International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17)

(Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014)

Agenda Item 2: **2.2 Coordination activities between GREPECAS and RASG-PA**

Strategic and Proactive Coordination between GREPECAS and RASG-PA for ASBU Implementation

(Presented by the United States)

SUMMARY

The GREPECAS and RASG-PA Secretariat committed to ensuring efficient coordination between the two groups as necessary to avoid duplication of efforts. Current coordination work includes *Consistent use of standard Spanish and English phraseology in accordance with ICAO PANS-ATM* and the *Bird Strike Reduction Program*.

As GREPECAS works to implement the GANP with the associated ASBUs and RASG-PA works to implement the GASP, a strategic and proactive analysis of additional areas of cooperation should be completed to ensure that the essential and desirable ASBUs are implemented in the most efficient and safe manner.

Action by the Meeting is in paragraph 5.

References:
- Global Air Navigation Plan (Fourth Edition)
- Air Navigation System Performance-Based Air Navigation System Implementation Plan for the SAM Region (SAM PBIM, Version 1.3)
- NAM/CAR Regional Performance based Air Navigation Implementation Plan (RPBANIP)
- GREPECAS/16 meeting (Punta Cana, Dominican Republic, 28 March – 1 April 2011)
- GREPECAS PPRC/2 meeting (Lima Peru, 16 to 18 July 2013)

---

1.   Introduction

1.1   In March 2013, the Chairmanship of the President of the ICAO Council hosted a PIRG/RASG Global Coordination Meeting (GCM). The meeting agreed, among other things, on the need for a coordination mechanism in each region between the RASG and PIRG to ensure consistency of action and avoid overlap in the implementation of the GANP and GASP. In response to the GCM, GREPECAS amended the terms of reference to include coordination of safety issues with RASG-PA.

1.2   Current coordination work includes *Consistent use of standard Spanish and English phraseology in accordance with ICAO PANS-ATM* and the *Bird Strike Reduction Program.* These two items were identified as having critical safety implications that were related to the air navigation program. The work of GREPECAS and RASG-PA on these issues is to be commended and noted for their improvement of regional issues that need to be addressed.

1.3   As the Pan-American Region works to implement the GANP, ASBUs and GASP, there should be continued strategic and proactive analysis of the NAM/CAR RPBANIP, SAM PBIM and the RASG-PA Strategic Plan to evaluate additional areas of coordination to ensure that the essential and desirable ASBU modules are implemented in the safest and most efficient manner.

2.   Framework Discussion

2.1   Under the framework for coordination, GREPECAS and RASG-PA have agreed to analyze each other's activities in order to avoid duplication of efforts. This agreement, while an excellent start to coordination, is primarily tactical and reactionary. Given the importance of properly implementing the GANP, ASBUs and GASP, GREPECAS and RASG-PA should agree to further coordinate in a strategic and proactive manner. Coordination may consist of a combined analysis of the GANP, ASBUs and GASP to not only avoid duplication but to also determine where each group's strengths and resources jointly support implementation activities.

2.2   The Pan-American Region has led the world in developing joint metrics for air navigation modernization and safety for GANP, ASBU and GASP implementation. The Bogota and Port of Spain Declarations successfully established near and mid-term goals that address both air navigation modernization and safety in relation to the GANP and GASP.

2.3   While the Declarations consolidate air navigation modernization and safety into one document, they are still treated as two separate entities. In many instances, specific topics need to be separately addressed in the PIRGs or RASGs. However, in the metrics of certain ASBU modules there are areas where cross collaboration between GREPECAS and RASG-PA are prudent for safe and efficient implementation.

2.4   For example, in an analysis of the Block 0 modules that were prioritized and categorized as either essential or desired for the NAM/CAR and SAM regions, it was found that there are three shared essential modules and nine shared desired modules. Of those modules one essential and eight desired modules have significant safety implications. These modules include:

Essential:	ACAS Improvements
Desired:	Optimization of Approach Procedures including Vertical Guidance
	Improved Airport Operations through Airport CDM
	Meteorological Information Supporting Enhanced Operational Efficiency and Safety
	Initial Capability for Ground Surveillance
	Increased Effectiveness of Ground-Based Safety Nets
	Improved Flexibility and Efficiency in Descent Profiles
	Improved Safety and Efficiency through the Initial Application of Data Link En-Route
	Improved Flexibility and Efficiency in Departure Profiles- Continuous Climb Operations

2.5   The coordination of a combined analysis of the GANP, ASBUs and GASP and determination of where each group's strengths and resources jointly support implementation activities serves as a framework to further the Pan-American Region's global leadership role.

3.   Need for Coordination in ASBU Trials and Demonstrations

3.1   As regions begin to implement the ASBU modules, they are encouraged to develop trials and demonstrations to validate the interoperability of regional implementation. It is in this regard that coordination is most vital. The above modules, while primarily air navigation focused and under the purview of GREPECAS, contain areas in which the data-driven and results oriented focus of RASG-PA can provide greater fidelity to any trials and validations. Using the vast quantity of data and analytical capability of operational safety, RASG-PA may be able to provide initial modeling that will support the implementation of the ASBU modules. Also in this regard, GREPECAS may be able to leverage the strong relationship between RASG-PA and industry.

3.2   Trials and demonstrations with analytical safety cases further support the benefits of ASBU implementation over the perceived and real costs. In the specific modules listed above, GREPECAS and RASG-PA can demonstrate how implementation will help reduce the key risk areas to the Pan American Region: runway excursions, controlled flight into terrain, mid-air collisions and loss of control in-flight.

3.3   While there is no need to develop new groups, the current structure of GREPECAS and RASG-PA can develop ways and methods to coordinate and work towards a strategic and proactive approach to the safe and efficient implementation of the ASBUs. On varying levels, the GREPECAS Secretariat and RASG-PA Executive Steering Committee (ESC) may be best suited for strategic planning while the GREPECAS Programs and Projects Review Committee (PPRC) and the RASG-PA Teams may be best suited for the proactive analysis.

4.   Conclusion

4.1   While there is no need to develop new groups, the current structure of GREPECAS and RASG-PA can develop ways and methods to coordinate and work towards a strategic and proactive approach to the safe and efficient implementation of the ASBUs. On varying levels, the GREPECAS Secretariat and RASG-PA Executive Steering Committee (ESC) may be best suited for strategic planning while the GREPECAS Programs and Projects Review Committee (PPRC) and the RASG-PA Teams may be best suited for the proactive analysis.

5.   Actions by the Meeting

4.1   The Meeting is invited to:

a) continue to work with RASG-PA to ensure lack of duplication,

b) find means to further coordinate to develop a strategic and proactive analysis of greater areas of cooperation to ensure that the essential and desirable ASBUs are implemented in the most efficient and safe manner,

c) work with RASG-PA to ensure development and cross collaboration of any trials and validations regarding regional ASBU implementation.

- END –