



**Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

**Agenda Item 3: Global and Regional Developments**  
**3.1 Review of Actions Taken by the ICAO Air Navigation Commission  
 (ANC) on the Last Report of GREPECAS**

**REVIEW OF THE ACTION TAKEN BY THE AIR NAVIGATION COMMISSION ON THE  
 REPORT OF GREPECAS/20 AND RASG-PA/12 MEETINGS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This paper presents an overview of the review of the reports of the GREPECAS/20 and RASG-PA/12 meetings (Salvador, Brazil, from 14 to 18 November 2022) by the Air Navigation Commission (ANC).	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Air Navigation Capacity and Efficiency</li> <li>• Environmental Protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• AN-WP/9648</li> <li>• AN Min. 222-6</li> <li>• C-WP/15511</li> </ul>

**1. Introduction**

1.1 During the sixth meeting of its 222nd Session on 21 March 2023, the Air Navigation Commission (ANC) reviewed the reports of the twentieth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20) and the twelfth meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/12).

1.2 The Commission agreed on the consolidated annual report to the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), planned to be presented to the ICAO Council during its 230<sup>th</sup> Session (C-WP 15511 refers). The report covered PIRG and RASG meetings from April 2022 to March 2023. The report included an overview of the outcomes of the GREPECAS/20 and RASG-PA/12 meetings.

1.3 The Commission noted with satisfaction that there was strong and close coordination between the GREPECAS and RASG-PA across aviation activities, in topics such as the collaboration between the GREPECAS Scrutiny Working Group (GTE) and RASG-PA Mid-Air Collision Working Group (MAC), implementation of CAR and SAM runway safety tools, implementation of PBN procedures in a visual

runway – SAM and NACC, project on language proficiency in ATS in the CAR and SAM Regions, projects between ICAO and IATA to mitigate controlled flight into terrain (CFIT) accidents, general considerations on possible interference caused by the 5G network and unmanned aircraft system (UAS) and remotely piloted aircraft system (RPAS).

## 2. Discussion

2.1 The Commission noted with satisfaction the quality and usefulness of the GREPECAS/20 and RASG-PA/12 reports, which reflect very good progress in the regions. The Commission was presented with the main achievements and challenges faced during 2022.

2.2 The Commission noted with satisfaction that zero fatal accidents occurred during the reporting period up to 31 October 2022, with an accident rate of 1.89. The Commission noted a trend of a decrease in the accident rate, with 3.5 reported in 2017 and a steady decline to 1.89 in 2022.

### *GREPECAS Recommendations to the ANC*

2.3 With regard to recommendations by the GREPECAS to the ANC related to the lessons learned from the COVID-19 pandemic, and specifically the request for ICAO to implement a repository of lessons learned, the Commission recalled that references regarding lessons learned were made in several Assembly papers with subsequent directives and recommendations.

2.4 The Commission was informed that an internal audit has been conducted regarding the management of ICAO's response to COVID-19 and recalled that a report has been submitted to the ICAO Council, with recommendations from Council on a Management Action Plan (MAP), which addresses several Bureaus in ICAO. The Commission agreed that the proposal be referred to the Secretariat for further analysis considering existing initiatives as it will also require extra-budgetary resources.

2.5 With regard to the unavailability of the Global Air Navigation Plan (GANP) technical layer in Spanish and other languages than English, the Commission was informed that the effective understanding and successful implementation of the GANP requirements is largely affected, and many States do not have access to the GANP due to the language issue. The Commission recalled that the GANP plays a vivid role in the planning and implementation of air navigation. Therefore, its availability in Spanish and the other working languages of the Organization is urgently required for its understanding and implementation.

2.6 The Commission recalled that the GANP strategic level (printable) had been translated into the six working languages of ICAO and is available on the GANP Portal. The Commission recalled that the recommendation by GREPECAS to consider this item as a global challenge meets all the criteria for identifying a global challenge set by the Commission. The Commission agreed that this item should be raised in the Council, as it is considered a global challenge.

