



**GREPECAS Programmes and Projects Committee (PPRC) Fifth Virtual Meeting
 (ePPRC/05)
 Online, 20 – 21 April 2023**

Agenda Item 4: Other Business

GREPECAS REPORT TO THE AIR NAVIGATION COMMISSION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This information paper includes the RASG-PA and GREPECAS reports submitted to the Air Navigation Commission for consideration, review, comments and opportunities for improvement.

<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"> • GREPECAS/20 and RASG-PA/12 Meeting Reports • GREPECAS and RASG-PA Secretariat Report to ICAO Air Navigation Commission (ANC)

1. Introduction

1.1 The RASG-PA/12, GREPECAS/20 and the second joint RASG-PA/GREPECAS meetings were held in Salvador, Bahia - Brazil, November 14-18, 2022.

1.2 The RASG-PA/12 and GREPECAS/20 reports were sent by the Secretariat to the Bureau of Air Navigation in February 2023.

1.3 The Secretariat prepared the report of both meetings for the Air Navigation Commission (ANC).

2. Timeline of the preparation and presentation of the report

2.1 The Secretariat shall submit to the Strategic Review and Planning Working Group (WG-SRP) of the ICAO Air Navigation Commission GREPECAS/20 to the ANC-SRP. The presentation of the results of the GREPECAS/20 and RASG-PA/12 meetings was February 15, 2023.

2.2 In order to comply with this procedure, the Secretariat, jointly with the RASG-PA, prepared a joint presentation (ppt). The submission of this information should be by the GREPECAS Chair and the RASG-PA Co-Chairs. The presentation submitted to the WG/SRP is included as an Appendix to this information paper.

2.3 The presentation of all PIRGS and RASGs to the Council will be given by ANC on March 15- where the PIRGs and RASGs would be as observers. The PIRG and RASG reports and submissions to the SRP are for the preparation of the report to the ICAO Council.

2.4 For a first review, por part of the Secretariat, a teleconference was held with the GREPECAS Chairman and Vice-Chairman on February 2, 2023, considering that the report was due on February 5, 2023, to the Air Navigation Bureau (ANB) before being forwarded to the ANC WG/SRP.

2.5 Submission of the RASG-PA/12 and GREPECAS/20 reports was made by the RASG-PA Co-Chairs and the GREPECAS Chairman and Vice-Chairman on February 15, 2023.

3. Concluding remarks

3.1 Very encouraging comments have been received from the ANC for the work achieved by both regional groups and the regional coordination between groups mentioned in the previous point.

3.2 The ANC received the recommendations made by both regional groups, and they commented that they would forward them to the Study Panels for their review and consideration.

3.3 The recommendations presented by both regional groups were well received by the ANC and mentioned that they would submit them to the study panels for their review and consideration.

3.4 The Meeting is invited to note the information in the report to the ANC.



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

RECONNECTING **THE** WORLD



GREPECAS AND RASG-PA REPORT TO THE ANC

GREPECAS/20 and RASG-PA/12

(Salvador, Brazil, 14 – 18 November 2022)

In person Meeting with the participation of 14 NAM/CAR/SAM States and Territories, 8 International Organizations and a total of 73 delegates



RASG-PA REPORT TO THE ANC



RASG-PA Main Outcomes

0 fatal accidents in 2022 (Up to 31 October 2022)

1.89 accident rate in 2022 (Up to 31 October 2022)

