



**Fourth GREPECAS–RASG-PA Joint Meeting and  
Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group  
(GREPECAS/22)**

Virtual Phase (Asynchronous, 16 September to 11 October 2024)  
In-Person Phase (Lima, Peru, 20 to 22 November 2024)

**Agenda Item 2: Updates on GREPECAS-RASG-PA Joint activities**

**GREPECAS-RASG-PA COORDINATION**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

Coordination between the **CAR/SAM Planning and Implementation Regional Group (GREPECAS)** and the **Regional Aviation Safety Group–Pan America (RASG-PA)** ensures efficient work, avoids duplication of efforts and allows Member States, from both CAR/SAM Regional Groups, to benefit from the coordinated analysis and implementation of corrective and mitigating actions to improve safety, efficiency and capacity in Air Navigation Services (ANS), while achieving the goals and vision of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP).

<b>Action:</b>	Described in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Air Navigation Capacity and Efficiency</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• RASG-PA Executive Steering Committee (ESC) meetings reports</li> <li>• RASG-PA/13 Meeting Report</li> <li>• GREPECAS/21 Meeting Report</li> <li>• GREPECAS Procedural Handbook</li> <li>• RASG-PA Procedural Handbook</li> </ul>

**1. Introduction**

1.1 The CAR/SAM Planning and Implementation Regional Group (GREPECAS) establishes actions focused on ICAO's strategic objective on "Air Navigation Capacity and Efficiency" and the Global Air Navigation Plan (GANP). On the other hand, the RASG-PA carries out activities aligned with the strategic objective on "Safety" and with the Global Aviation Safety Plan (GASP).

1.2 To facilitate coordination and ensure the efficient use of resources, the joint Plenary Meeting of GREPECAS/20 and RASG-PA/12 approved Conclusions GREPECAS/20/14 and RASG-PA/C12/2022. These conclusions included the approval of a list of joint activities between GREPECAS and RASG-PA, along with potential future joint activities that could be undertaken.

1.3 In 2023, this list of joint activities between GREPECAS and RASG-PA was updated during the virtual (asynchronous) meeting of GREPECAS/21 and RASG-PA/13, resulting in Decision 21/01 and Conclusion RASG-PA13/C4/2023 of the respective Final Reports, which includes the following activities:

- a) Collaboration between the Scrutiny Working Group (GTE) and the RASG-PA Mid-Air Collision Working Group (MAC);
- b) CAR and SAM Runway Safety Team (RST) Implementation Project;
- c) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – SAM;
- d) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – NACC;
- e) Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM Regions;
- f) PA-RAST Controlled Flight Into Terrain Working Group Project for the mitigation of CFIT type accidents;
- g) Activities related to Unmanned Aircraft System(s) (UAS)/ Remotely Piloted Aircraft System (RPAS);
- h) Aeronautical Information Service (AIS) personnel competency evaluation; and
- i) Activities related to the prevention of turbulence related accidents.

## 2. Analysis

2.1 After two years of conducting these joint activities, GREPECAS and RASG-PA observed that some activities, despite their collaborative efforts, align more closely with the objectives of one group than the other. This is particularly evident in the case of the Regional Planning and Implementation Groups (PIRGs) and the Regional Aviation Security Groups (RASGs) in the CAR/SAM region.

2.2 In this context, the status of each joint activity between GREPECAS and RASG-PA is summarized as follows:

Joint activity between GREPECAS and RASG-PA	Status
a) Collaboration between the Scrutiny Working Group (GTE) and the RASG-PA Mid-Air Collision Working Group (MAC);	See Appendix A
b) CAR and SAM Runway Safety Team (RST) Implementation Project;	See Appendix B
c) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – SAM;	Completed
d) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – NACC;	No progress reported by Mexico- suggest to cancel this project
e) Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM Regions;	See Appendix C
f) PA-RAST Controlled Flight Into Terrain Working Group Project for the mitigation of CFIT type accidents;	See Appendix D

g) Activities related to Unmanned Aircraft System(s) (UAS)/ Remotely Piloted Aircraft System (RPAS);	Pending development
h) Aeronautical Information Service (AIS) personnel competency evaluation; and	Activities limited to GREPECAS- not for joint RASG-PA-GREPECAS activities
i) Activities related to the prevention of turbulence related accidents.	Activities limited to RASG-PA - not for joint RASG-PA-GREPECAS activities

2.3 In light of the 14<sup>th</sup> Airconf Recommendations, a review of these joint activities shall be done in the Plenary of GREPECAS RASG-PA in November.

