



**Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/30)**

Baltimore, United States, 22 to 23 March 2018

Agenda Item 3: Items/Briefings of Interest to the RASG-PA ESC

GREPECAS PREPARATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>he CAR/SAM Regional Planning and Implementation Group (GREPECAS) was set up by the Council of ICAO, in 1990, as recommended by the Second CAR/SAM Regional Air Navigation Meeting, 1989. (Action by Council on Recommendation 14/6 of the CAR/SAM/2 RAN Meeting is set out in Supplement No. 1 to Doc 9543, CAR/SAM/2).</p> <p>During the next GREPECAS meeting will be presented for analysis the most relevant topics related to planning and implementation within the context of air navigation services performed in the Pan-American region since the last PIRG meeting in 2014.</p> <p>This working paper presents the Information about the Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS / 18), that will be held in Punta Cana, Dominican Republic, from April 9 to 14, 2018.</p>	
Action:	Suggested Actions presented in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• RASG-PA Procedural Handbook• GREPECAS Procedural Handbook

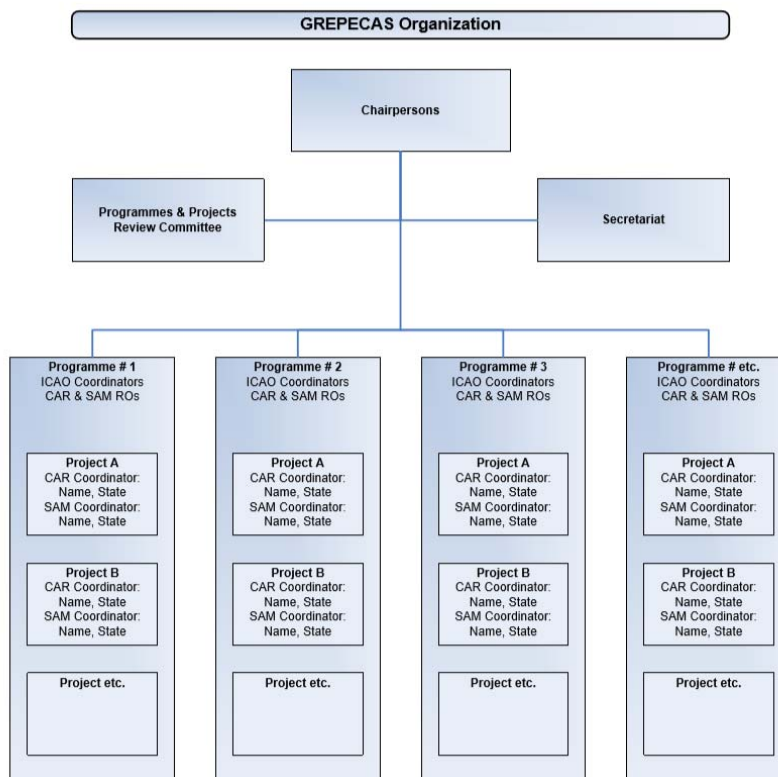
1. Introduction

1.1 The CAR/SAM Regional Planning and Implementation Group (GREPECAS) were set up by the Council of ICAO, in 1990, as recommended by the Second CAR/SAM Regional Air Navigation Meeting, 1989. (Action by Council on Recommendation 14/6 of the CAR/SAM/2 RAN Meeting is set out in Supplement No. 1 to Doc 9543, CAR/SAM/2).

1.2 In accordance with C-WP/13135, Council Decisions C-DEC 183/9 dated 18 March 2008, and C-DEC 190/4 dated 28 May 2010, the objectives of GREPECAS are as follows:

- 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) facilitation of the implementation of air navigation systems and services as identified in the CAR/SAM Air Navigation Plan, giving due priority to air safety;
- c) identification and aiding in addressing specific deficiencies in the air navigation field; and
- d) coordination of safety issues with Regional Air Safety Groups (RASGs).

