



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/RAP/02 — WP/22
13/03/2023

Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/02)

ICAO NACC Regional Office, Mexico City, Mexico, 28 to 31 March 2023

Agenda Item 5: Update of the Action Plans of the Task Groups of the NACC/WG, of the NACC/WG Action Plan and of the regional activities in the Development of the Projects of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)

INCORPORATION OF THE TWENTIETH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/20) DECISIONS AND CONCLUSIONS IN THE NACC/WG TASK FORCES

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
As a result of the Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20), held in Salvador, Brazil, from 16 to 18 November 2022, several decisions and conclusions were made that directly affect the work of the NACC/WG.	
Action:	The incorporation of the actions that apply to each Task Group that is part of the NACC/WG to integrate into their respective work plans.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 1 – Safety• Strategic Objective 2 – Air Navigation Capacity and Efficiency• Strategic Objective 4 – Economic Development of Air Transport• Strategic Objective 5 – Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Twentieth Meeting of the Car/Sam Regional Planning and Implementation Group (GREPECAS/20), Salvador, Brazil, 16 to 18 November 2022: https://www.icao.int/NACC/Pages/meetings-2022-grepecas20.aspx

1. Introduction

1.1 During the Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20) that took place in Salvador, Brazil, from 16 to 18 November 2022, a series of discussions were held, which led to decisions and conclusions that affect the work of the North American, Central American and Caribbean Working Group (NACC/WG).

1.2 The NACC/WG is the regional air navigation implementation arm and is responsible for leading the fundamental actions of regional air navigation work and their report to GREPECAS, who will finally report to the ICAO Air Navigation Commission to assess the degree of regional progress in air navigation.

2. Discussion

2.1 During GREPECAS/20, the following conclusions were formulated, which must be incorporated into the action plans of each Task Force that is a member of the NACC/WG:

Number	Title	Observations/Recommendations
GREPECAS/20/04	Approval of the guide "parameters to monitor the performance of Ads-B systems"	Completed and approved by GREPECAS as a CAR/SAM regional guide
GREPECAS/20/05	Creation of an ad-hoc group for the development of a regional project for the management of aeronautical frequencies	Completed by the NACC Regional Office CNS area, proposal which will be presented to the GREPECAS Projects Committee in April.
GREPECAS/20/06	Approval of the training and training guide for Ais/Aim personnel of the CAR/SAM Regions	It is recommended that the task be integrated to the NACC/WG/AIM Task Force.
GREPECAS/20/07	Approval of the initial version (version 0) of volume iii of the CAR/SAM ANP, and following actions for the management and development of performance-based planning	It is recommended that all NACC/WG Task Forces integrate the corresponding actions to their work plans.
GREPECAS/20/10	Updating of the CAR/SAM regional guidance material for air traffic services quality assurance programme	It is recommended that the task be integrated to the NACC/WG/AO Task Force.
GREPECAS/20/12	NAM/CAR/SAM Workshop for the implementation of mitigation measures to avoid interference in the operation of radio altimeters due to the commissioning of 5G technology.	Completed by the NACC Regional Office CNS area, proposal which will be presented to the GREPECAS Projects Committee in April.
GREPECAS/20/13	Dissemination of Part I of Doc 8126 – AIS manual	It is recommended that the task be integrated to the NACC/WG/AIM Task Force.
GREPECAS/20/14	Coordinated activities between RASG-PA and GREPECAS	It is recommended that all NACC/WG Task Forces integrate the corresponding actions to their work plans.
GREPECAS/20/15	ANC NOTAM for aerospace operations	It is recommended that the task be integrated to the NACC/WG/AIM Task Force.
GREPECAS/20/16	GASP - GAND Ad hoc Group	It is recommended that the task be integrated to the NACC/WG/AO Task Force with the support of the

		other Task Forces that integrate the NACC/WG.
GREPECAS/20/17	Management of safety KPIS in the GREPECAS/RASG-PA joint work framework	It is recommended that the task be integrated to the NACC/WG/AO Task Force with the support of the other Task Forces that integrate the NACC/WG.
GREPECAS/20/18	Review of air navigation deficiency assessment processes	It is recommended that all NACC/WG Task Forces integrate the corresponding actions to their work plans.