2.4 In order to update the progress of these coordinated activities into the GREPECAS and RASG-PA annual report to be submitted to the Air Navigation Commission (ANC) and the ICAO Council, the Secretariat will include in the annual Report to ANC the progress and updates listed in this Paper.

### 3. Suggested Actions

3.1 The Meeting is invited to:

- a) Take note of this working paper;
- b) Review and if appropriate, approve the action suggested in 2.4; and
- c) Take other action as deemed necessary.

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## APPENDIX A

### Scrutiny Group (GTE) and Pan America Regional Aviation Safety Team (PA-RAST) Joint Activities

**Current status: ( ) Completed or ( X ) In process**

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#### Scope and Objective

- For the purposes of trend analysis, reported occurrences will be reviewed and observed: Large Height Deviation (LHD) and Traffic Collision and Avoidance System-Resolution Advisory (TCAS-RA) Advisories within FL245 and above.
  - For the purposes of safety management activities, the events reviewed and monitored in the region will be those indicated by the GTE and the PA-RAST-
  - Identify safety opportunities for improvements and conduct a strategic review.
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#### Background

Based on the *GREPECAS/20/11 Decision* and after an exhaustive analysis of the activities of each group and the identification of the potential benefit of data exchange for the improvement of operational safety.

The details are available in GREPECAS/21 WP/05.

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#### Progress, achievements and/or deliverables from November 2022 to date:

- As part of the collaboration between the GTE/PA-RAST Joint Coordination Group activities, during the GTE/24 Meeting IATA and the FAA presented TCAS-RA hotspot information as part of the exchange of information from the Global Aviation Data Management (GADM)/Flight Data exchange program and the Aviation Safety Information Analysis and Sharing (ASIAS) system, which showed TCAS-RA events captured in the upper airspace for the periods under review.
  - ICAO highlighted some of the continued LHD waypoint hotspots and the need for safety assessment and action plans to be provided by the FIR's involved.
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#### Next steps or actions:

##### Joint activities:

- **Integration/evaluation of analysis from validated LHD events in joint group work**
- Prioritize CAR/SAM region LHD's/TCAS –RA: Ad-hoc group formation for the identified FIR's
- Continued engagement and participation in GTE/PA-RAST regularly scheduled in-person meetings
- GTE/PA-RAST to evaluate the feasibility of a work program to address delayed communications by crews when crossing into a New FIR

#### GREPECAS:

- Seek approval in the GREPECAS plenary and publish the Caribbean and South America Upper-Airspace Safety Bulletin (CAR/SAM UASB)

**RASG-PA:**

- PA-RAST to evaluate the feasibility of continued monitoring of the SPI to measure GANP - 23 variant 3

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## APPENDIX B

### CAR/SAM RUNWAY SAFETY TEAM (RST) IMPLEMENTATION PROJECT

**Current status:** ( ) Completed or ( X ) In process

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#### Scope and Objective

CAR and SAM RST Implementation Project (RASG-PA ESC/37/C3) has as its main objective to achieve the goal of “Establish and implement effective local RST at selected international aerodromes by 2025”, for the States and aerodromes of the CAR and SAM Region.

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#### Background

Runway safety remains one of the high-risk categories that needs to be addressed to mitigate the risk of fatalities in international civil aviation. ICAO Assembly Resolution A37-6 on Runway Safety urged States to take measures to improve runway safety, including the establishment of runway safety programmes using a multidisciplinary approach that includes at least regulators, aircraft operators, air navigation service providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other events related to runway safety.