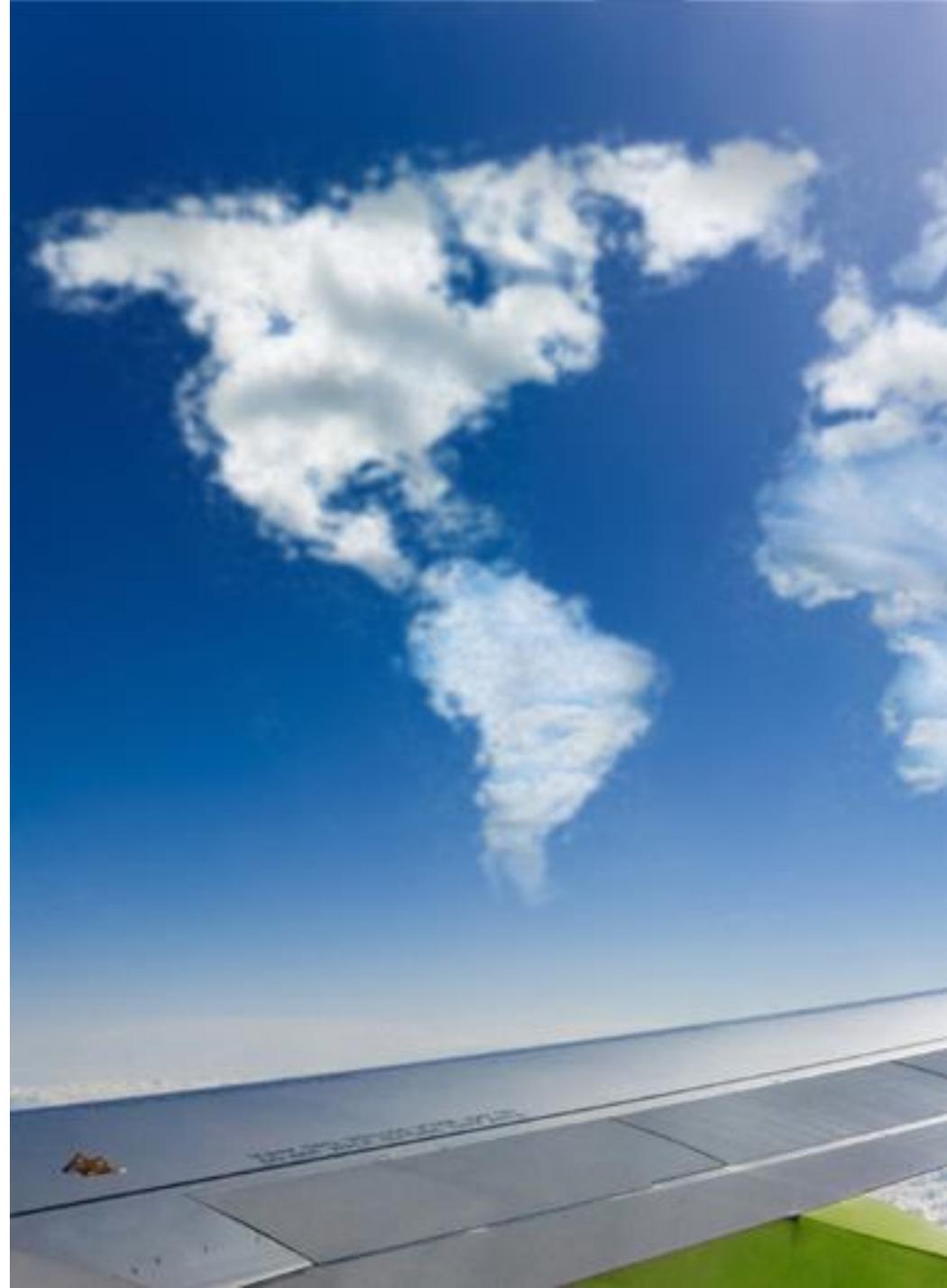
Sustained decreasing accident rate

RASG-PA enhanced data-driven decision making process

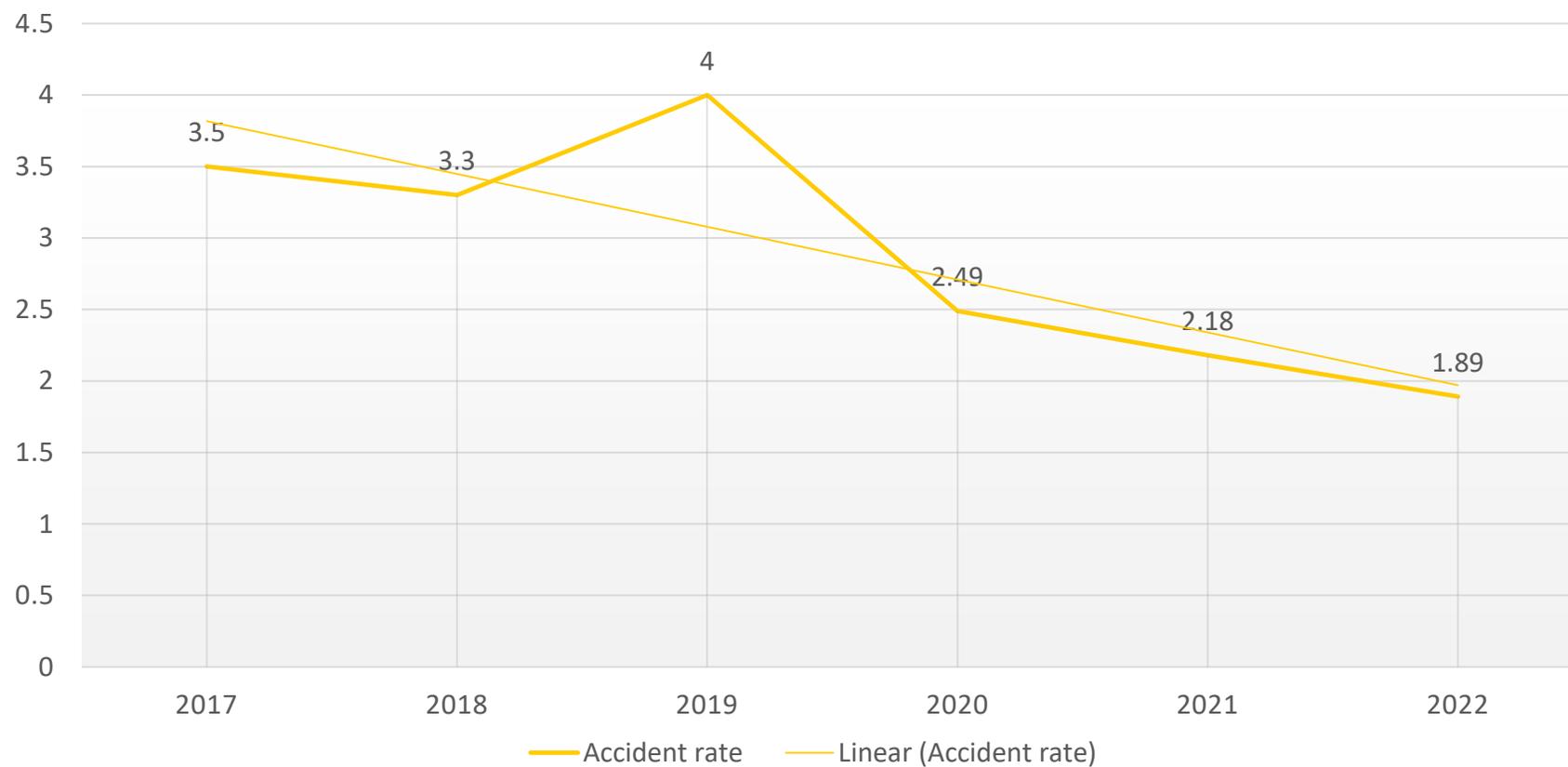
Sustained use of RASG-PA Dashboard for improved decision making

Growing participation of States, International Organizations and the industry

4 additional safety projects approved in 2022



RASG-PA Accident Rate Evolution and Trend (Up to 31 October 2022)



Status of RASG-PA's Key Performance Indicators (KPIs)

1.89 ↓

(2.18)

2021
accident rate

74.25 ↑

(73.42)

Average USOAP
Effective
Implementation (EI)

33.04 ↑

(31.8)

% Average SSP
establishment

76 ↓

(81)

Number of IOSA
operators

2.88 ↓

(3.1)

5 year AVG
accident rate

68

(68)