Number	Title	Observations/Recommendations
GREPECAS/20/01	Amendment to Projects A1 of the CAR and SAM Regions on the implementation of PBN, with the purpose of developing concepts for the optimization of the airspace	It is recommended that the task be integrated to the NACC/WG/AO Task Force with the support of the other Task Forces that integrate the NACC/WG.
GREPECAS/20/02	Approval of the projects on the implementation of the Search and rescue service (SAR) for the CAR and SAM Regions	It is recommended that the task be integrated to the NACC/WG/SAR Task Force.
GREPECAS/20/03	Study on operational priorities for the implementation of ADS-B and aspects of the use of ADS-B in ATC units.	It is recommended that the task be integrated to the NACC/WG/SURV Task Force.
GREPECAS/20/11	Approval of the GTE/MAC terms of reference	It is recommended that all NACC/WG Task Forces integrate the corresponding actions to their work plans.

2.3 The list of Conclusions and Decisions, as well as their full description and requirements, can be found in the **Appendix** to this working paper.

3. Suggested actions:

3.1 The Meeting and the different Task Groups that are members of the NACC/WG are invited to:

- a) develop a strategy to carry out the actions requested by GREPECAS through the conclusions and decisions of GREPECAS/20;
- b) define activities, dates and responsible individuals/groups for each action;
- c) update and present the action plan of each Task Force;
- d) any other necessary action.

**APPENDIX
GREPECAS/20 CONCLUSIONS AND DECISIONS**

DECISION GREPECAS/20/01		AMENDMENT TO PROJECTS A1 OF THE CAR AND SAM REGIONS ON THE IMPLEMENTATION OF PBN, WITH THE PURPOSE OF DEVELOPING CONCEPTS FOR THE OPTIMIZATION OF THE AIRSPACE	
What: That, the Secretariat, a) review and amend the A1 Projects of the CAR and SAM Regions, originally defined in GREPECAS for PBN implementation, with the purpose of including in their scope the development of concepts for airspace optimization, based on the GANP operational modules for Enhanced Operations Arrival/Departure (APTA) and Enhanced Operations Through Optimized Route Trajectories (FRTO), as well as other Regional initiatives; and b) include in these revised projects the participation and contribution of organizations, users and interested parties by GREPECAS/21.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
Why: To address the need to optimize Regional and Inter-regional airspace in terms of efficiency, capacity, operational safety and environmental protection, and include performance measurement in implementations according to the GANP KPIs.			
When: By GREPECAS/21		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Concluded	
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Others:		NACC/SAM Secretariat	

DECISION GREPECAS/20/02		APPROVAL OF THE PROJECTS ON THE IMPLEMENTATION OF THE SEARCH AND RESCUE SERVICE (SAR) FOR THE CAR AND SAM REGIONS	
What: GREPECAS approves the Projects on Implementation of the Search and Rescue Service (SAR) for the CAR and SAM Regions formulated by the Secretariat, which are presented in Appendix A of the Meeting Report.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	

Why: The approval of a SAR project by GREPECAS will enable greater visibility and support for related activities, communicating to the ICAO Council more objectively the progress of SAR implementation in the CAR/SAM Regions.	
When: Immediately	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Concluded
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others:	GREPECAS

CONCLUSION GREPECAS/20/03		STUDY ON OPERATIONAL PRIORITIES FOR THE IMPLEMENTATION OF ADS-B AND ASPECTS OF THE USE OF ADS-B IN ATC UNITS.	
What: That, the Secretariat, in coordination with the industry, executes a study on the operational priorities for the implementation of ADS-B and on aspects of the use of ADS-B in ATC units, based on the technical guidance documentation available for the CAR/SAM Regions by GREPECAS/21.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To promote the coherent and harmonized implementation of ADS-B in the CAR/SAM Regions, within the framework of the Alternative Surveillance (ASUR) module of the GANP, recognizing the priorities of airspace optimization and the provision of ATS services in the region.			
When: By GREPECAS/21		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		NACC/SAM Secretariat; IATA	

DECISION GREPECAS/20/04		APPROVAL OF THE GUIDE "PARAMETERS TO MONITOR THE PERFORMANCE OF ADS-B SYSTEMS"	
What: That, the CAR/SAM States adopt the document PARAMETERS TO MONITOR THE PERFORMANCE OF ADS-B SYSTEMS as a regional guide to evaluate the performance and quality of the data coming from the ADS-B stations according to pre-existing technical parameters.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To facilitate the implementation of ADS-B in ATS Surveillance systems, ensuring the correct supply of data, guaranteeing the quality of information for Air Traffic Control activities.			

