**Thirty Second Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/32)**
Ottawa, Canada, 8 to 10 May 2018

Agenda Item 2:   **Review of PA-RAST Action Items and RASG-PA Valid Conclusions/Decisions**

RASG-PA AND GREPECAS COORDINATION ACTIVITIES

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This information paper presents to the meeting, the result of the analysis carried out to the Working Paper/05 presented at the last GREPECAS/18 meeting regarding the coordination between the activities carried out by the PIRG (GREPECAS) and the RASG (RASG-PA).   The GREPECAS Working Paper/05 was widely analysed for the establishment of timely and efficient coordination between GREPECAS and RASG-PA to create synergies and avoid duplication of effort and achieve the highest level of effectiveness.

Strategic Objectives:	• Safety
References:	• Preliminary Report of GREPECAS 18 • RASG-PA procedural handbook

1.   **Background**

1.1   As part of the mandate for the Regional Aviation Safety Groups (RASG) and the Planning and Implementation Regional Groups (PIRGs), the coordination of safety matters with the PIRG is expected from RASG-PA and vice versa for Air Navigation matters. Therefore, in the last GREPECAS meeting held in Punta Cana, the Secretariat presented WP 05, with the objective of informing about the latest activities that have been coordinated between the RASGPA and GREPECAS, among them the one related to the MAC team and the GREPECAS GTE.

2. **Analysis in the GREPECAS meeting**

2.1 As part of the analysis and discussions carried out by the GREPECAS 18 to WP/05, it was pointed out by the representative of the Dominican Republic that it was advisable to carry out an analysis of the information that can be coordinated between GREPECAS and the RASG-PA since this could contribute to do the coordination more efficient and it was recommended the creation of an Ad Hoc group for this task.

2.2 Within the same line of ideas, one of the opinions during the discussion was that one of the possible situations that may be generating the concept of low coordination between the PIRG and the RASG is the lack of knowledge that both groups have of the work of the other.

2.3 As part of the discussion regarding WP/05, the following decision was made:

DECISION GREPECAS 18/9	AD HOC GROUP TO ANALYSE GREPECAS - RASG-PA COORDINATION IMPROVEMENTS	
What: That, in order to identify possible improvements in GREPECAS – RASG-PA coordination, the establishment of an *ad hoc* group, formed by Bolivia, Brazil, Chile, Dominican Republic, Trinidad and Tobago and United States, led by ICAO, is agreed, with the purpose of: a) studying opportunities for improving coordination between GREPECAS and RASG-PA; b) performing its tasks through electronic media; and c) submitting its recommendations to the ICAO Secretariat by **31 August 2018**.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	
Why: To improve synergies between GREPECAS and RASG-PA, to achieve more effective over-all implementation		
When: 31 August 2018	**Status:** Adopted by GREPECAS/18	
Who: ☐ Coordinators ☐ States ☒ ICAO Secretariat ☐ ICAO HQ ☒ Others: ADHOC Group		

2.4 The Ad Hoc group included three States of the North American and Caribbean region and three States of the South American region that take part of the meetings of both groups (PIRG / RASG), and with the coordination of ICAO, acting as secretary.

2.5 ICAO Offices sent a letter to the States requesting the designation of the representatives to the Ad Hoc group to initiate the coordination by electronic means. The terms of reference of the group will be presented in the initial meeting.

2.6   The results of the analysis carried out by the Ad Hoc group will be presented at the next ESC meeting.

3.   Conclusion

3.1   The PA-RAST is requested to:

a)   take note and comment on the information presented in this working paper; and

b)   support the work of the Ad Hoc group.

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