



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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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 3: Correlation between the Implementation of Air Navigation and the Global Aviation Safety Plan (GASP)

IMPACT OF THE GLOBAL AVIATION SAFETY PLAN (GASP) ON AIR NAVIGATION IMPLEMENTATION ACTIVITIES

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper summarizes the request made by the 41st ICAO Assembly for States to work jointly on air navigation implementation activities through the Global Air Navigation Plan (GANP) and integrate safety requirements through the GASP.	
Action:	Suggested actions are presented in number 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 1 – Safety• Strategic Objective 2 – Air Navigation Capacity and Efficiency•
<i>References:</i>	<ul style="list-style-type: none">• Second GREPECAS–RASG-PA Joint Meeting, Salvador, Brazil, 15 November 2022• Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20), Salvador, Brazil, 16 to 18 November 2022

1. Introduction

1.1 Through the last ICAO Assembly, the 41st, held in Montreal, Canada in October 2022, Resolution A41-6 was issued: ICAO global planning for safety and air navigation.

1.2 The Assembly endorsed the 2023-2025 edition of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), Seventh Edition to serve as global strategic guidance for safety and the evolution of the air navigation system.

1.3 The Resolution urges States to use the GASP and GANP plans as a framework for the preparation and execution of regional, sub-regional and national plans, thus guaranteeing coherence, harmonization and coordination of efforts aimed at increasing safety, capacity and efficiency of international civil aviation.

1.4 Also, the resolution urges Member States to devise sustainable solutions in order to fully exercise their air navigation and safety oversight responsibilities, an objective that can be achieved by sharing resources, through the use of internal and/or external resources, such as regional and sub-regional organizations and expertise from other States.

1.5 With respect to aviation safety and air navigation capacity and efficiency, States approved the latest editions of the ICAO GASP and GANP. These important strategic plans guide the cooperation and actions of States based on global aviation goals and technology roadmaps, enabling global progress aligned with key priorities and challenges.

2. Global Operational Safety Plan (GASP)

2.1 During the Second GREPECAS–RASG-PA Joint Meeting and the Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20), important decisions were made that impact the activities of the NACC/WG as the implementation arm of GREPECAS projects. The following conclusions affect the NACC/WG action plan:

CONCLUSION RASG-PA/C14/2022		MANAGEMENT OF OPERATIONAL SAFETY KPIs IN THE GREPECAS / RASG – PA JOINT WORK FRAMEWORK	
What:	The Secretariat, together with the States and Industry, plan and develop activities for the Management of the KPIs of the key area of Safety stipulated in the GANP Seventh Edition in the joint GREPECAS/RASG-PA framework.	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"/> Technical/Operational
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 2024	Status:	Valid
Who:	<input checked="" type="checkbox"/> ICAO SAM <input checked="" type="checkbox"/> ICAO NACC		Responsibles: RASG-PA Secretariat/ GREPECAS Secretariat

CONCLUSION RASG-PA/C15/2022		GASP-GANP AD-HOC GROUP	
What:		Expected impact:	
<ul style="list-style-type: none"> - Considering the inclusion of 3 Key Performance Indicators (KPI) for the Safety Key Performance Area (KPA) in the Seventh Edition of the Global Air Navigation Plan (GANP); and - Considering the Formulation of Vol. III of the Regional Navigation Plan (RANP) and the State Security Programs (SSP): <ul style="list-style-type: none"> • the Secretariat with the States proceed to create an Ad-Hoc Group, with focal points for Air Navigation and Operational Safety, to analyze the transversality of these 3 KPIs in the RANP and in the SSP and establish coordinated work programs to evaluate the implementation of the 3 KPIs. 		<input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
<p>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 efforts and optimize resources.</p>			
When:	Inform on progress to RASG-PA/13	Status:	Valid
Who:	<input checked="" type="checkbox"/> ICAO SAM <input checked="" type="checkbox"/> ICAO NACC		Responsibles: RASG-PA Secretariat/ GREPECAS Secretariat

3. Coordinated activities between RASG-PA and GREPECAS

3.1 The following issues should be integrated into the activities of the NACC/WG as a joint effort to address air navigation and safety issues:

- Collaboration between the RASG-PA Scrutiny Working Group (GTE) and the Mid-Air Collision (MAC) Working Group.
- Project for the Implementation of the CAR Runway Safety Team (RST).
- Implementation of Performance Based Navigation (PBN) procedures in a NACC visual runway.
- Project of Linguistic Competence in the Air Traffic Services (ATS) in the CAR Region.
- General considerations regarding possible interference caused by the 5G network.
- Activities related to Unmanned Aircraft System(s)/Remotely Piloted Aircraft System (UAS/RPAS)
- Cybersecurity
- Assessment of skills of the Aeronautical Information Service (AIS) personnel
- Activities related to the prevention of accidents related to turbulence.
- Analysis of the Seventh Edition of the GANP.

4. Suggested actions

4.1 The participants and, especially, the rapporteurs of the different Task Forces are invited to:

- a) review the information provided in this working paper;
- b) discuss and make decisions during the work session on the mechanisms to address the joint topic of GASP/GANP;
- c) incorporate the actions that apply into the action plans of the different Task Forces;
- d) any other action that is necessary.

— END —