When: Immediately	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	CAR and SAM States, ICAO

DECISION	
GREPECAS/20/05	
CREATION OF AN AD HOC GROUP FOR THE DEVELOPMENT OF A REGIONAL PROJECT FOR THE MANAGEMENT OF AERONAUTICAL FREQUENCIES	
<p>What:</p> <p>That, taking into account the new service assignments in the use of frequencies in recent years have caused interference in the provision of air navigation services and with it a negative impact on operational safety, the Meeting approves the creation of an Ad hoc Group for the NAM/CAR and SAM Regions to develop a project aimed at the regional management of aeronautical frequencies, establishing its terms of reference for the project by 28 February 2023.</p> <p>Note: the activities to be developed within the project do not replicate the activities developed by the ICAO Frequency Spectrum Management Panel (FMSP).</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>The radio electromagnetic spectrum is a limited natural resource in which different actors compete for the allocation of different bandwidths to provide different services. Promote an integrated regional approach of all CAR and SAM States to protect the frequencies that are necessary for current and future aviation air navigation services before the ITU World Conferences.</p>	
When: 28 February 2023	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	CAR and SAM States, ICAO

DECISION	
GREPECAS/20/06	
APPROVAL OF THE TRAINING AND TRAINING GUIDE FOR AIS/AIM PERSONNEL OF THE CAR/SAM REGIONS	
<p>What:</p> <p>a) That, considering the review carried out by the Secretariat, following up on Conclusion e-PPRC/04/02, which approved the Training Guide for AIS/AIM personnel in the SAM Region, and at the same time recommended a correspondence analysis with other documents available in the CAR Region and the industry, for this purpose, GREPECAS approves the Reference Guide as a Guide for the CAR/SAM Regions by the first quarter of 2023; it invites the Secretariat to translate it into English and i the States of the CAR/SAM</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

Regions to use this Guide for training planning and training of AIS/AIM personnel.	
Why: The Training Guide for AIS/AIM personnel has contemplated all the contents included in the Guides prepared by the CAR Region and by the industry.	
When: First quarter of 2023.	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

CONCLUSION GREPECAS/20/07		APPROVAL OF THE INITIAL VERSION (VERSION 0) OF VOLUME III OF THE CAR/SAM ANP, AND FOLLOWING ACTIONS FOR THE MANAGEMENT AND DEVELOPMENT OF PERFORMANCE-BASED PLANNING	
What: That, a) GREPECAS approve the initial version (version 0) of Volume III of the CAR/SAM ANP (Appendix B of the report), formulated based on the ICAO Council Template, and aligned with Recommendation 4.3/1, d), of the AN-Conf 13; b) GREPECAS approve the Programme for the management of Volume III of the CAR/SAM ANP (Appendix B of the report), which allows the sustainable implementation of performance-based planning; and c) the States implement work teams to develop data collection activities and management of GANP KPIs as a basis for populating the data of the Planning Tables of Vol. III, with the assistance of the Secretariat to report in GREPECAS/21.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To implement the six-step method for performance-based planning in the CAR/SAM Regions and complete the data population process of the States/Territories and, therefore, Volume III Management.			
When: a) immediately b) report for PPRC/05 c) report at GREPECAS/21		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:			

CONCLUSION	
GREPECAS/20/08	LACK OF AVAILABILITY IN SPANISH OF THE ICAO GLOBAL AIR NAVIGATION PLAN (GANP)
<p>What:</p> <p>That, considering that the Global Air Navigation Plan (GANP) is not available in Spanish, nor other languages than English, the effective understanding and successful implementation of the GANP requirements is greatly affected, and many States do not have access due to language impairment; GREPECAS request the ANC to consider this situation as a worldwide concern and challenge, and requests an urgent solution.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>The ICAO GANP plays a critical role in air navigation planning and implementation, so its availability in Spanish is urgently required for its understanding and implementation.</p>	
<p>When: Report to ANC/GREPECAS/21</p>	<p>Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>Air Navigation Commission</p>