% of States
above 75% EI

55.03 ↑

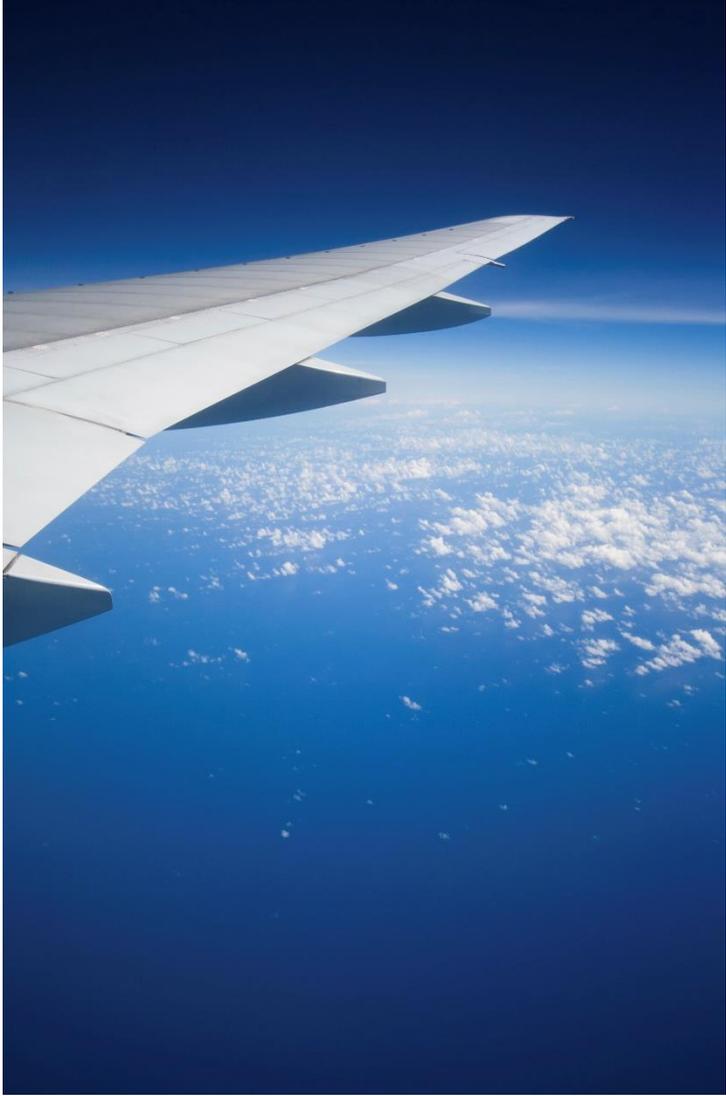
(42.3)

% NSP average
implementation

54.4 ↑

(49.5)

% of certified
Intl. Aerodromes



RASG-PA Work Programme in 2022/2023

Priority areas to support regional implementation of the GASP:

- Turbulence-related risk mitigation**
- Effective AIG**
- National Safety Plan (NASP)**
- State Safety Programme (SSP)**
- Safety Enhancement Initiatives (SEIs)**
- Data-driven Runway Safety Teams (RSTs)**
- Prioritized Collaborative Safety Teams (CSTs)**

RASG-PA Recommendation to the ANC

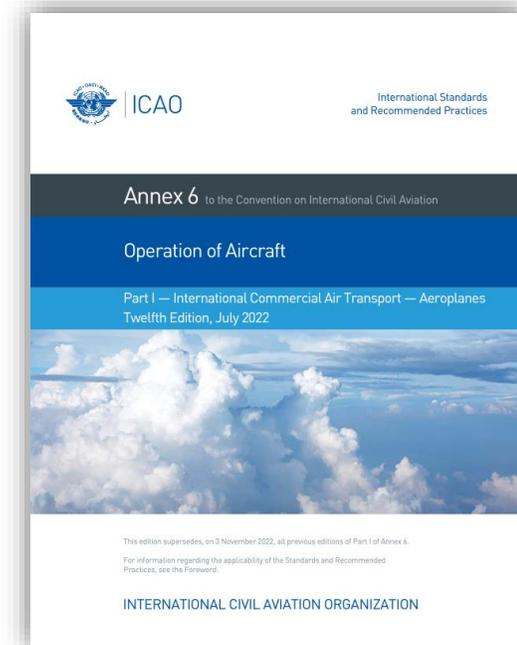
PROPOSALS FOR AMENDMENTS TO THE SARPs SUGGESTED IN THE REGIONAL AVIATION SAFETY GROUPS (RASGs)

What:

Request the ICAO Air Navigation Commission (ANC) to ensure the publication of the proposed Amendment to Annex 6 Part I proposed by the RASG-PA in 2015 by 2022, and its entry into force in 2027, and that **no further postponements arise**. Additionally, require the ANC to consider more agile mechanisms that allow the timely of the recommendations for amending the SARPs arising the RASGs.