2.7 With regard to the recommendation to establish an ad hoc group or panel to carry out systematized and harmonized work to study and promote women in aviation and ICAO, the Commission recalled A41-26 on the subject. The Commission was informed that work is ongoing on this matter; specifically, the Personnel Training and Licensing Panel (PTLP) is addressing the issue, and a job card was approved in this regard (PTLP.004.01 -Women and minority and ethnic groups in aviation professions). Therefore, it was suggested that the Secretariat should consider this important issue as part of existing initiatives since there is a definite need for plans and guidelines, targets, and indicators to develop career opportunities for women in civil aviation and the aviation industry globally.

2.8 The Commission was informed of the increase in space activity and the need for closer coordination between aerospace agencies and air navigation service providers to establish windows of safe aviation operations during a launch or re-entry of spacecraft into the Earth's atmosphere and the existence of opportunities for improvements concerning the dissemination of launch or re-entry information through aeronautical fixed systems.

2.9 The Commission noted the recommendation to explore formulating a specific type of NOTAM for rocket launch and re-entry to Earth of spacecraft (Annex 15 — *Aeronautical Information Services*, Chapter 6, 5.3.2, m), include rocket launch as a cause for NOTAM, but it could be complemented by a standardized procedure). The Commission noted that work is ongoing with respect to NOTAM in ICAO and the Information Management Panel (IMP) had been addressing these matters. Therefore, it was agreed that this item be referred to the IMP.

2.10 Regarding the recommendation related to the deficiency assessment process, the Commission recalled that the Secretariat has initiated work related to the update of the uniform methodology for the identification of air navigation deficiencies. The Commission considered it advisable to complete the deficiency assessment work, considering the advanced work of ICAO on the Air Navigation Deficiency Assessment Programme and the inclusion of a mapping between Universal Safety Oversight Audit Programme (USOAP) Protocol Questions (PQs) and basic building blocks (BBBs) in the seventh edition of the GANP. The Commission requested the Secretariat to expedite the work for its review as soon as possible.

#### *RASG-PA recommendations to the ANC*

2.11 The Commission noted and supported the proposals made for amendments to the Standards and Recommended Practices (SARPs) to avoid further delays in the publication of the approved amendments.

2.12 The Commission noted the request for it to ensure the publication of the proposed amendment to Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes* proposed by the RASG-PA already in 2015 and its entry into force in 2028. The Commission noted the request that no further postponements arise. The Commission was informed that the applicability date for this amendment is 2028.

2.13 The Commission noted the request to the ANC to consider more agile mechanisms that allow the timely of recommendations for amending the SARPs arising from the RASGs and requested the Secretariat to develop proposals for consideration in early 2024.

2.14 With regard to the strengthening the governance of civil aviation authorities (CAAs), the Commission noted the proposal to amend the guidance material in Part A — *The Establishment and Management of a State Safety Oversight System* of the *Safety Oversight Manual* (Doc 9734) and to incorporate PQs in the areas of primary aviation legislation and civil aviation regulations (LEG) and civil aviation organization (ORG) to measure the levels of institutional governance and strength of CAAs. The Commission was informed that Doc 9734 already contains guidance on relevant aspects of the governance of CAAs.

2.15 With regard to State Safety Programme Implementation Assessments (SSPIA) to support safety management implementation, the Commission noted the request for ICAO to consider the development of an iPACK to support the implementation of an effective SSP in the States and that the delivery of the SSP to be carried out by specialists provided by those States that have an SSP implemented, and that have

obtained a satisfactory result during an evaluation of the implementation of the SSPIA. The Commission requested the Secretariat to study the feasibility of developing an iPack.

2.16 To further facilitate the data collection process and to identify regional and global trends that simplify or hinder the achievement of the GASP goals and targets, the Commission noted the proposal that the GASP Study Group (GASP-SG), in coordination with the RASGs, establish uniform criteria, including safety indicators, for the annual reporting of RASGs to the SRP and ANC.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note and consider the actions taken by the Air Navigation Commission on the reports of the GREPECAS/20 and RASG-PA/8 during the deliberations under the relevant agenda items of the meetings.

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