety continued to lie within the sovereignty of individual States. It is expected that States will provide input on how to determine the safety issues to be covered by the RASGs

and those that should remain with the PIRGs. Also, the need for a mechanism for coordination between PIRGs and RASGs was discussed and accordingly this aspect has been reflected in the suggested terms of reference for RASGs as well as for PIRGs.

1.5 RASGs will serve as a regional cooperative forum integrating global, regional, sub regional, national and industry efforts in continuing to enhance aviation safety worldwide. While RASGs will initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations and ATM safety. As the Commission reviews the mandate and terms of reference of PIRGs, it is expected to address in the future an integration of the safety work done by these groups. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated.

1.6 Terms of Reference of RASG-PA are presented in **Appendix A** of this WP.

1.7 The Council considered C-WP/13558, in which the ANC proposed the establishment of Regional Aviation Safety Groups (RASGs) in all regions, with the terms of reference and work programme set forth in the Appendix.

1.8 In taking the action recommended in the executive summary of C-WP/13558, as amended by the President of the Council in light of the discussion, the Council:

- a) approved the establishment of the following RASGs: RASG-PA for the Caribbean, South American, and North American regions (including Central America); RASG-EUR for the European region; RASG-APAC for the Asia Pacific regions; RASG-AFI for the African region and RASG-MID for the Middle East region, with the aim of supporting a regional performance framework for the management of safety;
- b) agreed to the terms of reference of the RASGs as detailed in the Appendix to the paper;
- c) agreed that the report of RASG meetings, similar to reports of planning and implementation regional groups (PIRGs), would be reviewed by the ANC on a regular basis and by the Council as deemed necessary;
- d) approved the inclusion of the sentence “coordinate with respective RASG on safety issues” in the terms of reference of all PIRGs, viz APANPIRG, APIRG, EANPG, GREPECAS, MIDANPIRG and NAT SPG; and
- e) requested the ANC to report to the Council any duplication in the activities of the PIRGs and the RASGs.

1.9 Following this decision and as directed by D/ANB, the Terms of Reference of GREPECAS were circulated, during July this year, for comments with an amendment indicating “*coordinate with respective RASG on safety issues*”.

1.10 No comments against this amendment proposal to GREPECAS TORs were received.

2. **Action by the Meeting**

2.1 The Meeting is invited to take note of this working paper and to recommend the amendments of the Terms of Reference of GREPECAS as shown in **Appendix B** of this WP.

APPENDIX A

RASG-PA TORs

II. TERMS OF REFERENCE

The RASG-PA is established to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation safety risks in the North American, Central American, Caribbean (NAM/CAR), and South American (SAM) Regions and to promote the implementation of resulting safety initiatives by all stakeholders. This will be achieved through the involvement of all stakeholders including ICAO, States, International Organizations and the industry.

Short term

Develop and implement a work programme to continue implementation of the Global Aviation Safety Plan (GASP) and Global Aviation Safety Roadmap (GASR) in the Regions to ensure implementation of resulting action plans.

Longer term

- 1) Using the framework provided by the GASP and GASR, support the establishment and operation of a performance-based safety system for the Pan American region by:
 - a) ensuring that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts;
 - b) facilitating the sharing of safety information and experiences among all stakeholders from the Region;
 - c) conducting follow-up activities as required; and
 - d) in parts of the Region where such a performance-based safety system does not exist, analyzing the risks to civil aviation at the regional level, developing action plans necessary to mitigate the risks, and coordinating and supporting their implementation.
- 2) Provide feedback to ICAO and the ISSG (Industry Strategy Safety Group) to continually improve and ensure an up-to-date global safety framework (GASP and GASR).

APPENDIX B

**GREPECAS TORs
APPENDIX 1**

**REVISED TERMS OF REFERENCE OF THE
CARIBBEAN/SOUTH AMERICAN REGIONAL PLANNING AND
IMPLEMENTATION GROUP (GREPECAS)
(Council Decision, C-DEC 190/4, dated 28 May 2010)**

1. Membership

All ICAO contracting States, who are service providers in an air navigation region and part of that region's ANP, should be included in the membership of that region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International organizations recognized by the Council may be invited as necessary to attend PIRG meetings as observers.

2. 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;
- c) identification and addressing of specific deficiencies in the air navigation field; and
- d) coordinate safety issues with RASG.

3. 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 propose corrective action;
- d) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;

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- e) 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;
- f) 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;
- g) 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;
- h) 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;
- i) 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;
- j) ensure close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources;
- k) 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; and
- l) coordinate with RASG-PA.

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