Why:

To avoid further delays in the publication of the approved amendment; and to prevent the RASGs from considering the proposed amendment of SARPs as a valid and efficient mechanism for the improvement of safety at the global level.



RASG-PA Recommendation to the ANC

STRENGTHENING THE GOVERNANCE OF CIVIL AVIATION AUTHORITIES (CAAs)

What:

ICAO amends guidance material from Doc 9734 Part A and subsequently incorporates Protocol Questions in the areas of LEG and ORG to measure the levels of institutional governance and strength of Civil Aviation Authorities.

Why:

To mitigate the intensity of the oscillations of effective implementation in the States caused by the political and social instability of the region, through the implementation of best governance practices and the institutional strengthening of the Civil Aviation Authorities.



RASG-PA Recommendation to the ANC



STATE SAFETY PROGRAMME (SSP) IMPLEMENTATION PACKAGE (IPACK) AND STATE SAFETY PROGRAMME (SSP) IMPLEMENTATION ASSESSMENTS (SSPIA) TO SUPPORT SAFETY MANAGEMENT IMPLEMENTATION

What:

Request ICAO to:

- a) consider the development of an iPACK to support the implementation of an effective SSP in the States, and that the delivery of the SSP 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 State Safety Programmes (SSPIA); and
- b) a greater number of SSPIAs be scheduled in each region, at least two (2) per year, starting in 2025, informing States two (2) years in advance so that they have sufficient time for their preparation.

Why:

To strengthen and promote the process of establishing and implementing SSPs in the States of the region.

RASG-PA Recommendation to the ANC

HARMONIZATION OF INDICATORS FOR THE REPORT TO ANC

What:

Request ICAO, through the GASP Study Group (GASP-SG) and coordination among the RASGs, to establish a uniform criterion, including safety indicators, for the annual reporting of RASGs to the ANC.

Why:

To facilitate the data collection process and identify regional and global trends that simplify or hinder the implementation of the GASP.





GREPECAS REPORT TO THE ANC

CAR/SAM Regional Air Navigation Plan

- Programmes and Projects Review Committee (PPRC) meetings consolidated the work of the GREPECAS Programmes and followed up on the review and update of Volumes I and II of the CAR/SAM Digital regional air navigation plan (e-ANP)
- GREPECAS/20 approved Version “0” of the e-ANP CAR/SAM Vol. III



Webinar to disseminate the amendments included in the GANP Seventh Edition

Working jointly with States to promote and support the preparation, revision and updating of National Air Navigation Plans aligned to RANP and GANP

Proposed Ad hoc Group with RASG-PA to define KPIs for safety, aligned to GANP, Seventh Edition

Revised Planning on CAR/SAM ANP Updating



Global Air Navigation Plan (GANP):

- Basic Building Blocks (BBBs)
- Aviation System Block Upgrade (ASBUs)



Coordination with the Air Navigation Bureau (ANB) to review the "General Requirement" part of Vol. I and Vol. II



Coordination with ANB on a workshop in 2023 related to e-Management of e-ANP Vol. I and Vol. II



Review and update of:

- Vol. I
- Vol. II
- ANP Master control and availability
- Approved Vol. III

GREPECAS PROGRAMME AND PROJECTS

AIR TRAFFIC MANAGEMENT (ATM) PROGRAMME

- PBN Implementation in the SAM Region: 90.6% average PBN implementation achieved (APV- BARO VNAV) in 2022
- The SATDIS tool was delivered in the third quarter of 2022
- the Airspace Optimization Task Force (AO/TF) (CAR Region) has worked with States, International Organizations and the industry, on airspace optimization and has delivered significant improvements on 6 routes
- Review of the ATFM Working Groups in the CAR/SAM Regions, and implementation of BRISA in the SAM Region
- A1 Project of the CAR and SAM Regions to develop concepts for the optimization of airspace

SEARCH AND RESCUE (SAR) PROGRAMME

- Approved draft inter-regional collaboration and work initiative for the implementation of Search and Rescue (SAR) services in the CAR/SAM Regions

