



**WORKING PAPER**

**ASSEMBLY — 40TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms**

**UPDATE OF THE TERMS OF REFERENCE OF THE PIRGS AND RASGS**

(Presented by Colombia and sponsored by LACAC Member States)<sup>2</sup>

**EXECUTIVE SUMMARY**

This working paper proposes that analysis of USOAP audit findings be included in the updated Terms of Reference of the planning and implementation regional groups (PIRGs) and Regional Aviation Safety Groups (RASGs) so that feasible solutions may be integrated into Regional Air Navigation Plans and/or Regional Aviation Safety Plans.

This mechanism would assist States in taking up the challenge of effectively complying with Standards and Recommended Practices (SARPs) in order to strengthen the foundations that support a safe, protected, efficient and environmentally sustainable air navigation system. The connection of these plans with the Universal Safety Oversight Audit Programme (USOAP) findings (among other inputs) strengthens basic building blocks (BBB) for steady and continued progress in achieving the improvements planned under the Global Air Navigation Plan (GANP) aviation system block upgrade (ASBU). As PIRGs and RASGs work collaboratively and proactively, the top-down approach, from regional plans to States, in relation to the required linkage of USOAP audit findings and national air navigation and aviation safety plans would be very useful.

**Action:** The Assembly is invited to request ICAO to include in the updated terms of reference of the PIRGs and RASGs a full analysis inclusive of USOAP audit findings in order to contribute to compliance with Standards and Recommended Practices (SARPs), through linkages and prioritization in the implementation of solutions formulated in regional air navigation and aviation safety plans, in a top-down approach to nation plans, within the basic building block (BBB) framework for steady progress towards improvements planned under the GANP aviation system block upgrade (ASBU), while improving aviation safety levels.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	<i>Global Air Navigation Plan (GANP, Doc 9750)</i> <i>Global Aviation Safety Plan (GASP, Doc 10004)</i> A40-WP/53 presented by the Council

<sup>1</sup> Spanish version provided by Colombia.

<sup>2</sup> Belize, Bolivia, Brazil, Costa Rica, Chile, Cuba, El Salvador, Guatemala, Honduras, Nicaragua, Paraguay, Peru and Venezuela.

## 1. INTRODUCTION

1.1 The interaction and linkage of information and planning mechanisms are complicated, but indispensable, given that they assist in decision making on the growth of air transport, while improving safety levels in the provision of safe and orderly aviation services.

1.2 Some of these elements are USOAP audit findings in States, regional air navigation plans, regional aviation safety plans, national air navigation plans and safety management systems (SMS).

1.3 USOAP auditing assists States in identifying shortcomings in SARPs implementation and contributes to a full picture of the challenges faced in identifying sound solutions nationally and regionally.

## 2. ANALYSIS

2.1 Regional air navigation plans and regional aviation safety plans, which fall within the purview of PIRGs and RASGs respectively, provide guidance as to the prioritization of State efforts, since they support the implementation of operational improvements that in turn contribute to the improvement of safety.

2.2 Given that ICAO proposes to update the Terms of Reference of the PIRGs and RASGs, it is desirable to include the analysis of USOAP audit findings in order to identify possible solutions and include them in regional air navigation plans and/or regional aviation safety plans.

2.3 States can thus meet the standardization level required in the provision of air navigation services, on the basis of USOAP audit findings, within the basic building block (BBB) framework, to drive change in an orderly manner in the air navigation system as part of the aviation system block upgrade (ASBU).

2.4 The *No Country Left Behind* (NCLB) initiative can thus be supported by effective SARPS implementation and operational improvements under GANP.

## 3. CONCLUSION

3.1 It is important to include a full analysis (together with other inputs) of USOAP audit findings in the PIRG and RASG terms of reference in order to integrate feasible solutions into regional air navigation plans and/or regional aviation safety plans. This top-down and interlinked approach in turn strengthens national plans within the BBB framework for steady progress in achieving the improvements planned under the GANP aviation system block upgrade (ASBU), thus improving safety levels.