Under the CAR and SAM RST Implementation project, the following deliverables are planned:

- D1- D1-RST implementation plan by State;
  - D2- RST Effectiveness Mechanism;
  - D3- Project repository/project workplace;
  - D4- Runway Safety Teams (reports); and
  - D5- Specific training on Runway Safety Teams.
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#### Progress, achievements and/or deliverables from November 2022 to Date:

- The D3-Repository/project workplace (completed);
- Workshop on Runway Safety Team (RST) event took place at Mexico City, Mexico, 23 to 26 May 2023, to provide guidance to support States and airport operator in the process of implementing RST at its international airports.
- In 2023, RST Go-Teams was held in St. Kitts and Nevis, involving the RST implementation initiative at four international aerodromes in the Caribbean.
- In 2024, RST Go-Teams missions took place at El Salvador San Óscar Arnulfo Romero y Galdámez International Airport (MSLP) in El Salvador; Juan Santamaria International Airport (MROC) in Costa Rica; Jorge Chavez International Airport (SPJC) in Lima; Palmerola International Airport (MHPR), Juan Manuel Gálvez International Airport (MHRO) and Ramón Villeda Morales International Airport (MHLM) in Honduras.
- By 2024, RST Go-Teams are scheduled to be implemented at the international airports in Paraguay and Colombia.

- The baseline at the beginning of the project was 43% for the CAR and for the SAM Region currently is 54% (total of 149 in CAR and 104 in SAM), therefore, an increase of 28 international airports with RST since 2022.
  - The Efficiency Mechanism (D2- RST) is completed. This questionnaire to evaluate the efficiency of the implemented RST was applied in RST Go-Teams missions at international airports in El Salvador, Costa Rica, Honduras and Peru.
  - For SAM Region the Dashboard available at:  
<https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx>
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**Next steps or actions:**

**RASG-PA:**

- Follow-up and finalize the following products:
  - D1- D1-RST Implementation Plan by State (in progress);
  - D4- Runway Safety Teams reports (in progress); and
  - D5-Specific training in Runway Safety Teams (in progress).

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## APPENDIX C

### Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM regions.

**Status: ( ) Completed or (X) In process**

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#### Scope and Objective

Development of a pilot training project to improve linguistic competence in air traffic controllers of the Latin American region States.

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#### Background

Since 1995, language proficiency in aeronautical communications has been identified as a critical area that could affect aviation safety worldwide. The ICAO (International Civil Aviation Organization) Assembly took note of several accidents and incidents in which the language proficiency of pilots and air traffic controllers were causal or contributing factors and formulated Assembly Resolution A32-16 urging the ICAO Council to urge the Air Navigation Commission to consider, with a high level of priority, the issue of English language proficiency and to complete the task of strengthening the relevant provisions of Annexes 1 and 10, oblige Contracting States to take measures to ensure that air traffic control personnel and flight crews participating in flight operations in airspace where the use of the English language is required, mastery of conducting and understanding radiotelephone communications in the English language.

Since 2005, States in the Latin American region (LATAM) have implemented programmes to improve the English language skills of air traffic controllers. However, despite these efforts, there is a significant gap between the competency achieved and the requirements described in Annex 1.

Several factors have influenced the results of language training programmes for air traffic controllers, including the absence of an aviation-friendly curriculum, competent instructors, unambiguous objectives, and the involvement of Air Traffic Controllers (ATCOs). in the program due to schedule limitations.

To address this situation, the development of a pilot project to support the Latin America and Caribbean States has been proposed to treat the lack of command of the English language used in air traffic services, this as a measure to reduce the risk of safety events due to communications errors, mainly in those airports or airspaces with significant volumes of air traffic, and communications in English and Spanish languages.

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#### Progress, achievements and/or deliverables from November 2022 to date:

- The budget was approved by RASG-PA for the pilot project.



- The terms of reference of the project were completed, which will serve as a framework for the selection of the institution that will develop the training programme.
- The tender has been published for the selection of the training organization that will develop the training programme.

### **Achievements and/or deliverables from LPRs (Language Proficiency Requirements) Workshop (SRVSOP):**

A CAR/SAM Workshop on Language Proficiency Requirements was held in Lima, Peru, in April 23 to 25, 2024, under the Regional Cooperation System for Operational Safety Surveillance (SRVSOP), with the objective of the workshop is to strengthen compliance with the requirements related to language proficiency in air traffic controllers and pilots according to ICAO Annex 1. During the workshop, the updated documentation related to the fulfillment of the language proficiency (LPR) requirements will be presented, as well as progress in the ICAO task force on these requirements. The workshop included the participation of different stakeholders related to LPRs including academia, service operators, organizations who will share the challenges and lessons learned in the use of the English language in aeronautical communications on language proficiency requirements for air traffic controllers and pilots and other staff like AIM (AERONAUTICAL INFORMATION MANAGEMENT), as set out in ICAO Documents on this matter.