GREPECAS PROGRAMME AND PROJECTS

AERODROMES AND GROUND AIDS (AGA) PROGRAMME

- Project F1: Aerodrome Certification and Operational Safety
 - CAR Region increased the number of certified aerodromes with 96 aerodromes, which represents 65%
 - The SAM Region aerodrome certification status shows an increase to 55 aerodromes, resulting in 52.88%, and has a target of over 90% of aerodromes certified by the end of 2025.
- The Secretariat continues to monitor the Airport Collaborative Decision Making (A-CDM) and Runway Safety Team (RST) projects

GREPECAS PROGRAMME AND PROJECTS

COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS) PROGRAMME

- Implementation of Internet Protocol (IP) network infrastructure (ATN/IPS) and CNS/ATM concept applications (ADS-B, AIDC, AMHS, etc.)
- Preparation of a Guide on "Parameters for Monitoring the Performance of ADS-B Systems"
- Establishment of an Ad hoc Group for Frequency Management in the CAR/SAM Regions
- Study on operational priorities for ADS-B implementation and aspects of ADS-B use in Air Traffic Control (ATC) units
- The INTER-OP Group continues its work to pursue interoperability of data and systems
- A NAM/CAR/SAM workshop for the implementation of mitigation measures to avoid interference in the operation of radio altimeters due to the implementation of 5G technology

GREPECAS PROGRAMME AND PROJECTS

AERONAUTICAL INFORMATION MANAGEMENT (AIM) PROGRAMME

Monitoring the implementation of SWIM enablers (QMS/AIM, e-AIP, DDS, TOD and Data-Catalogue)

- Follow-up to the NOTAM Global Campaign
- CAR/SAM Guidance for Planning Training and Capacity Building Courses for AIS staff
- Progress on the construction of the AIS/AIM implementation tracking website for the CAR Region related to the AIM Collaborative Plan
- Revision and updating of AIM documents in support of the Transition from AIS to AIM: Doc 8126 (4 Sections), Doc 9839 and Doc 9991
- Dissemination of Part I of Doc 8126 to support competence assessment of AIS/AIM personnel
- Capacity building for AIM: delivery of AIXM, Auditor QMS, and e-AIP courses

GREPECAS PROGRAMME AND PROJECTS

METEOROLOGY (MET) PROGRAMME

Three new approved projects, one related to Quality Management System (QMS) for the CAR Region, and others related to IWXXM Implementation and Coordination for continuous and homogeneous SIGMET issuance

Coordinated work between the World Meteorological Organization (WMO) (RA IV) and ICAO on MET capacity building in the CAR Region

Progress on the implementation of the IWXXM Model for OPMET messages (Argentina, Brazil, Cuba, Guyana, Paraguay, and United States)

Monitoring of QMS/MET implementation and correct transmission of SIGMET messages

Coordination between the OPMET Data-Banks of Brasilia, Washington and London for the implementation and exchanges of OPMET messages in IWXXM format

Capacity building for MET: delivery of an Auditor course

Progress in the development of the application for the verification of MET BBBs

GREPECAS MAIN OUTCOMES

- Amendments and updates to GREPECAS Procedural Manual and Regional Guidance Documents developed and approved for implementation

Amendment to GREPECAS Handbook to include the CAR/SAM e-ANP CAR/SAM Vol. III Amendment Procedural Handbook

Regional guidance and documents developed on:

- Parameters for Monitoring the Performance of ADS-B Systems
- Terms of reference of the GTE/MAC Working Group
- CAR/SAM guidance on Planning Training and Capacity Building Courses for AIS staff



— Contributions of the GREPECAS Working Groups (1/2)

Scrutiny Working Group (GTE)

- reported that risk assessments for the period 2017-2021 showed that operations in RVSM airspace have remained within the acceptable level of safety; and
- observed 520 Large Height Deviation (LHD) events during 2021 and recommended immediate corrective actions to identify and address the root causes of these events

The CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF)