CONCLUSION	
GREPECAS/20/09	SUPPORTING GENDER EQUALITY – PROMOTING THE PARTICIPATION OF WOMEN IN THE GLOBAL AVIATION SECTOR
<p>What:</p> <p>That, an Ad hoc Group be established to carry out a systematized and harmonized work, on a solid basis, to develop:</p> <ol style="list-style-type: none"> i. a Project proposal that includes a Plan, goals and indicators to develop opportunities for the career of women in civil aviation and the aviation industry, identifying the obstacles and biases that hinder the career to report at the PPRC/05; and ii. establish a Guide to support the empowerment of women in regional aviation to report to GREPECAS/21. 	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To recognize the contribution of Women in aviation and establish regional strategies for their empowerment, in response to the United Nations Sustainable Development Goal 5, ICAO Council Resolution A41-26 and IATA Program 25.</p>	
<p>When: a) immediately b) report for PPRC/05 c) report to GREPECAS/21</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>IATA</p>

CONCLUSION	
GREPECAS/20/10	UPDATING OF THE CAR/SAM REGIONAL GUIDANCE MATERIAL FOR AIR TRAFFIC SERVICES QUALITY ASSURANCE PROGRAMME
<p>What:</p> <p>That, as the Air Traffic Services (ATS) quality assurance programme can contribute to improving ATS safety in support of Safety Management System (SMS), but the CAR/SAM regional guidance material for the implementation of quality assurance programmes in ATS needs to be reviewed and updated so that it is in accordance with the respective SARPs:</p> <p>a) an Ad hoc Group be created made up of States or international organizations of the CAR/SAM Regions, which will be in charge of reviewing and updating the CAR/SAM regional guidance material for the implementation of quality assurance programmes in air traffic services and inform GREPECAS/21 about the results of this task; and</p> <p>b) States and international organizations continue with the implementation of the ATS quality assurance programme, or those processes that can be integrated with the SMS to improve the safety of services.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>Considering the importance that States and service providers continue or resume the quality assurance program or those processes thereof that can be integrated into the SMS process in support of safety, mainly the verification of competence, notification, investigation, and teams of Air Traffic Incident Investigations, Air Traffic Incident Prevention programme and the Quality Services Improvement programme.</p>	
<p>When: GREPECAS/21</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

DECISION	
GREPECAS/20/11	APPROVAL OF THE GTE/MAC TERMS OF REFERENCE
<p>What:</p> <p>That RASG-PA/12/GREPECAS/20 approve the Terms of Reference presented in Appendix E to this report.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

Why: To formalize the structure and way of working of the GTE/MAC Collaborative Group.	
When: Immediately	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	Regional Director

CONCLUSION GREPECAS/20/12		NAM/CAR/SAM WORKSHOP FOR THE IMPLEMENTATION OF MITIGATION MEASURES TO AVOID INTERFERENCE IN THE OPERATION OF RADIO ALTIMETERS DUE TO THE COMMISSIONING OF 5G TECHNOLOGY.	
What: That, given the importance of continuing with the activities to implement mitigating measures due to the implementation of 5G technology in international airports using the frequency bands close to those in which radio altimeters operate, and with the necessary actions to ensure that the mitigating measures implemented will avoid interference problems, in this regard the meeting agrees to: a) ICAO jointly coordinate with the BOEING company a workshop for the States of the CAR and SAM regions with the objective of sharing lessons learned and knowledge that will help promote mitigating measures to avoid interference in radio altimeters by 5G technology; b) ICAO continue supporting States on these activities; and c) CAR and SAM States inform the ICAO NACC and SAM Regional Offices of the monitoring systems implemented in each of their States by 3 February 2023.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: Interference in the operations of radio altimeters due to the operation of 5G technology is an operational safety problem that affects Aeronautical operations and constitutes a high risk for it if adequate mitigating measures are not implemented and if monitoring is not carried out. of its proper functioning.			
When: 28 February 2023		Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input checked="" type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		CAR and SAM States, BOEING and ICAO	

CONCLUSION GREPECAS/20/13		DISSEMINATION OF PART I OF DOC 8126 – AIS MANUAL
What: That, considering the issuance of the Seventh Edition of Doc 8126 – AIS Manual, which includes new elements related to safety monitoring, a) the States establish competency assessment procedures for AIS personnel, in accordance with Appendix A of Doc 8126 - AIS Manual; and b) the Secretariat prepare seminars and workshops to disseminate the new requirements introduced in Part I of Doc 8126 - AIS Manual by the end of 2025.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: So that all the parties involved become aware of the requirements introduced in Part I of Doc. 8126 - AIS Manual and establish a Regulatory Framework for the Evaluation of the Competence of AIS Personnel, both of the Authority and of the Service Provider.		
When: End of 2025		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		