The Workshop Content considered the Global Perspective on Language Proficiency Requirements, like update of the ICAO Language Proficiency Requirements Task Force, the strategy for updating national regulations for the implementation of language proficiency requirements. And finally, were presented some lessons learned and main CAR/SAM Challenges. In addition, it was considered the Industry Experience, in particular the Academic Sector presenting the common errors and principal challenges in regions in terms of Language Proficiency.

The Current situation in the States in CAR/SAM of the service providers have developed strategies to address compliance with language proficiency requirements for air traffic controllers and pilots, and other personnel with similar requirements, for example AIM Area; however, there is still a significant gap in compliance in some States. This workshop aimed to strengthen regional strategies and foster the exchange of good practices and experiences to improve compliance with LPRs in CAR/SAM regions.

The event was aimed at generating important Competencies that improve compliance with the main requirements of Annex 1 regarding language proficiency in operative aeronautical personnel. At the end was commented an exchange of best practices regarding LPR compliance and the need to strengthen the regulatory and safety monitoring process related to compliance with language proficiency requirements.

The Profile of the participants were experts from civil aviation authorities related to the requirements of ICAO Annex, experts from Civil Aviation Authorities and service providers related to aeronautical communications in air traffic services, specialists from aeronautical training centers, Specialists for operators involved in aeronautical communications, and other specialists involved in meeting language proficiency requirements as AIM specialists.

The Next Steps in Strategy Development included the development of future complementary workshops for 2025 and more, and the follow-up of the agreements reached.

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**Next steps or actions:**

**RASG-PA and GREPECAS:**

- Inform them about the selection of the training institution.
- Inform States on the nomination of participants for the pilot project.

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**APPENDIX D**  
**IATA/ICAO Project for the Mitigation of controlled flight into terrain (CFIT)**

**Current status: ( ) Completed or ( X ) In process**

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**Scope and Objective**

In efforts to continue reducing the number of CFIT accidents, IATA, in collaboration with the ICAO NACC and SAM Regional Offices, called on States and industry stakeholders to ensure the updating of ground databases and systems. Continuous monitoring and implementation of the Detailed Implementation Plan (DIP) is necessary for all aviation stakeholders on Controlled Flight into Terrain (CFIT).

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**Background**

Analysis of data from the last five years (2017-2021) and according to IATA Global Aviation Data Management (GADM) Accident Data Exchange (ADX), CFIT is marked as the second cause of fatality accidents, resulting in 117 deaths. Dedication and commitment of leaders and everyone, establishing a positive safety culture, effective monitoring, compliance with Standard Operating Procedures (SOPs) and technological advances, such as the Ground Proximity Warning System (GPWS), among others. Mitigation strategies have played a role in reducing CFIT accidents. However, CFIT accidents continue to occur.

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**Progress, achievements and/or deliverables from November 2022 to date:**

**Phase I – Determination of reference values**

- (i) Percentage of airline Technical Operations departments using GNSS/GPS – Completed.
  - (ii) Percentage of regulators checking whether terrain viewing SOPs are implemented as part of their surveillance activities – Completed.
- Production 1a) Draft Regional Safety Notice version 1 – Completed.
  - Production 1b) Publish Regional Safety notice version 1 – Completed.
  - Production 2a) ICAO survey results to Member States – Completed
  - Production 3a) Survey results from Pan American operators and information from IATA Operational Safety Audit (IOSA) – Completed.
  - Production 1c) Update of the Regional Safety Notice with the results of the survey of Member States and operators of the Pan American region and information from IATA and IOSA – Completed.

**Next steps or actions:****Phase II – Regional Action Plan**

Based on the information obtained during Phase I, IATA and ICAO will develop an Action Plan with specific objectives, goals, timelines and periods to reduce the annual average LATAM/CAR CFIT. The reduction percentage and target dates will depend on the size of the gap determined during Phase I.

Additionally, the result will be shared with the PA-RAST so that it can be included in its work. Plan for 2023 and beyond.

**RASG-PA:**

- Production 1d) Assuming the Regional Security notice means the RSA which was published beginning of this year (RSA7b).
- Production 2b) Second survey for Member States is currently ongoing and the results are expected Q1 2025.
- Production 3b) Second survey of Pan America operators and IATA IOSA information – First Quarter 2025.
- Production 6) – Project Review - First Quarter 2026.