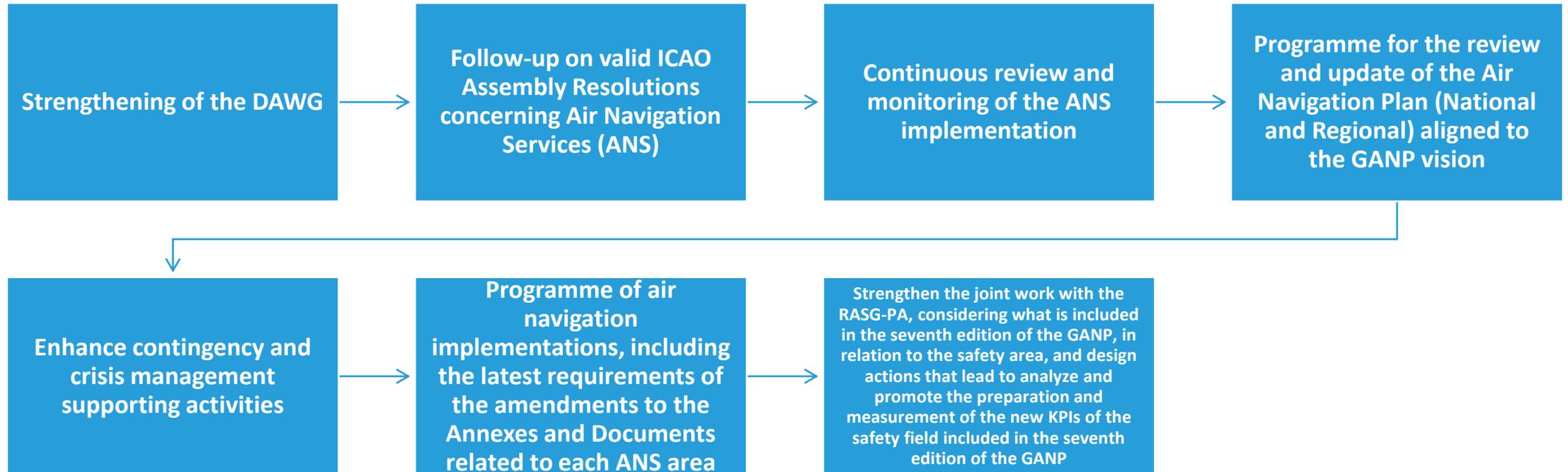
- presented the "Seal of Good Service in Aviation Wildlife Management" initiative;
- updated the Checklist - ICAO Doc 9137 Part 3 - Managing the Wildlife Hazard; and
- presented an Assistance Service to States and airports for the implementation of national and local wildlife management committees, based on best practices of CARSAMPAF specialists

— Contributions of the GREPECAS Working Groups (2/2)



Data Analysis Working Group (DAWG)

- A start has been made on outlining the Working Group's Work Plan, considering the following points:
 - establishment of the Group; two meetings were convened;
 - Terms of Reference (ToRs), work programme, activities and challenges for the Group and the Secretariat, in relation to data; and
 - initial outcomes and deliverables of the Group were provided (review of draft Memorandum of Understanding (MoU), review of draft Air Navigation Services (ANS) Key Performance Indicators (KPIs), review of Draft Policy and Procedures, definition of initial tasks of the DAWG.



GREPECAS Recommendations to the ANC

COVID-19: Lesson Learned

What:

Request ICAO to implement a repository of lessons learned during COVID-19.

Why: For this site to be used as a source of reference for States and service providers on mitigation actions and continuity of service that can render States and Air Navigation Service Providers resilient to the occurrence of a pandemic or epidemic.



