



Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5)
 Mexico City, Mexico, 16 to 18 July 2019

Agenda Item 4: GREPECAS-RASG-PA Coordination Matters

RASG-PA/GREPECAS COMMUNICATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This Working Paper identifies how, further implementation of Project Management principles and procedures in GREPECAS and RASG-PA can benefit the communication between both groups, and is presented as a complement to the improvements that the Presidency of GREPECAS expose in its presentation.</p>	
Action:	Described in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
<i>References:</i>	<ul style="list-style-type: none"> • Global Air Navigation Plan (GANP) • Global Aviation Safety Plan (GASP)

1. Introduction

1.1 CAR/SAM Regional Planning and Implementation Group (GREPECAS) activities are aligned to the ICAO Strategic objective: *Air Navigation Capacity and Efficiency* and with the Global Air Navigation Plan (GANP). Activities of the Regional Aviation Safety Group - Pan America (RASG-PA) are aligned with the ICAO strategic objective *Safety* and with the Global Aviation Safety Plan (GASP).

1.2 Although each of these groups carries out their work according to a different strategic objective and a different global plan, the communication activities between both are essential, their projects and processes may intersect, because improvements in the capacity and the efficiency of the global civil aviation system, should be implemented taking into account its impact to safety, and vice versa.

1.3 Historically, both groups have developed their work in a coordinated manner, within the scope of their activities, and avoiding duplication of efforts, or cause inefficiency. In some cases, such as issues related to the aerodrome certification, GREPECAS has been responsible for monitoring and implementing the corresponding projects and activities, although, due to their nature, it would correspond to the scope of the RASG-PA. This type of situation shows that there is an adequate level of coordination between both groups.

1.4 There are, however, within the planning and implementation process of the projects of both groups, opportunities for communication improvements, which would allow to increase the level of awareness about the current status of each other group projects and processes, especially those in those that both groups have some degree of participation.

2. Opportunities to improve the communication process GREPECAS/RASG-PA

2.1 This Working Paper considers that as part of Agenda Item 2, regarding the "Improvement Proposal for GREPECAS", both RASG-PA and GREPECAS have adopted the project methodology for their work, this will be reflected in more detail in the proposals that the Presidency is proposing in that same sense. This practice will make it possible to streamline the execution and monitoring of projects, and to the extent that they are properly planned and executed, so that it will also allow all the parties involved in Safety and Air Navigation Areas to be aware of the progress of each of the projects with which they are related.

2.2 The proper organization of each project, would allow the identification of each of the stakeholders of those who affect or may be affected by a certain project. In this way, regardless of the group that generates the activity (GREPECAS or RASG-PA), it should be identified as a stakeholder, and as such, included in the communications plan whenever the other group is in some way related to the scope of the project.

2.3 The communications management should contain a description of the means and frequency of communications to parties both internal and external to the project. It facilitates engagement with stakeholders through the establishment of a controlled and bidirectional flow of information.

2.4 To the extent that both groups deepen the implementation of the different elements of the project methodology, and apply their principles during its execution, communications between both groups and also with stakeholders is assured.

2.5 After the presentation of the Information Paper IP/06 - *Improvements to the coordination between GREPECAS and RASG-PA* to the plenary meeting of the Regional Aviation Safety Group (RASG-PA/10 held in Quito, Ecuador, on 20 and 21 June 2019), there was a proposal to establish a Memorandum of Understanding (MoU) to share information and then it became the following Decision:

The secretary of RASG-PA will coordinate with GREPECAS the signature of the confidentiality protocol that allows the presentation of safety protected data in GREPECAS meetings.

Decision RASG-PA/10/XX:

The Secretary of RASG-PA will coordinate with the President of GREPECAS, the signature of the confidentiality protocol that allows the presentation of protected data on the security of operations at GREPECAS meetings.

3. Suggested Actions

3.1 In accordance with the above, the Meeting is invited to:

- a) Take note of the contents of this Study Note;
- b) Coordinate a meeting between GREPECAS and RASG-PA to establish the MoU and discuss common projects
- c) Make the comments that they consider pertinent; and,
- d) Consider the deepening of the implementation of the different elements of the project methodology, including the identification of the interested parties and the management of the communications, to all the projects and processes of both groups.

— END —