1.3 The eighth meeting of the GREPECAS Administration Coordination Group (ACG/8) (Mexico City, Mexico, 2011) analyzed the need to restructure the PIRG and its contributory bodies to create a result-oriented organization that is better aligned with ICAO objectives, methodology, and budget restrictions, applying a project-based work methodology. Through the decision 16/45 - New GREPECAS Organization, and Decision 16/47 - Transformation of the GREPECAS subgroups, approved the transformation of the GREPECAS AERMET, AGA/AOP, AIM and CNS/ATM Subgroups and their respective Task Forces into programmes and projects. This evolution towards a program and project-based approach led to a revision of the group structure.



2. Meetings

2.1 The Seventeenth CAR/SAM Regional Planning and Implementation Group Meeting (GREPECAS/17) was held in Cochabamba, Bolivia, from 21 to 25 July 2014, on the premises of the National Institute of Civil Aviation (*Instituto Nacional de Aviación Civil* - INAC).

2.2 During the 17th meeting was review the results of the GREPECAS 16 and the Programmes and Projects Coordination Committee meetings PPRC/1 (Mexico City, Mexico, 25-27 April 2012) and PPRC/2 (Lima, Peru, 16-18 July 2013) and the status of the conclusions and decisions formulated by those meetings. The analysis included a review of the action taken by the ICAO Air Navigation Commission (ANC) regarding the GREPECAS/16 report and of the status of implementation of its conclusions and decisions, as analyzed by the PPRC/1 meeting.

2.3 During GREPECAS 18, the meeting will examine the progress of the current conclusions and decisions of GREPECAS / 17, and the Conclusions and Decisions Projects of the Program and Project Review Committee of GREPECAS formulated at the CRPP/3 and CRPP/4 meetings and approved by the express procedure (fast track).

2.4 The agenda of the 18th meeting includes for analysis many relevant topics related to planning, implementation in the Pan American region;

2.5 In compliance 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; it has been included two working papers regarding RASGPA activities. All the documentation related to the meeting are in the GREPECAS website: https://www.icao.int/SAM/Pages/ES/GREPECAS_Meetings_ES.aspx?year=2018

3. GREPECAS Aerodrome programme F

3.1 GREPECAS has under the Aerodrome programme F two projects:

- *Project CAR AGA F1 – Aerodrome certification improvements*
- *Project CAR AGA F2 – Improvements to runway safety*
- *Project SAM AGA F1 – Aerodrome certification*
- *Project SAM AGA F2 – Runway safety improvements*

3.2 Although most AGA projects are related to safety matters and correspondingly to the implementation of the Global Aviation Safety Plan (GASP) rather than the Global Air Navigation Plan (GANP), both Regional Offices, the Regional Aviation Safety Group – Panamerica (RASG-PA) and GREPECAS agreed that these projects may continue under the GREPECAS umbrella, ensuring an adequate and constant coordination of priorities and recommendations that RASGPA will deliver, through their coordination and communication channels.

3.3 Notwithstanding what was mentioned before, it must be recognized that both projects are more align to GASP than to GANP, therefore, there is a proposal to be put to consideration of GREPECAS/18, to be held in Punta Cana, Dominican Republic, 9 to 14 April 2018, about the development of a transition plan to enable a successful migration of both projects to RASG-PA.

4. Conclusion

4.1 To foster collaboration between RASG-PA and GREPECAS, it is essential that each of the working groups be aware of the activities they are developing as part of the responsibilities of GREPECAS and RASGPA.

4.2 The coordination between the RASGPA and GREPECAS will improve the results in support of the implementation of GANP and GASP; and will contribute to avoiding double efforts in the development of the same activities.

5. Suggested actions

5.1 The meeting is invited to:

- a) Take note of the information presented regarding the next GREPECAS 18 meeting; and
- b) support the activities to improve coordination between the GREPECAS and RASG-PA