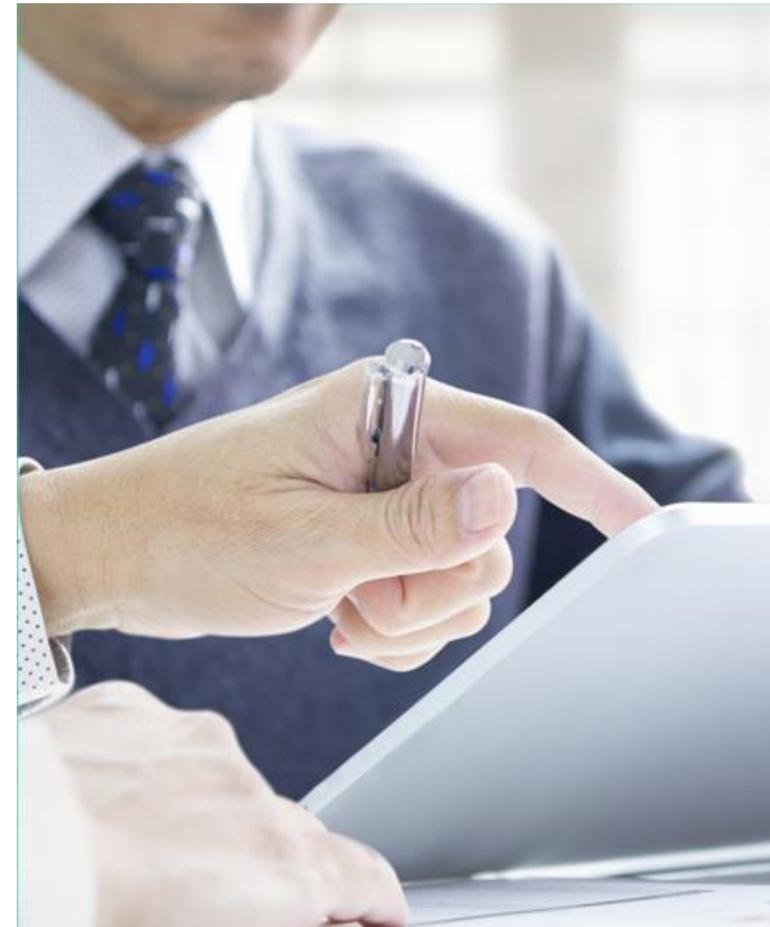
GREPECAS Recommendations to the ANC

UNAVAILABILITY OF THE ICAO GLOBAL AIR NAVIGATION PLAN (GANP) IN SPANISH AND OTHER LANGUAGES

What:

It is requested that the ANC consider this situation as a global concern and challenge that calls for an urgent solution.

Why: Considering that the Global Air Navigation Plan (GANP) is not available in Spanish, nor in official languages other than English, the effective understanding and successful implementation of the GANP requirements is largely affected, and many States do not have access to it due to the language. The ICAO GANP plays a vivid role in the planning and implementation of air navigation; therefore, its availability in Spanish and the other official languages is urgently required for its understanding and implementation.



GREPECAS Recommendations to the ANC

PROMOTION OF WOMEN'S PARTICIPATION IN THE GLOBAL AVIATION SECTOR.

What:

Recommend the ANC to establish an Ad Hoc Group or Panel to carry out systematized and harmonized work on a firm basis to study and promote the consolidation of women in aviation and in ICAO.

Why: There is a need for plans and guidelines, targets and indicators to develop career opportunities for women in civil aviation and the aviation industry, identifying the obstacles and biases that hinder the career and empowerment of women in aviation, regionally and globally.



GREPECAS recommendation to the ANC

NOTAM FOR AEROSPACE OPERATIONS.

What:

Recommend the ANC to explore formulating a specific type of NOTAM for rocket launch and re-entry to Earth of spacecraft (Annex 15, Chapter 6, 5.3.2, item m, include rocket launch as a cause for NOTAM, but it could be complemented by a standardized procedure).

Why: Considering: a) the increase in space activity and the need for closer coordination between Aerospace Agencies and Navigation Service Providers to establish windows of safe aviation operations during a launch or re-entry of spacecraft into the Earth's atmosphere; and b) the existence of opportunities for improvements concerning dissemination of launch or re-entry information through aeronautical fixed systems.



GREPECAS Recommendations to the ANC

Deficiency Assessment Process

What:

Request the ANC to complete the review of the Deficiency Assessment Process.

Why: It is 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 USOAP Protocol Questions (PQs) and BBBs in the Seventh Edition of the GANP.



GREPECAS and RASG-PA Coordinated Activities



Strong and close coordination on:

- Collaboration between the Scrutiny Working Group (GTE) and the Mid Air Collision (MAC)
- Implementation of CAR and SAM Runway Safety Tools (RST)
- Implementation of Performance Based Navigation (PBN) procedures in a visual runway – SAM and NACC
- Project on Language Proficiency in Air Traffic Services (ATS) in the CAR and SAM Regions
- Project between IATA/ICAO to mitigate CFIT accidents
- General considerations on possible interference caused by the 5G network
- Unmanned Aircraft System (UAS)/Remote Piloted Aircraft System (RPAS)



Thank You