CONCLUSION GREPECAS/20/14		COORDINATED ACTIVITIES BETWEEN RASG-PA AND GREPECAS
What: That the RASG-PA and GREPECAS Plenary Meetings approve the list of current joint activities, as well as those potential joint activities that could be carried out in the future.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To report to ICAO as part of the annual report of the Regional Groups.		
When: Immediately		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		

CONCLUSION GREPECAS/20/15		ANC NOTAM FOR AEROSPACE OPERATIONS
What:		Expected impact:

<p>That, considering the increase in space activity and the need for closer coordination between Aerospace Agencies and Navigation Service Providers to establish safe operating windows for aviation during a launch or re-entry of space vehicles into the atmosphere of the Land; and the existence of opportunities for improvements in the dissemination of launch or re-entry information through aeronautical fixed systems; the Secretariat</p> <p>a) urge the ANC to study the establishment of closer coordination between Aerospace Agencies and ANSPs for Rocket Launch and Earth Re-entry;</p> <p>b) urge the ANC to explore the possibility of formulating a specific type of NOTAM for rocket launches and re-entry to Earth (paragraph m of 6.3.2 of Annex 15 includes rocket launches as NOTAM grounds but could be complemented with a standardized procedure);</p> <p>c) promote the creation of Contact Lists of Organizations coordinating space activities; and</p> <p>d) urge to include the distribution of information on aerospace activity via email as a back-up to the distribution systems via AMHS by the first quadrimester of 2023.</p>	<p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>It is important to establish backup procedures and further dissemination of information on rocket launch and re-entry activities to minimize the impact on safety and continuity of operations. Additionally, a standardized procedure will increase situational awareness.</p>	
<p>When: First quadrimester of 2023</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

<p>CONCLUSION GREPECAS/20/16 GASP - GAND AD HOC GROUP</p>	
<p>What:</p> <p>That, considering the inclusion of 3 Key Performance Indicators (KPIs) for the Safety Key Performance Area (KPA) in the Seventh Edition of the Global Air Navigation Plan (GANP); and the formulation of Vol. III of the Regional Navigation Plan (RANP) and the State Security Programmes (SSP), the Secretariat, with the States, proceed to create an Ad hoc Group, with focal points for air navigation and safety, to analyze transversally these 3 KPIs in the RANP and in the SSP</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

and establish coordinated work programmes to evaluate the implementation of the 3 KPIs and report the developments to GREPECAS/21.	
Why: The coordinated work between the Regional Air Navigation Groups (GREPECAS) and Operational Safety (RASG-PA) when analyzing the implementation of the 3 KPIs of the Operational Safety KPA is imperative to establish transversal tasks, in order not to duplicate effort and optimize resources.	
When: Report the developments in GREPECAS/21	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Industry

CONCLUSION GREPECAS/20/17		MANAGEMENT OF SAFETY KPIs IN THE GREPECAS/RASG-PA JOINT WORK FRAMEWORK	
What: That the Secretariat, together with the States and the industry, plan and develop activities for the management of the KPIs of safety key areas stipulated in the seventh edition of the GANP and in the joint GREPECAS/RASG-PA framework by the First quarter of 2024.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: In order to strengthen the integrated approach of the GANP and GASP global plans, and considering the transversal aspect of the management of Vol. III of the Regional Navigation Plan (RANP) and the State Security Programs (SSP).			
When: First quarter of 2024		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		NACC and SAM Secretariat, Industry	

CONCLUSION GREPECAS/20/18		REVIEW OF AIR NAVIGATION DEFICIENCY ASSESSMENT PROCESSES	
What: That, considering the advanced work of ICAO on the Air Navigation Deficiency Assessment Programme, and the inclusion of a Mapping between the Universal Safety Oversight Audit Programme (USOAP) Protocol Questions (PQs) and the Basic Building Blocks (BBBs), in the Seventh Edition of the GANP, the Secretariat urge: a) the ANC to complete the review of the Deficiency Assessment Process; and		Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	

— A11 —

<p>b) the international aviation organizations (IATA, IFALPA) to consider continuing to support the evaluation of the deficiencies and report them to the NACC and SAM Regional Offices for follow-up and joint work with the States, for their resolution by the end of 2023.</p>	
<p>Why:</p> <p>It is necessary to complete the comprehensive review process of the uniform methodology for the identification, evaluation and notification of deficiencies in air navigation, in order to apply the opportunities for improvement identified, both in the database and in the process itself, with in order to generate a more efficient and effective process, and with greater user participation.</p>	
<p>When: End of 2023</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

— END —